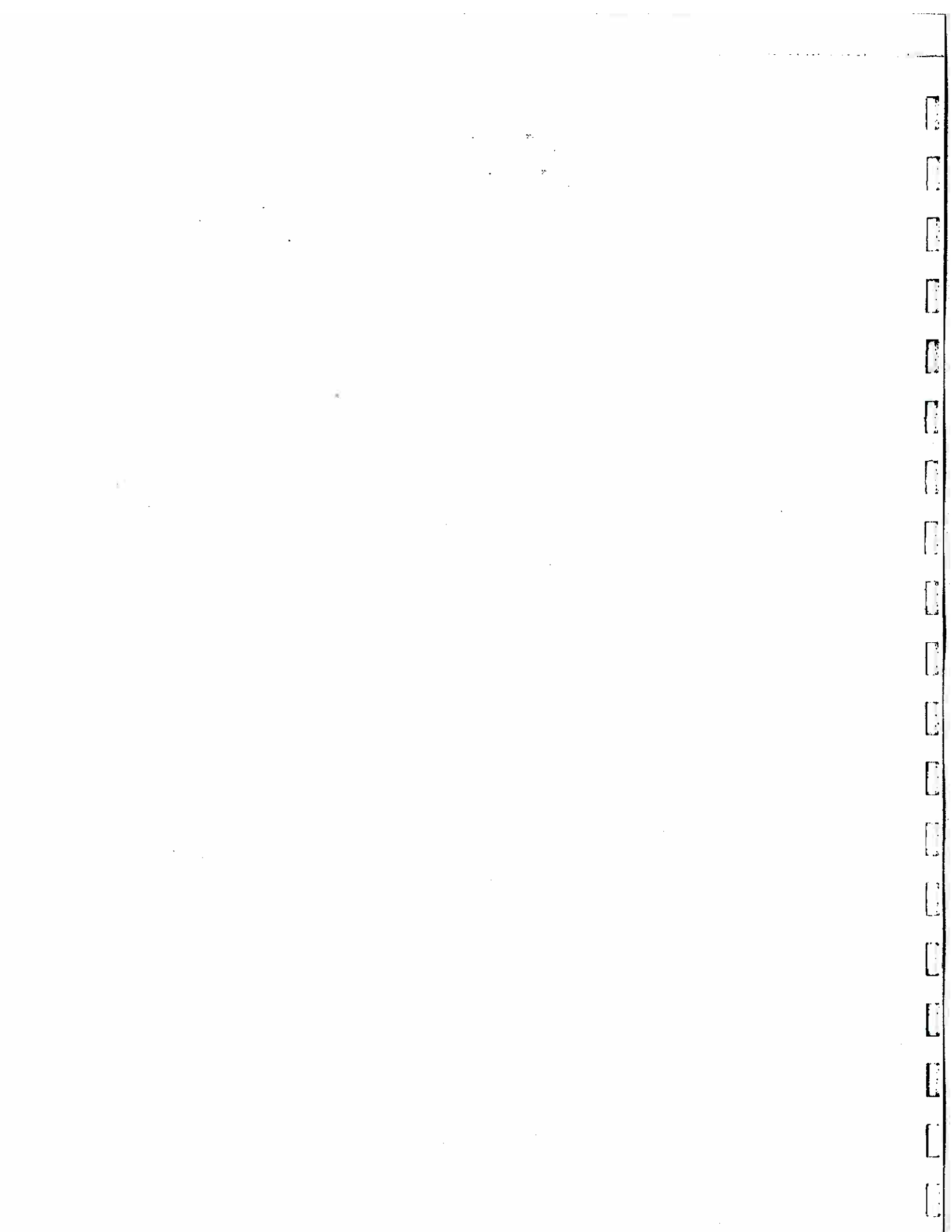




THE ETOBICOKE MOTEL STRIP WATERFRONT PUBLIC AMENITY AREA STUDY



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Project Partners

Province of Ontario
The Municipality of Metropolitan Toronto
City of Etobicoke
The Metropolitan Toronto and Region Conservation Authority

Consultant Team

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November 1996

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1.0 INTRODUCTION

1.1 Background Brief

The Etobicoke Motel Strip Secondary Plan Area is located on the south side of Lake Shore Boulevard West between Park Lawn Road and Palace Pier Court, adjacent to Lake Ontario. The approved Secondary Plan for the area, adopted by Council in 1988 provides for redevelopment of the area to a mixed use community, incorporating residential, retail, office commercial and public recreation uses within a waterfront setting.

One of the fundamental objectives of the Motel Strip Secondary Plan was the creation of a regional open space link between the Humber Bay Parks and the Humber River Bridge as part of the Lake Ontario Waterfront Trail system. The park will provide the City of Etobicoke much needed publicly accessible waterfront open space, and will serve as a significant asset within a comprehensive community plan for the area.

The basic components for the development of this open space connection are provided in the Metropolitan Toronto and Region Conservation Authority (MTRCA) 'Revised Project for the Etobicoke Motel Strip Waterfront Park' (March 1993) which is being undertaken as a partnership project jointly funded by the Province of Ontario, The Municipality of Metropolitan Toronto, and the City of Etobicoke. Phase 1 elements include land assembly, lake filling, interim shoreline protection, fish compensation measures, the construction of the Waterfront Trail link, the development of Waterfront Drive and a proposed stormwater management pond (as City of Etobicoke projects using Infrastructure funds).

The Motel Strip Waterfront Public Amenity Area Study was initiated by the Project Partners in the spring of 1995 in accordance with conditions of exemption under the Environmental Assessment Act, and the policies of the approved Secondary Plan. The study examined potential uses and design of the Waterfront Park, along with recommendations for detailed design standards of the proposed Waterfront Drive and adjacent lands within the public realm. The study additionally integrated and recommended refinements to the shoreline treatments and the accompanying fish habitat compensation measures, as proposed within the MTRCA Project.

The recommendations of this study are to be implemented through an Amendment to the Motel Strip Secondary Plan and will be subject to final approval by the Minister of Environment and Energy.

Table 1

Milestones in the Planning of the Etobicoke Waterfront

February 1988

City of Etobicoke Council adopts the Motel Strip Secondary Plan;

July 1988

Motel Strip Secondary Plan is referred to the Ontario Municipal Board;

May 1989

Minister of the Environment determined that the undertaking would not be designated under the Environmental Assessment Act subject to the completion of an Environmental Management Master Plan and implementation strategy;

September 1989

Completion of the Environmental Management Master Plan;

August 1990

MTRCA submits 'the Project for the Etobicoke Motel Strip Waterfront Park' for exemption from the provisions of the Environmental Assessment Act;

October 1991

Minister of the Environment grants the exemption from the Environmental Assessment based on the EMMP and

subject to final approval of detailed plans for proposed uses and the design of the Amenity Area;

December 1992

Cabinet approves the Etobicoke Motel Strip Secondary Plan including a policy direction for an Amendment for detailed design standards and a park plan related to the Waterfront Drive and the Waterfront Amenity Area;

March 1993

Metropolitan Toronto and Region Conservation Authority receives approval of its Revised Project for the Etobicoke Motel Strip Waterfront Park from the Ministry of Natural Resources and Metropolitan Toronto (Phase 1 Improvements);

April 1995

Motel Strip Waterfront Public Amenity Area Study is initiated.

May 1996

Motel Strip Waterfront Public Amenity Area Study completed;

July 1996

Projected Start-up for the Motel Strip Phase 1 Project.

1.2 Where We Are Today

Over the past decade many studies have been undertaken for the Motel Strip. The proposed plans for its rejuvenation have at times been the subject of controversy. The process has included review and study by numerous levels of government, as well as other consultant teams. This previous work has formed the basis for the approvals which have allowed plans for the redevelopment of the area to move forward to a more detailed level of park design. Previous decisions on issues such as land use and urban form, road patterns, stormwater management and shoreline engineering, have determined the framework on which the waterfront park plan was developed.

Within the context of these previous plans, the preparation of a new waterfront park design and recommendations for its implementation, mark an important milestone in the planning of the Motel Strip and have provided opportunities for a fresh resolution to the design of the Waterfront Amenity Area. The proposed park plan is intended to strike a balance between urban uses and ecological and environmental considerations, and strives to be both achievable and widely accepted within the current climate of fiscal responsibility and political change.

The challenges of the current plan include uncertainty over the timing of the community development within a changed market environment. These uncertainties have stressed the

need for a visionary design that addresses the long term objectives for the area, with an accompanying implementation and phasing strategy that is flexible enough to respond to incremental rather than wholesale redevelopment of the area.

1.3 Process and Study Approach

Study Phasing

At the outset of the study, a Consultative Committee co-chaired by MTRCA and the City of Etobicoke, comprised of landowners, agency stakeholders, and representatives from local interest groups, was formed to provide input into the park planning process. The Etobicoke Motel Strip Waterfront Public Amenity Area Study was undertaken in three phases which are outlined below:

Phase 1 - The Audit and Program

This initial phase included data assembly and a review of the site's planning history and decisions to date, exploration of ideas and issues through a Consultative Committee design workshop and the distribution of a newsletter and questionnaire. First phase work also included the development of extensive program options and preliminary concepts for the waterfront park and drive, and opportunities for integration of the Amenity Area with the proposed adjacent urban development area.

Phase 2 - The Game Plan

In this key phase program options and concepts were refined through discussions with the Technical Advisory Committee, a vision building workshop with the Consultative Committee, public Open House and newsletter/questionnaire distribution. All comments and ideas received were considered for integration into a preferred park plan, which refined and integrated shoreline treatments, fish habitat compensation measures and the road design for the Waterfront Drive. The preferred plan was presented for Consultative Committee and public review.

Phase 3 - The Action Plan

The final phase of work included the preparation of the Master Plan which included development of detailed design guidelines (written and illustrative) for the waterfront park and Amenity Area, as well as supplementary guidelines to address the interface between the park and the adjacent development. An implementation strategy for the park was proposed which included preliminary costs, the identification of phasing and priorities for incremental development, and potential funding sources and management partners.

Public Consultation

A series of three newsletters with accompanying questionnaires (see Appendix) was developed throughout the course of the study to provide information on the design process and to solicit interest in the project, vision building ideas and comment on the proposed concepts. These newsletters were distributed through local libraries, City Hall and a direct mailing list to all interested parties.

Two open houses were held, one following the development of concept and program options, and the second following the development of a preferred park plan. The meetings were followed by a display of the drawings at City Hall to allow for a longer review and commenting period.

1.4 Acknowledgments

The consultant team would like to express their thanks to all those who have contributed over the course of the study, including the co-chairs of the study, Dave McKillop (City of Etobicoke) and Larry Field (MTRCA), the Consultative Committee (See Appendix) and members of the Technical Advisory Committee(TAC). The TAC Committee provided direction through a collaborative team effort that is truly reflective of the Partnership approach to the Motel Strip redevelopment. In particular we appreciate the time spent by members of the Consultative Committee, who participated in workshops and review sessions, and members of the public, who attended presentations and returned written comments. Their efforts contributed significantly in developing the vision for the Etobicoke waterfront.

Technical Advisory Committee

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2.0 THE COMMUNITY VISION

2.1 History of the Motel Strip

As one of the earliest sites of European exploration and settlement in Toronto and with native roots dating back to prehistoric times, the Humber Bay area is important not only for Etobicoke but as a regional site. It's rich and varied history provides themes and images which can be interwoven into the park plan through public art, interpretive signs and design motifs to instill an appreciation of Etobicoke's heritage and to assist in establishing a unique identity for the waterfront.

Native and Early European Settlement

The Humber River valley was periodically inhabited by several of the area's great native nations, the Hurons, the Iroquois and the Mississaugas and its history as the Passage de Toronto or 'Toronto Carrying Place' (the European name for the native overland route between Lake Ontario and Lake Simcoe) is well known. This significant piece of the area's history is celebrated and represented through imagery on the new Humber River Pedestrian and Cycling Bridge. The marshes and lower reaches of the Humber were popular salmon fishing grounds and Indian corn was cultivated on the river flats. At Baby Point, a few kilometres upriver from the mouth, the Seneca tribe established Teiaiagon, a typical fortified Iroquois village, which is estimated to have remained there for over a century.

The Lake Shore Road

Lake Shore Boulevard has played a major role in the area's development history. As a native trail along Lake Ontario the route dates back to prehistoric times. The trail was utilized by early European fur traders, soldiers and settlers, and it naturally became the first east-west road connecting Toronto with early settlements in the townships to the west. The first bridge across the Humber River was constructed in 1809 as a long wooden trestle bridge, suspended 25 feet above the marshes. By the late 1800s a radial streetcar line was operated along the Lake Shore Road by the Toronto and Mimico Electric Railway and Light Company.

A Recreation Attraction

The Etobicoke Motel Strip has had a long and eclectic history as a recreation and vacation spot, ranging from the large resort hotels of the late 1800s, through the "tourist camps" and private bathing beaches of the Depression years, to the "auto courts" or motels of the 1950s and subsequent decades.

The images from the early resort years, are somewhat bizarre, with each of three large hotels competing for the most outrageous attractions. Holiday makers flocked to the area, drawn by John Duck's menagerie of 'wild' creatures, the Royal Oak Hotel with its oak tree growing through the verandah, and the spectacular pleasure gardens at the inn owned by Charles Nurse who was also known as a Canadian champion runner. Connected to Toronto by road, streetcar, and excursion steamers, the resorts of the day boasted sandy beaches, forested picnicking grounds and fishing and boating on the lower Humber River and in the bay.

Dance halls were popular in the area, beginning with the Riverview Dining Hall & Boathouse, on the Lower Humber in the early 1900s. The most famous of the area's waterfront dining and dancing spots was the Palace Pier, located on the west side at the Humber River mouth. Built in the 1930s, the vision for the Palace Pier included several ballrooms and bowling alleys, constructed as a series of units projecting nearly half of a mile into the bay. Although this dream was never realized, the main structure housed a dance hall and roller rink surrounded by a wide promenade reminiscent of a ship's deck. The Palace Pier remained in operation as an area landmark until the early 1960s.

Boating, Boatbuilding and Brickyards

Boating and boatbuilding has figured prominently in the Humber Bay's history. From the earliest times, native canoes were built at the terminus of the 'Carrying Place', as transport to Niagara and other destinations along the Great Lakes waterways. Governor Simcoe established a shipyard near the mouth of the Humber Bay to build gunboats, including the great yacht, 'Toronto'. By the time the shipyards were abandoned by the early 1800s, other boatbuilding businesses thrived in the area. In the 1890s at least four boatbuilders were located in the Humber Bay and Mimico Creek area. These businesses thrived for several decades, building such craft as small yachts and other pleasure boats. The lower reaches of the Humber River and the Bay were popular leisure boating spots, with canoeing and rowing regattas being held each year. Charles Nurse (in addition to his resort and running abilities), was well known for the building of rowing shells and is credited with the invention of the roller seat. Subsequent years saw the building of larger ships in the area, including small naval vessels during the second World War.

While the Humber Bay never achieved status as a harbour, the bay was a busy shipping destination in the mid-1800s, with steamers carrying freight and passengers between Toronto and Gamble's wharf on the west side of the river. From there goods were moved either overland or upriver to the mills and communities to the north. By the 1870s the business trade had given way to the resorts and inns. Several excursion steamers provided regular service, some as many as four times a day between the Humber Bay and Toronto.

Although most of the area was given over to recreation and water-oriented activities, there were a few industries located in the area during the 1800s, including three brickyards. These were the Butwell, Price and Maloney yards, located just north of the Lake Shore Boulevard and east of Park Lawn Road. These businesses provided bricks for the booming residential communities of Mimico, Long Branch, and Humber Bay for many years.

2.2 Community Issues and Ideas

The comments and ideas that were received through the Consultative Committee workshops, public meetings and newsletter mail-outs were integrated into a series of Design Principles which guided the development of conceptual options and the detailed park plan. The following is a summary of the issues and program ideas for the waterfront park plan as established through the public consultation process. (Details of the questionnaire responses are provided in Appendix B.)

- Establish a relationship and connection between the urban development area and the park.
- Reinforce north-south linkages from Lake Shore Boulevard to the waterfront.
- Ensure a pedestrian friendly, human scale streetscape through landscape treatment of Waterfront Drive, with safe crossings and measures to reduce the visual impact of the roadway.
- Provide a vibrant and central urban area to the park, e.g., programmable space, cafes, public art.
- Attract people to linger, e.g., viewing areas, gazebos, comfortable seating.
- Design for multi-use, year-round activities, and interest throughout the seasons.
- Provide a balance between natural and urban elements, and a diversity of passive and active uses.
- Create a more natural shoreline edge and increase water's edge access.
- Ensure sensitivity to the natural ecosystems and existing wildlife areas, e.g., Humber Bay Park East.
- Provide safe, continuous recreational linkages between Humber Bay Parks and Humber River Bridge, e.g., separation of trails for cycling, walking, in-line skating.
- Landscape and shoreline edge treatments should discourage geese in pedestrian areas.
- Allow for the integration of education/interpretive and public art displays into the park design.

2.3 Principles of Conceptual Planning

The following design principles were developed by the design team through workshops with the TAC and Consultative Committees and as a result of the consultants' assessment of the study area. These principles established the programming framework for the park plan and guided the preparation of conceptual design options for the public's review.

Integrate the Urban Community and Natural Realm

- provide a balance between the naturalization of the waterfront and adjacent inland development;
- bring the urban form and developments to the shoreline and water's edge;
- enhance ecological function and maintain within an urban context (e.g., naturalize edge, incorporate habitat areas).

Create Diversity on the Waterfront and a Distinctive Identity

- create a waterfront landmark site as seen from both land and water;
- promote a diversity of compatible activities and unique places within the Amenity Area and immediate surrounds;
- provide a dynamic and rich landscape.

Reintroduce the Recreational Pier to the Community's Experience of the Waterfront

- provide reference to a long history of pier construction along the Toronto Waterfront, i.e. the Palace Pier which embodied the community's spirit and approach to waterfront use and recreation;
- make a strong connection to the central theme of the park design, "the interrelationship between the urban community and the natural realm" through the overlay of pier and water.

Establish the Language of the Urban Forms

- ensure a consistent use of form and materials to be used throughout the Amenity Area to provide the basis and framework for all the public realm, street and park elements, e.g. trellises, canopies, walls, paving, lighting etc.;
- establish a specialized language for the park and streetscape component that references the lake, marine history, etc. and can be carried forward into the design of buildings for the area.

Establish a Network of Urban Corridors and Green Connections

- reinforce the North/South connections oriented to water, e.g. street ends, local park;
- establish a primary East-West greenway with various degrees of urban intervention;
- incorporate the Waterfront Trail.

Build the Scenic Drive Experience

- minimize the scale of road to two lanes wherever possible and pedestrianize the central urban area;
- frame and change views to the water along the route;
- reinforce important views to the Toronto City skyline;
- avoid barrier of parking on the south side of road;
- keep parking on north side of the street to service retail/commercial areas along Waterfront Drive;

Provide a Hierarchy of Walking and Biking Experiences

- provide a variety of trails —walking, cycling, multi-use etc.;
- ensure separation of trail modes along primary route;
- build a strong sequence of experiences and events along the routes, urban, formal, ecological, beach, etc.;
- ensure access year round and for users with limited mobility.

Maximize Seasonal/Night Use

- maintain usable areas seasonally, e.g., climate amelioration;
- create interest and variation throughout the seasons;
- create a special lighting composition for the waterfront promenade, special feature areas and the urban facade.

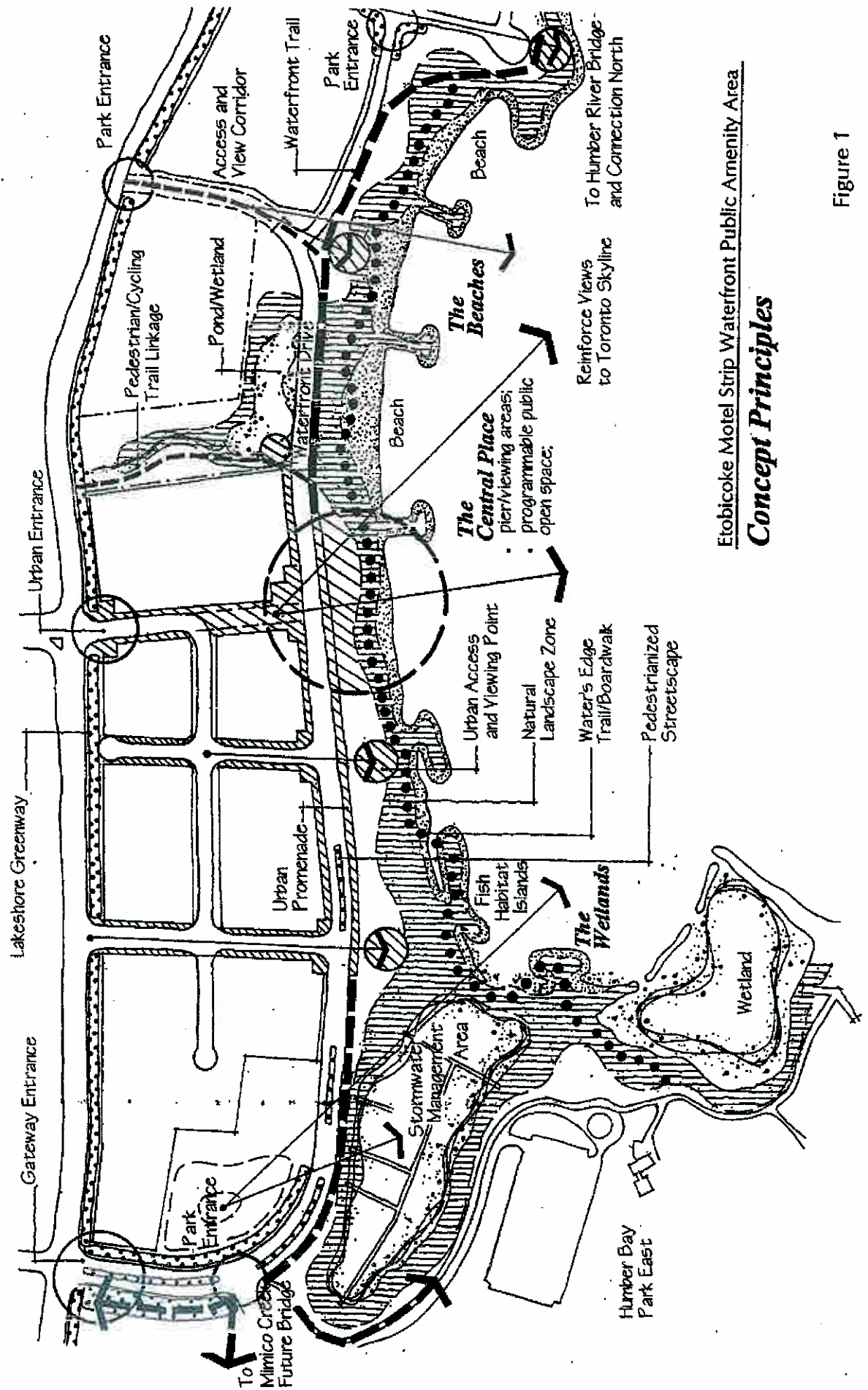
Reinforce the Natural and Cultural Heritage Themes

- develop a series of storylines along the trails and within the feature areas that promote the natural and cultural history of the area through public art and special features such as a pier;

- create a setting for special events — adult areas for sitting, performances, eating at the water/children's focus for outdoor park areas;
- establish an ecological linkage with Humber Park wild landscape and the Humber River and environs (natural heritage).

Flexibility of Implementation Phases

- establish a series of layers within the amenity development scenarios that can be built and augmented over time by various partners;
- ensure flexible programming of the site;
- establish a foundation for private and public partnerships, interest group participation, and funding;
- provide low maintenance options wherever possible.



Etobicoke Motel Strip Waterfront Public Amenity Area

Concept Principles

Figure 1

3.0 THE CONCEPT PLAN

3.1 Overview

Following through on the design principles established for the park, a series of conceptual options were developed which explored a central theme for the Waterfront Amenity Area - "the interrelationship between the urban community and the natural realm". A preferred concept was selected through consultation with the Technical Advisory Committee, the Consultative Committee and the public (see Appendices). The final park master plan was further refined on the basis of comments resulting from the consultation process.

The park plan creates a series of unique places linking both natural and urban landscape areas within a rich and dynamic waterfront setting. The waterfront park includes three sectors that add to the diversity of the landscape character and reflect the proposed shoreline conditions, and surrounding context of the site.

The Central Place provides a public gathering place for programmed events and activities, and integrates the urban portions of the park with the adjacent development on the north side of Waterfront Drive.

The Wetlands reflect the wilder, natural landscapes found in the East Humber Bay Park and combines fish habitat compensation measures and proposals for the stormwater management area with opportunities for public access, interpretation, and wildlife viewing.

The Beaches offer naturalized areas, a separated system of walking and cycling trails, lookout areas, and closer contact with the water's edge along a series of cobble beaches.

The three sectors of the park are linked by a two-tiered trail system. The *Urban Promenade* forms the upper trail and accommodates both cycling and walking paths within a formalized streetscape. The Promenade links the Central Place with other landscaped park entrance nodes at the terminus of the view corridors established by the north-south connector roads. The lower *Water's Edge Trail* is designed for walking only, and links key viewing areas along the shoreline, through a series of boardwalks and soft surface trails.

Waterfront Drive provides a scenic driving and access route through the area, and delineation of the public park areas from the private development to the north. The south edge of the road is highlighted by the Urban Promenade which forms the interface between the street and the more natural areas of the park.



Figure 2

3.2 Concept Description:

Waterfront Drive

Waterfront Drive is envisioned as a gracious tree-lined road that forms the interface between the urban development and the natural areas of the waterfront park. Park Lawn Road forms the principle gateway to the Amenity Area and the waterfront, for visitors arriving by car or by transit. It is designed to include an arrival plaza as well as a distinctive entrance feature which echoes the language of the built elements within the park. As one progresses from the Park Lawn Gateway through the urban sector to the more natural areas of the Beaches, the driving experience is accentuated by a series of open and tree-framed views of the lake. The proposed streetscape treatment visually reduces the scale of the road through the introduction of central landscaped boulevards, a tree lined park promenade edge, and a decorative paving treatment at pedestrian crossings. To maintain continuity in the visual character of Waterfront Drive, a unified approach to the lighting, landscaping, and paving treatments is proposed over its entire length. These landscape elements are extended into the streetscape treatment of the urban development areas.

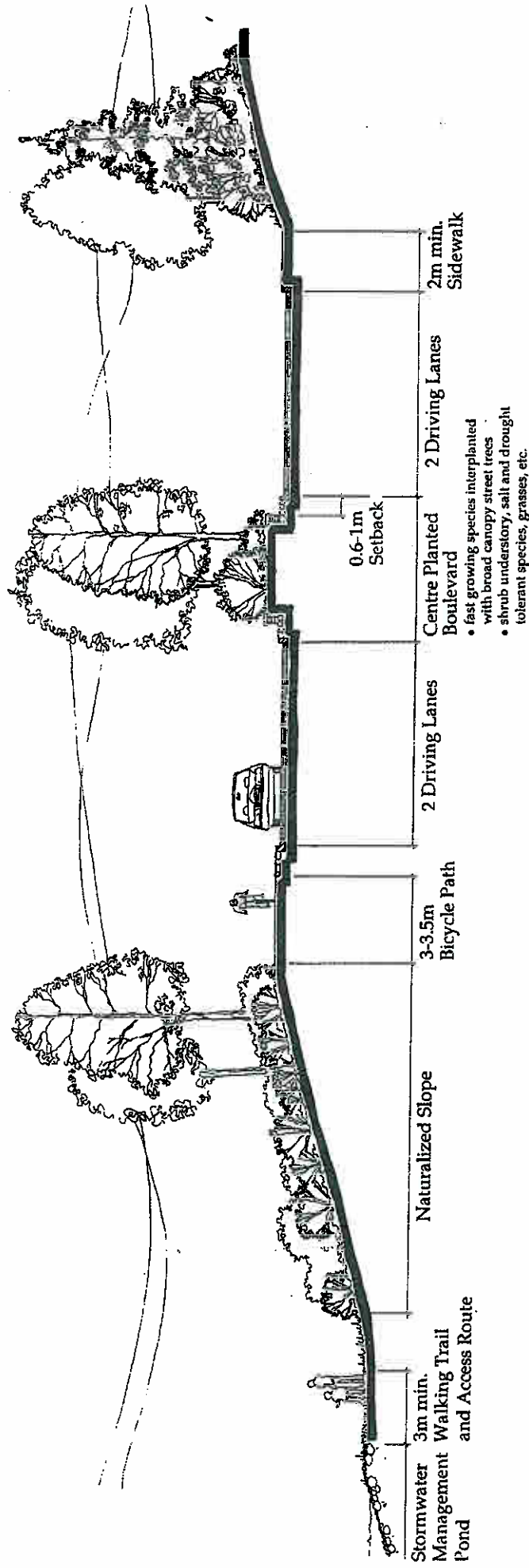
Waterfront Drive has been designed by engineers at the City of Etobicoke with a four lane cross-section from Park Lawn Road through to the western edge of the Central Site. The remainder of Waterfront Drive is two lanes. The easterly connection of Waterfront Drive to Lake Shore Blvd. West will be phased in over time. Initially the road will terminate in a cul-de-sac with a 10m wide pedestrian corridor connecting through to Lake Shore Blvd. West. However, once redevelopment takes place on the adjacent lands, an additional 10m will be acquired and the corridor will be converted to a two-lane roadway to complete the Waterfront Drive loop.

To avoid the obstruction of views, no on-street parking is proposed on the south side of Waterfront Drive. Parking could be permitted in the curb lane on the north side of Waterfront Drive during non-peak commuter times such as late evenings or weekends. Parallel parking is proposed on the north side, through the Central site. The section of road through the Central Site could be closed to vehicles during festivals or other special events to allow for the spill over of park activities from the park into the Village Court area on the north side of Waterfront Drive. There is no on-street parking proposed east of the Central Site, however a small pull-through parking lot has been provided in the Beaches sector of the park. This parking area serves to improve traffic circulation in conjunction with the cul-de-sac on Waterfront Drive and the one-way road connection from Palace Pier Court, as well as providing a lakefront viewing spot in the off-season.

The Urban Promenade (the upper trail)

The Urban Promenade offers a wide tree-lined allée on the south side of Waterfront Drive accommodating formal strolling and cycling (on separated paths) away from the windswept lake edge. A transitional area between the busy urban edge and the landscaped park setting, the Promenade provides a series of shaded seating spots for viewing the lake and for 'people watching'. Through the Central Place, the Promenade is integrated into the plaza. To the west, it intersects with landscaped nodes which have been established at the terminus of the north-south roads as meeting places and entrances to the park.

The linear nature of the Promenade with its feature areas along the way provides an excellent opportunity for the development of a themed storyline walk presenting aspects of the area's cultural or natural heritage. The story could be told through motifs incorporated into light standards, paving, manhole covers, benches, etc., and as artworks. Early phases of the park construction (prior to urban development) will establish the Promenade as a soft surface trail within a less formal 'green corridor', in order to complete the Waterfront Trail connection.



Waterfront Drive at Stormwater Management Pond

Figure 3

The Central Place

The Central Place is the most significant public assembly area within the Amenity Area and an extension of the main entrance road and the Village Court area. Visible upon entry to the development area, it frames the views to the park and the lake beyond. Because of its scale and prominence, the plaza overlays the naturalized shore edge and approaches the water more than any of the other urban street elements. The Central Place is made up of a series of interconnected structures and spaces which link the urban environment with the natural landscape.

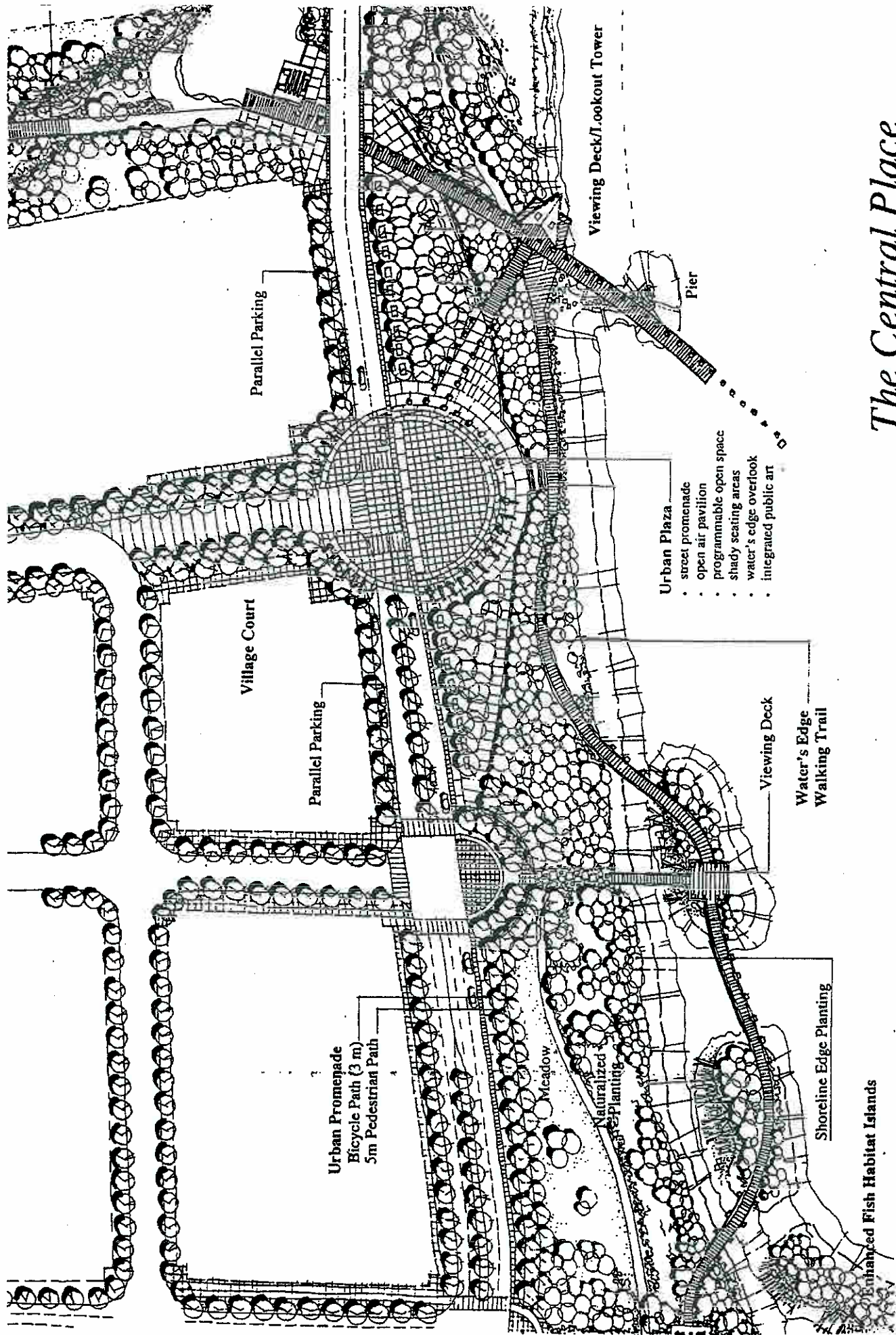
The Plaza is designed to accommodate community events and informal open air performances, outdoor cafe areas or other seasonal activities, as well as providing shady, comfortable seating and viewing spots, and strolling and cycling along the Promenade. The plaza's paving materials and patterns span Waterfront Drive, introducing the park experience into the urban environment. On occasion, the short-term closure of this section of the road allows for a larger festival space during special events.

One of the most compelling views at the water's edge is the view towards downtown Toronto's skyline. This view is explored from the Lookout Tower and Pier, both traditional waterfront elements reconstituted on the waterfront in a new contemporary form. Poised over the water's edge, the Tower, offers dramatic views of the lake and the natural park areas in all seasons. It links the Plaza, Pier and Boardwalk and serves as a beacon from on the water and from other vantage locations along the shoreline.

The Pier provides reference to the historic Palace Pier and is a visible extension of the Plaza and main street as well as a natural terminus to the north-south greenspace connection between Lake Shore Boulevard and the lake. It allows the visitor to walk out and over the water, taking advantage of cooling summer breezes as well as exciting storm events.

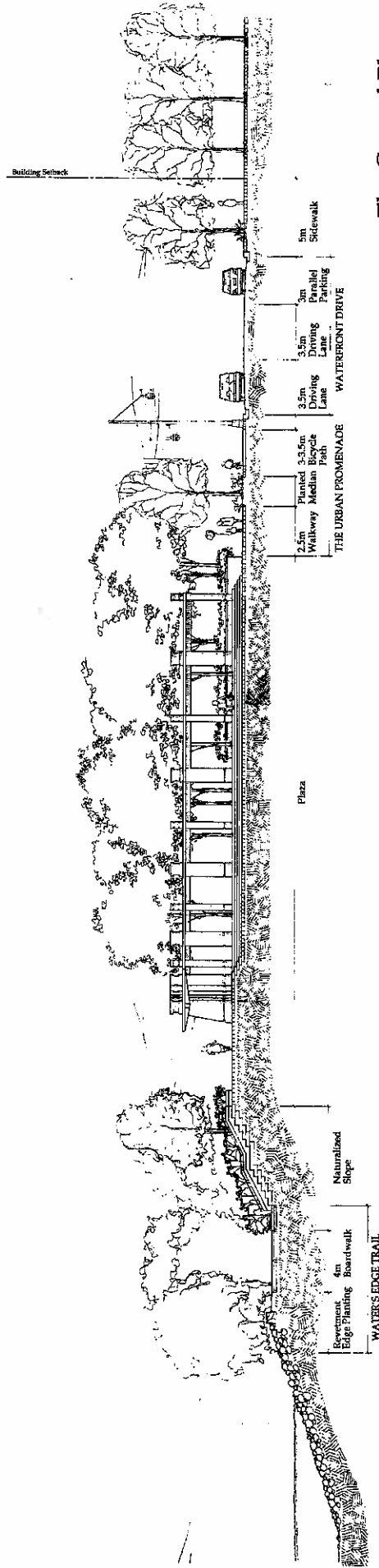
The lower Water's Edge Trail through the Central Place accommodates casual strolling along a wide boardwalk promenade. Linked to the Pier and connected back to the street level plaza through the Lookout tower, the boardwalk provides for strolling on fine summer days as well as a closer contact with the lake elements. It continues as a boardwalk and walking trail system through the Wetland and Beaches area. Low shrubs and an armour stone edging are proposed along the top of the revetment slope to green the shoreline and deter the Canada Geese from moving between the water and pedestrian areas during their flightless season in the summer months.

The battered columns of the Pier and Tower are the primary structuring elements for the Central Place and other built elements within the park, establishing a detailed language for other public open space areas within the adjacent development area. Park structures, railings, trellises, and site furnishings should be designed with artistic expression drawing on heritage or waterfront themes and linked into an overall storyline for public art within the waterfront park.



The Central Place

Figure 4



The Central Place

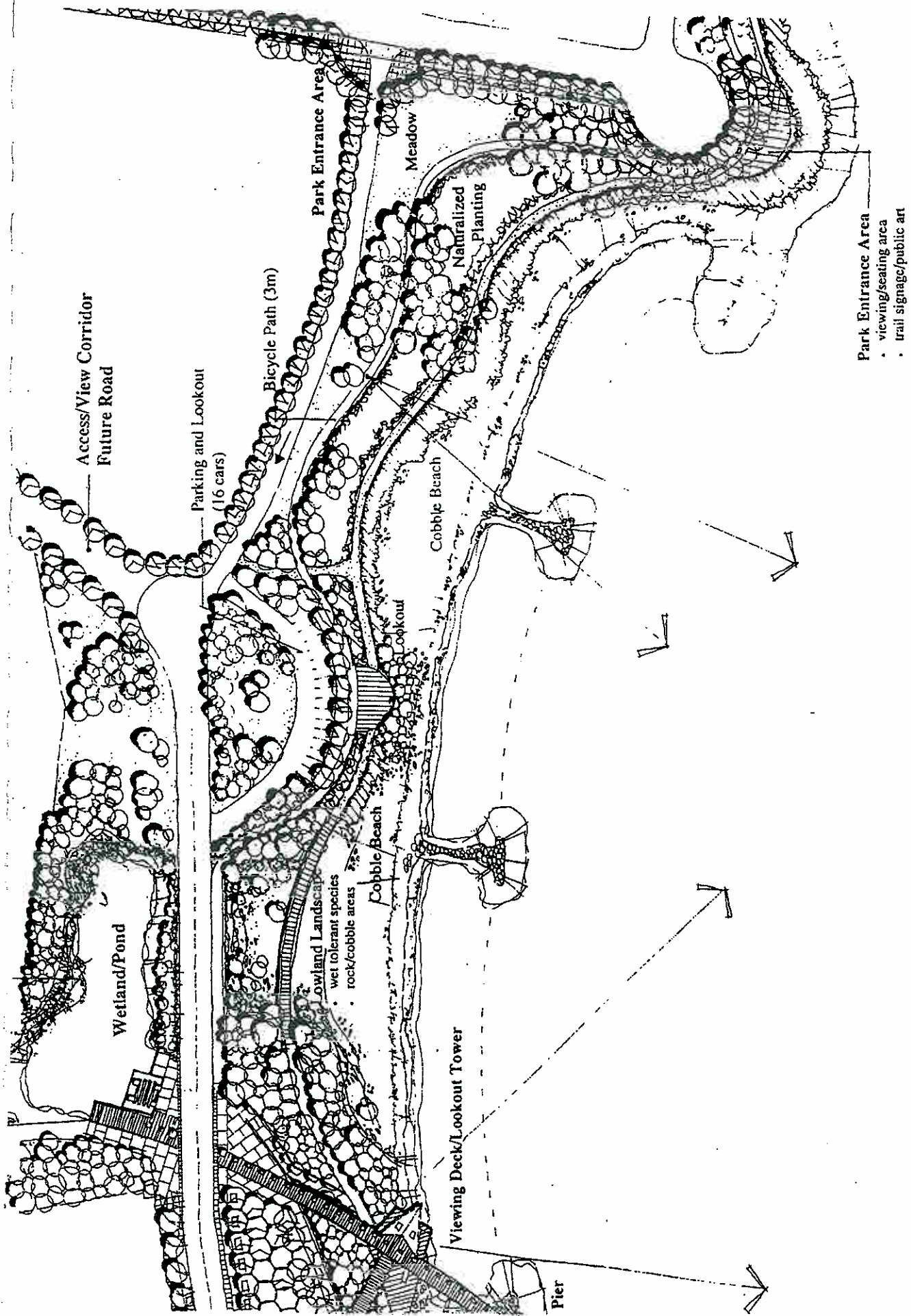
Figure 5

The Beaches

Cobble beaches and a naturalized backshore areas characterize the Beaches sector of the park. The cobble beach cells along the shoreline that are designed to withstand the high wave activity, are extended into the backshore to create sweeping sand and pebble areas for beachcombing and meandering along the water's edge. The Waterfront Trail is accommodated through the open landscape of the beaches as a separated trail system for walkers and cyclists. A rough planting edge of grasses and low shrubs separates the cobble beaches from the walking trail as a barrier to geese using the area during their flightless season. The use of coarse meadow grasses and limited mowing is proposed in the meadow areas throughout the park as geese are attracted to manicured and fertilized grass, and prefer areas where there is ready and visible access to the water. An informal water's edge lookout is located along the trail, adjacent to a small pull-through parking area which is oriented to provide an off-season viewing spot for motorists.

At the west end of the Beaches the lowland landscape area is a physical acknowledgment of the sand beach and cove that will be lost. The depressed backshore allows for seasonal water inundation into a rocky cobble area, characterized by wet-tolerant plants, such as dogwoods, sedges, and wet meadow species. The concept proposes that the landscape zone be visually extended north into the Local Park as a pond and wetland complex to simulate the experience of crossing water as one drives or cycles along Waterfront Drive.

The pond could be designed to accommodate informal ice skating within a natural landscape setting, protected from the winter lake winds. Its wetland edges and densely planted slopes offer a different habitat and environment from the adjacent lakeshore areas, with opportunities for nature observation and interpretation. The wetland system is continued to the north as a naturalized drainage channel designed to accommodate run-off from the surrounding parkland areas. If appropriately designed to consider water quality, the drainage system might also accept limited stormwater from adjacent development areas. This corridor creates a strong visual and physical connection with the waterfront, further strengthened through the path system which extends from Lake Shore Boulevard to the waterfront terminating with the Lookout Tower and Pier. The pond and wetland areas in the Local Park are proposed at this time as visual amenities within a naturalized park setting, to compliment proposed features in the Waterfront Park. The long term program for the Local Park must consider the future recreational needs of adjacent residents, as determined through public consultation, once the community evolves.



The Beaches

Figure 6

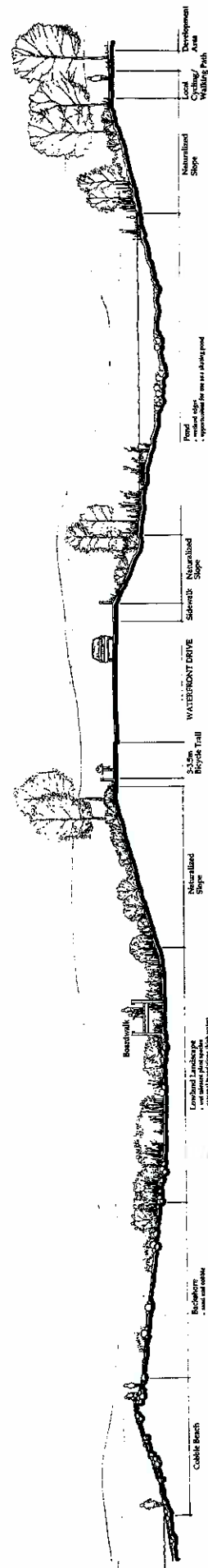
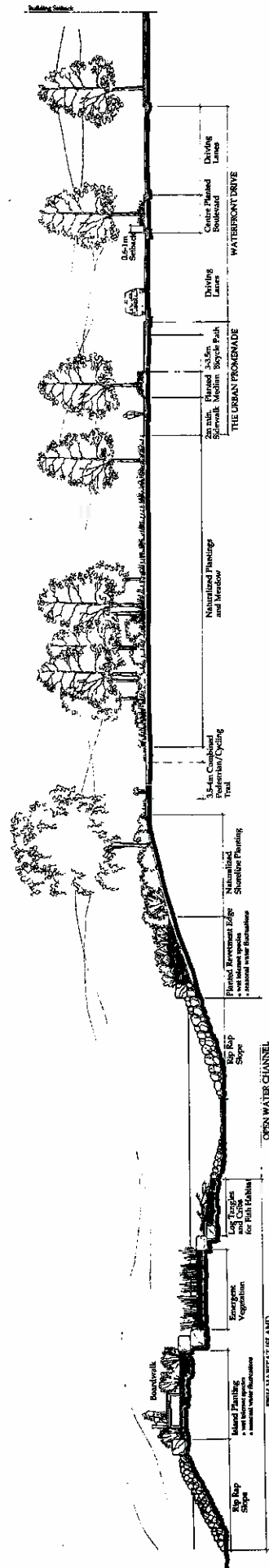


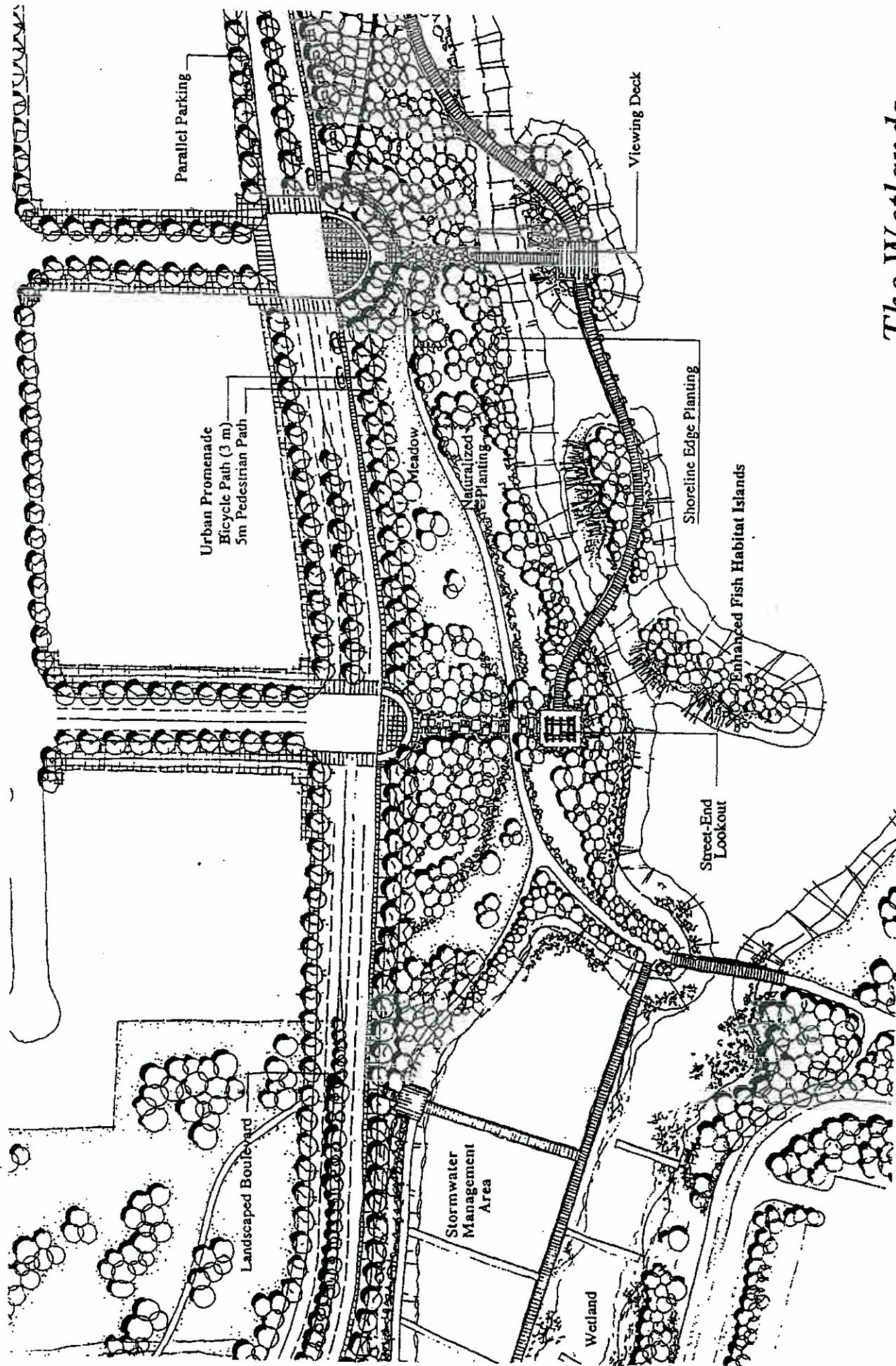
Figure 7

The Wetlands

The juxtaposition of the fish habitat islands, the stormwater management pond, and wetlands of the Humber Bay Park East, create an ecological zone which provides opportunities for nature observation and interpretation. These features are important components of the overall park plan adding diversity and interest to the trail system. Exposed to the elements, the Water's Edge Trail meanders through the area as series of boardwalks, bridges and viewing decks which offer an exciting close-up view of the marshes, open water channels and wildlife habitat areas. Designed for strolling and observing, the Water's Edge Trail and the interconnecting boardwalks of the storm water pond should include an interpretive storyline, developed as a series of signs and stations along such themes as fish and wildlife habitat, shoreline processes, wetland functions, etc.

The Water's Edge trail intersects with the Streetend-Lookouts which form the terminus of the park entrance paths and the north-south streets. These lookout areas provide unique structures along the water's edge, which will reference the inland city, while providing sheltered seating and viewing areas as close to the water as possible.

The open park landscape areas between the Wetlands and the Central Place are characterized by a series of natural wildflower meadows and low native shrub plantings framed by groves of willows and other trees characteristic of the Lake Ontario shoreline. A pleasant cycling and walking trail meanders through this natural landscape, linking the Urban Promenade with the Wetlands and the natural areas of Humber Bay Park East. The trail also loops along the south edge of the stormwater management area through to Lake Shore Boulevard and the transit area at the Park Lawn Road entrance. A more direct cycling route is provided along Waterfront Drive, on the north side of the stormwater management area.



The Wetlands

Figure 8

4.0 INTERPRETING THE WATERFRONT

4.1 An Integrated Design Approach

Prominent scenic waterfronts with spectacular views have been the subject of substantial integrative design projects around the world involving a range of artist talents and design professionals. Some public art projects, like Battery Park in New York, are in the midst of huge urban areas, while others articulate the waterfronts of smaller centres. Whatever their scope, these projects play key aesthetic, symbolic and frequently functional roles in transforming the quality of the community's relationship to the waterfront and the individuals' experience of it. This site will be Etobicoke's premier public waterfront and thus must tell the story of past and recent communities and activities at this place, educate people about current land and water-based relationships, as well as, establish a place of high design quality and pride for Etobicoke.

Public art can help build a sense of connection and value between a place and the people who build, use and visit it. The benefits therefore, can be economic, in terms of a positive image which contributes to land values; cultural in that the area becomes a destination for cultural experience and events; ecological, particularly from an educational viewpoint; and social, where a valued place helps establish a sense of continuity and community.

The consultants view an integrated design approach and the provision of a public art program for this site as an important component in the realization of the Motel Strip. The plan for the Amenity Area has been prepared with a view to the transdisciplinary involvement of landscape architects, architects, engineers and a range of artists potentially specializing in visual arts, graphics and the crafts. Their work would all contribute to the design and construction of critical park and streetscape components, and would build a visual dialogue about the story of this waterfront community that is understood by the Amenity Area visitor.

A public art program has been prepared which seeks to reinforce the objectives of the master plan by the identification of several integral projects within the development plan.

4.2 Public Art Program

Principles of the Public Art Program

The public art program, which develops and organizes the thematic and site-related opportunities for public art projects in the Amenity Area, is guided by the following principles. It seeks to:

- Reinforce the "people" aspect of the Amenity Area by deepening and intensifying visitors' experience, and by involving the community in the public art process;
- Contribute significantly to the Amenity Area's design objectives; particularly in defining the uniqueness of the Area and its differentiation from other Metro waterfront sites, and in reinforcing its heritage and cultural themes;

- Create viable opportunities for artists to make meaningful contributions by introducing the public art process at the outset into the conceptual and physical development of the Amenity Area's urban and landscape aspects;
- Identify opportunities for temporary public art projects that will contribute to the visibility and identity of the waterfront, as the Amenity Area unfolds.

Synopsis of Themes

The study identifies six broad thematic potentials, under which we have noted particular subjects. This compilation is not exhaustive, but will serve to clarify the relationship of theme to site as it is developed in following sections. The emergence of the Amenity Area's position as a regionally significant site will serve to expand the subject possibilities for interpretive projects over the lengthy development horizon of the park and urban areas.

The Interrelationship between the Urban Community and the Natural Realm

past

- native's holistic perspective
- settlers' subsistence on land

present

- contemporary life
- how we use the land

Recreational Uses

past

- resort hotels, amusements
- dining and dancing
- Motel Strip auto courts
- roller-skating, ice skating
- fishing, picnicking
- nature study
- rowing and boating

present

- urban cafes
- sightseeing, community festivals
- walking, cycling
- in-line skating, ice skating
- fishing, picnicking
- nature study
- yachting

Industrial Uses

past

- boatbuilding
- brickworks
- shipping, freight

present

- Mr. Christie
- light industry

Transportation

past

- "Carrying Place"
- excursion steamers
- native/settler trail
- streetcars

present

- east-west passage
- lakers passing by
- Lakeshore Blvd.
- streetcars

Nature and Ecology

past

- shoreline features
- indigenous wildlife

present

- wetlands, beaches
- fish habitat
- stormwater management

Inhabitants

past

- native & settlements
- settlers, traders
- celebrities

present

- development residents
- local residents

Public Art Opportunities

The public art program is an integral but distinct layer of the Etobicoke waterfront's planning and implementation process. It can be characterized as a series of threads which, when woven into the fabric of the project, add seamlessly to its colour, texture and meaning. The threads are the individual projects which must evolve within the zones of the park over the long term using the visioning tool of this study. The following program shows the scope of public art possibilities. Obviously not all the projects and sites identified will be realized as public art, and as the development progresses, other unanticipated opportunities will arise on the planning and development horizon. We must be alert to them.

Storyline Walk: Etobicoke's Character in Ecology and Heritage

As the primary public waterfront open space for the City of Etobicoke, the Amenity Area park and local park is destined to become a place of importance in the minds and habits of Etobicoke residents. The area is already firmly instilled in the memories of individuals over several generations. As the study process has confirmed, many have strong feelings and attachments for diverse aspects of the Motel Strip region, past and present. The lengthy history of issues preceding the redevelopment of this site only serves to emphasize how important this place is to the articulation and manifestation of identity in the minds of Etobicoke residents.

The two connectors that traverse the park as a series of trail and boardwalk routes provide a significant opportunity to build a characterization of Etobicoke's unique qualities. Namely, these include the Urban Promenade and the Water's Edge Trail. The meandering form and ambulatory pace of the trails offer walkers frequently changing scenarios as they move through space. The storyline walk elements will provide comparable experiences of discovery, contemplation and aesthetic reward.

The different conceptual levels on which the storyline walk functions will affect the forms that it takes and the materials it uses. Going beyond the familiar interpretive metal plaque affixed to an object or post, the storyline walk will also seek to communicate on aesthetic and metaphoric levels by bringing in artists from corresponding artistic disciplines. They will participate in writing the story line, developing its focal sites, and expressing the vocabulary of forms and materials.

The storyline walk project is located in the park and spans its program sectors: the wetlands, central place and beaches/local park. The following sites provide for degrees of ambitiousness in selecting public art options to pursue:

- boardwalks, elevated boardwalks and other trail landscapes;
- urban intersections with the park;
- meadowlands;
- stormwater management area and local pond;

- wetlands, fish habitats, beach and shorelines;
- the entire structure and/or segments of the wetlands bridge adjacent to the stormwater management area;
- lookouts, viewing decks and shelters.

Ecology and heritage are the twin themes of the Walk. Each sector has its own wealth of specific ecological and environmental subjects to explore, for example, the progressive technology of the stormwater management facility or the regenerated fish habitats. Heritage is the historical legacy of natural and human activity. Its expressions are anchored by the location of the various narratives in the park and by the views out over the lake and back to the city.

The talents of a transdisciplinary team of artists and technical specialists will be required to realize the storyline walk. Writers/poets, graphic artists, visual artists, designers, architects, and crafts people are key participants in conceptualizing, designing and realizing the elements of the walk. Expertise in heritage, biology, and water resource engineering are also integral components of developing the storyline project.

The Central Place: Intersection of the Natural and Urban Worlds

As the waterfront area urbanizes, the Central Place with its Pier and amenities is probably the most visible part of the park to its own community and beyond.

The Central Place is the location where the Amenity Area theme, "the interrelationship between the urban community and the natural realm", is interpreted. The theme is broad, and is one that has a fundamental and historical position in the discourse of the arts. Every professional visual arts discipline has its own perspective, working approaches and language when it comes to articulating its meaning. The visual artist would become an important member of the design team. In recommending a collaborative approach to this experientially oriented project, we are attempting to establish an open dialogue between professional perspectives which will create a design and structures for the Central Place which would not otherwise have existed.

The Viewing Deck/Lookout Tower and Pier are the focus of the park, and thus are also the priority for the Central Place's interpretive expression. However, the whole Central Place site as encompassed by the above-ground built form for the plaza north and south of Waterfront Drive, the pond deck, canopy, hard surface transitions to the pond's edge, and the connecting walkways are to be considered for public art involvement should implementation plans permit.

Gateways: Introductions and Reflections

The Amenity Area's land perimeters are currently defined by five points of entry to the park and urban development:

- Park Lawn Road Gateway;
- Gateway to Etobicoke from the Humber Bridge;
- Main Urban Gateway (at the QEW off-ramp);
- Residential Gateway (Easterly Waterfront Drive connection from Lake Shore Boulevard);
- Local Park Gateway

When completed, the buildings will channel pedestrian and vehicular traffic through the north-south view corridors to the park and waterfront. Specially created gateways at the entrances will echo and provide transition from the region, promote a sense of arrival, and indicate something special occurs beyond.

Each gateway is an opportunity to create a symbolic relationship with and initiate the thematic experience for the sector of the Amenity Area it introduces. The park's primary structuring element, such as structural columns, should be used to extend the park's visual language to these sites and to be a common element that ties the gateway set into a unified public art unit.

The Park Lawn Gateway is a special feature as it is the main vehicular, transit and pedestrian entry to Waterfront Drive and the spectacular scenic view of Toronto and the lake. It leads directly to the Wetlands, Humber Bay Park East wildlife area, the Stormwater Management Area and other naturalized areas of the park. The site includes the transit shelter, loop, and boulevard entrance. Themes should elicit the park's ecological and natural manifestations, juxtaposed perhaps, with the urban context embodied in the view.

The Gateway to Etobicoke from the Humber Bridge is the main lakeside pedestrian and cycle entrance to the City of Etobicoke. A Trailhead Marker for the Waterfront Trail is to be located in this area and is currently being commissioned through competition under the City of Etobicoke's Public Art Program.

The property of individual developers in the Amenity Area are involved in the remaining three gateways. The perspective and support of the developers will become a determining factor in how artists are involved in the urban public art gateways. It is recommended that building developers be encouraged to adopt the four Principles of the Public Art Plan, in conjunction with the policies of the Etobicoke Public Art Advisory Committee, and consider the following themes for these gateways:

The Main Urban Gateway (at the QEW off-ramp) is the primary introduction to the Village Court and the Central Place. It should respond therefore to the contemporary urban and cultural framework of the Central Place.

The Residential Gateway from Lake Shore Boulevard is a domestically scaled gateway which could echo the Motel Strip history via its signage and colourful names. (Casa Mendoza, Seahorse, etc.) and the prevailing Miami art deco style.

The Local Park Gateway is the pedestrian link between the local park and its amenities and the lookouts, pier and other recreational aspects of the Waterfront Park. A theme embracing both active and passive forms of recreation scaled to and centered on the pedestrian, human point of view may be appropriate.

Connections at the Urban Edge: Mobility and Legacy

Waterfront Drive and its Urban Promenade is a formalized streetscape. It plays a transitional role at the edge of the urban and parkland realms. These can be transformed by the subtle meanings and humanizing effects of art and craft works.

Potential sites include the length of the pedestrian and cycle Urban Promenade; the urban north side of Waterfront Drive, intersections and urban and parkland nodes; and the Central Place plaza as it extends from the lake edge to the urban face through the promenade and roadway.

Here, public art plays a functional role in reinforcing design objectives in each program sector it passes through. The public art expression is useful in segregating pedestrian and cycle pathways, defining and calming pedestrian roadway crossings and park approaches, and in the design and fabrication of amenities. The expressions take two main forms:

- *groundscapes* which include paving patterns and edges, where artists who can work with streetscape designers and engineers to translate their ideas into buildable materials and forms are needed;
- *vertical elements* such as lighting armatures, seating, and spatial separators including bollards, railings and screens.

As Waterfront Drive and the Urban Promenade are the means of regional access from three directions, and have the lake vistas as the fourth, the theme of mobility, in its past, present, land and marine forms, is relevant. It offers the project designers and artists a wide range of conceptual options, especially so if the industrial legacy of the site can be evoked in the imaginative use of materials, which themselves have historical and cultural associations.

4.3 Temporary Public Art Opportunities

The diversity and richness of natural and urban experiences within the Motel Strip's relatively small area could create an exciting framework for temporary public art projects. The transient nature of these initiatives give artists the freedom to incubate ideas about art, site and the public forum in ways that are less constrained by issues of cost and media permanence. Because they are realized in the public view, opportunities are fostered for the community to become involved in learning situations about the public art process and for artists to gain valuable experience in working outside the studio.

Temporary public art projects range from modest individual initiatives performed with the benevolent permission of a landowner, to ongoing programs organized by a municipal public art body, to international enterprises suitably tailored to the site's landscape.

The incremental development horizon for the Amenity Area poses the opportunity to use site locations awaiting their final forms for temporary public art projects. This could assist the implementation plan principle that the area should "establish the stature of a 'finished' landscape". The Etobicoke Public Art Committee could be encouraged to take on the task of determining the objectives and parameters for this activity in accordance with practical exigencies and the vision of this study.

5.0 IMPLEMENTATION STRATEGY

5.1 Principles for the Incremental Implementation Plan

The following principles establish the framework for implementing the park plan as a series of incremental yet interconnected components, within a flexible timeframe that can respond to the overall timing of the redevelopment of the Motel Strip.

- Include a strategy with many design and program layers that can be constructed or installed in the immediate or longer term. Arrange these layers for the key places of the plan as a series of building parts which can be added on to as time and budgets allow.
- Establish the stature of a "finished " landscape through the incremental development horizon. The increments should not allow the Amenity Area to take on the appearance of incompleteness or abandonment.
- Set the stage for the Motel Strip development lands with a bold, green infrastructure of passive landscapes in the early years. Manage these landscapes to mature and enrich the water's environs as quickly as possible. Set the guidelines and implementation strategy to allow a complementary urbanizing of the scheme that will be triggered as adjacent development is executed.
- Include continuous public trail linkage from Lake Shore Boulevard and Humber Bay Park on the west to the Palace Pier Court on the east as the initial implementation phase of the Amenity Area. The character of this east-west linkage must be distinctive in landscape design for Etobicoke from the outset. The Waterfront Trail corridor and the scenic roadway can provide the essential spines upon which other spaces and proposals build and integrate.
- Establish a series of large and small projects within the plan to build the sequence of landscape places and features, which begin to make the waterfront place memorable.
- Build on the design foundation of the Amenity Area vision and encourage excellence in trans-disciplinary design efforts for the implementation projects.
- Promote the special projects as a series of assignments which foster partnership efforts in design, implementation and management.
- Manage the implementation of the development area with a special management partner group. This partner-group will coordinate the detailed design and implementation efforts for this catalyst project, and will seek funding and facilitate negotiations.
- Foster public and private sector assistance through a range of partner initiatives and funding approaches. Create variable opportunities for private individuals and organizations to participate in the special project development, research and programming of activities.

- Continue community dialogue and information methods during all steps of the implementation horizon. Solicit involvement from community organizations, residents groups and the adjacent developers. Maintain a flow of information between parties and remove barriers to continued discussion and active participation of partners.

5.2 Partners for the Plan

Acquisition and development of parkland along the Etobicoke Motel Strip provides a significant link in a continuous publicly accessible waterfront within Metro Toronto, and an opportunity for the development of a prestigious waterfront for the City of Etobicoke. To ensure its successful implementation, the long term development of the Amenity Area will require the same co-operative partnership effort that has brought the planning phases of the project to a publicly supported conclusion. The partnership group consisting of the City of Etobicoke, the Metropolitan Toronto And Region Conservation Authority (MTRCA), and Metropolitan Toronto, will guide the implementation of development, and review/coordinate all aspects of detailed design, construction, and fund raising.

The MTRCA will complete the land assembly and lakefilling to establish the landbase for the Amenity Area, including basic preparation of the site for public use (i.e., the Waterfront Trail and initial landscaping). Metro Toronto, the agency that will manage the park, will focus on the "greening" of the site, additional trails and access features, signage, park furniture, and interpretation features. The City of Etobicoke should have a significant role in the development of components in the park plan, such as the Central Place and the Urban Promenade. Responsibility for implementation of the local park will rest with Etobicoke, consistent with the principles of the Study.

There may also be an ongoing need for the partners to draw on the expertise of those who can provide specialized skills, technical input, and advisory services on such matters as urban design, public art, and ecology.

5.3 Maintenance and Operation

It is anticipated that as part of the regional park system, the Motel Strip Waterfront Public Amenity Area will remain under the jurisdiction of the Metropolitan Toronto and Regional Conservation Authority with Metro Parks and Culture overseeing the day to day maintenance and operation, in conjunction with the Humber Bay Parks. Key sites within the Amenity Area such as the Central Place, which will also serve as a city facility for Etobicoke, will likely be managed as part of a multi-party agreement, with the City of Etobicoke taking a primary role in both its management and programming. The Stormwater Management Area and Waterfront Drive will fall under the jurisdiction of the City of Etobicoke Works Department, including the adjacent streetscape areas within the road right-of-way. As the Urban Promenade falls within both the right-of-way and the adjacent parkland it will also require a multi-party agreement to resolve cost-sharing and maintenance issues. The Local Park, while designed to be integrally linked to the overall waterfront, will fall within the City of Etobicoke Parks and Recreation Department responsibilities. As with the design and implementation, it will be paramount to

have an ongoing dialogue between the partners to ensure that the maintenance and operations of the Amenity Area are managed in a comprehensive fashion that meets both local and regional recreation objectives.

5.4 Priorities and Special Projects

The implementation strategy outlines a series of layers of development for the Amenity Area which build the component parts of the long term vision for Etobicoke's waterfront. Due to the uncertain development horizon for the community development lands located north of the Waterfront Drive, the implementation plan calls for an incremental building of the amenity lands to respond to current recreation and open space demands in the area. The waterfront parkland would evolve and mature as development to the north consolidates a local residential and business community setting for the Amenity lands.

Funding commitments are in place for Phase 1 of the MTRCA Revised Project. These sources cover completion of lakefilling and grading, fish compensation requirements (including the islands and some shoreline planting), shoreline protection (some interim and some final), trail construction, seeding and limited planting (subject to the budget remaining). The construction of the scenic drive (hard surface components) and the stormwater management facility, are already covered in infrastructure budgets confirmed through engineering projects for Etobicoke.

Although some monies are available to implement parts of the first "foundation" phase of the Amenity Area development, it is recommended that further funds be raised to complete all of the coastal works in this initial stage of the project. As finished grades and terraces are being established for the site, additional monies should be allocated to the Central Place plaza configuration and grading, some of the key structuring walls and interim lookouts. It is also recommended that as soon as the initial construction is complete (or simultaneously) that new works are planned to complete the Water's Edge Trail and set the stage for the Storyline Walk. It is also critical in the implementation of the Amenity Area that some special features are implemented sooner rather than later in order to set the stage with a catalyst project at the outset. Consideration of building the Viewing Tower and Pier should be a high priority for raising funds.

The priorities for implementation are outlined below as layers to an on-going plan. The special projects categories could be implemented at any time in the implementation horizon as funds and special design assignments allow.

The Foundation

Layer 1 - (Phase 1 of the MTRCA Revised Project)

- Lakefilling and grading;
- Shoreline protection (some interim, some final);
- Fish compensation requirements, including island and limited edge plantings;

- Continuous waterfront trail from Park Lawn Road, through the Amenity Area to Palace Pier Park (establish basic structure and alignment for Urban Promenade cycling trail and walking path (soft surface initially);
- Basic landscaping and seeding associated with the park and trail route (subject to budget availability);

Layer 1 - Enhanced

- Finished coastal protection with basic backshore and slope stabilization plantings;
- Enhanced grading and framework for Central Place terrace, e.g. wall & steps;
- Westerly lookout in the Wetlands area.

The Essentials

Layer 2

- Water's Edge Trail (with temporary connecting land-based sections);

Layer 3

- General park plantings, e.g. initiate naturalization areas, wildflower meadows;

Layer 4

- Urban Promenade and Waterfront Drive (establish basic streetscape elements, lighting, street trees, boulevard plantings, etc. - completion of the Promenade will be tied to urban development and the completion of the Central Place);

Layer 5

- Amenity Area Gateways and Entrances (variable depending on timing of urban development - the Park Lawn Gateway should be an early priority);

Layer 6

- Local Park - basic trails, drainage system and plantings;

Special Projects

(could be implemented at any time throughout the process)

- A** Park Lawn Road Gateway;
- B** Pier and Lookout Tower (as one project or separate);
- C** Wetland Bridges and Walkways - special structures;
- D** Central Plaza;
- E** Specialized Planting Areas, e.g. Beaches, Lowland Area, Stormwater Pond;
- F** Local Park structures (e.g. deck, pavilion) - subject to park design;

5.5 Public Art Implementation

Challenges

The reality of building the park incrementally over a flexible timeframe in an unknown future funding environment poses genuine challenges to a public art program that seeks to make substantive contributions to it by involving the community, reinforcing design objectives, and creating thorough opportunities for artists. The public art implementation strategy will need to consider the following issues as they arise in future:

- The complexity of authority and levels of interested parties in the site; and the correlating need to provide continuity and monitoring functions for the public art plan's advancement;
- The uncertainties of the implementation sequence and schedule; and the correlating need to be able to identify and implement mechanisms for sourcing and hiring the best artists at the right time to allow them to effectively influence the project's outcome;
- How to develop and sustain the overarching themes and visual consistency of the zones when the projects are going ahead in segments across the zones;
- The current funding environment and the uncertainties of traditional funding methods and sources;

Priorities

Implementation priority is to be given to the public art zones that build the long-term vision and experience of the park, the Storyline Walk and the Central Place Viewing Deck/Lookout Tower and Pier. Special consideration should be given to early implementation of the Park Lawn Gateway and the groundscape design of the Urban Promenade and lighting armatures for Waterfront Drive. Guidelines for the Public Art Program Implementation are included in a latter section of this report.

5.6 Action Plan for Financing

Funding Sources

A successful financing strategy for the Amenity Area will rely on the ability to creatively integrate several sources of funding, and package these resources to achieve completed components of the plan and its incremental "layers". In addition, political support for the Amenity Area initiative must remain consolidated and energetic throughout the implementation process. As the Amenity Area will be Etobicoke's public waterfront, the City of Etobicoke must champion this political move and be prepared to inject monies into the initial phases of the plan to pilot the partnering message for future joint ventures. Recognizing the regional significance of this waterfront area, Metro Toronto must also remain as a key partner both in the earliest phases and throughout the long term park development process. Park development must also rely on private sources of funding to reach its full realization.

The key funding sources include:

- Current Phase 1 development budgets are already in place from City of Etobicoke, MTRCA, Metro Toronto and the Province of Ontario for such infrastructure work as lakefill, coastal protection (basic), Waterfront Drive, the stormwater management area and basic park landscaping. The budget for Waterfront Drive may extend to include some adjacent streetscape work such as paving and lighting. Fees for retaining artists to work on the "Connections at the Urban Edge", might also be found in these budgets.

- Maximize existing capital/ rehabilitation and operating dollars as part of ongoing municipal and agency budgets (although these sources are diminishing funds at this time, they must be allocated on an annual basis to complete tasks or kick start collective funding projects). e.g. park planting, trail construction, park structures, paving, etc.
- Monies from existing and revised development charges. Existing development levies for the area provide monies for hard services (roads, curbs etc.) and a portion of the local park development. It is recommended that in review of development charges over the long term that consideration be given to revising development charges to obtain monies for landscape elements in the Central Place (trees, lighting, special paving) which can be in part be considered a City facility.
- Maximize Parks Fund contribution obtained through cash-in-lieu (0.5 hectare/300 units). Opportunities exist for cost sharing contributions for city-wide and local parks which are both located here on the waterfront.
- Additional regional monies may serve as capital funding sources to implement regional components of the plan, e.g. enhanced park plantings, pier and lookout, trails, public art cultural proposals.
- Public art contributions - allocation of a percentage of all construction budgets of major development projects for public art is an excellent way of financing improvements for the public realm. These monies have been traditionally used to provide art on individual sites. However, in this location, a portion (say 50%) of art contributions should be allocated to a general art fund which would be used to finance civic oriented projects identified in the public art plan for the Amenity Area.
- Specialty funds, although changing regularly in the political arena, provide excellent sources of funding for demonstration projects and research efforts. Sources of funding and assistance such as the Great Lakes Clean-up Fund, Conservation Foundation, etc. provide excellent opportunities for special projects at the waterfront. It is recommended that Council consider a special allocation to the Public Art Advisory Committee to fund the Register of Prequalified Artists.
- Local organizations and the community network such as CCFEW, Lake Ontario Greenway trail groups, local naturalists, heritage associations, etc. could spear-head funding raising and contribute implementation expertise (e.g. naturalization and wetland plantings). Special events and promotions could help raise dollars in a manner which a wide catchment of community members can enjoy.
- Special community based fund raising such as tree and paver dedications, T-shirt sales and many other creative promotions could help to build monies and residents pride in completion. Corporate sponsorship of these events could also assist with promotion and advertising. Libraries and schools may also be tapped on certain assignments. The Storyline Trail Public Art Zone is particularly appropriate for this type of fundraising involvement.

- Joint venture development could be solicited on special projects where public funds are used to leverage private investment dollars for public amenities. Special projects like the pier and tower, island bridges and central plaza area must be developed with commitments of larger budgets which these joint venture partnerships could collectively finance. Private sector partnerships are also desirable for operations and management of facilities, particularly in later years when the central plaza space is developed. Provision of open air eating pavilions and canopies on the plaza terrace by the water or on the north side of the central place allows many entrepreneurial opportunities in a scenic location.

Cost Estimates

The following Table 2 provides the 1996 cost estimates for all components of the park plan. All development packages or special projects must keep budgets in an order of magnitude that is manageable for the Management Partner Group, particularly in times of major public sector decreases in usable dollars.

The costs provided are based on the conceptual design ideas illustrated within the Park Plan and in the accompanying Guidelines, and are subject to refinement through a detailed design process. Works including lakefill, coastal protection and fish compensation measures, Waterfront Drive and the stormwater management pond have not been incorporated in this cost estimate as they are carried under the Phase 1 project implementation budget. There will be some overlap in the basic landscaping costs allowed for in the Phase 1 budget. Additional shoreline protection measures that are not accommodated within the Phase 1 budget are not included in this costing exercise.

Elements such as the Central Place design, park structures, site furnishings etc. will vary according to the final design resolution. A separate budget for public art works has not been identified at this time although costs for such elements as the pier, lookout tower and other urban components have considered artistic detailing.

A generous contingency allowance has been provided to cover additional costs associated with surveying, soil compaction testing, etc. in addition to a projection of professional fees associated with the detailed design and implementation of the Park Plan.

ETOBICOKE MOTEL STRIP WATERFRONT PUBLIC AMENITY AREA STUDY

Table 2 - Preliminary Cost Estimate

Item	Unit	Qty.	Unit Cost	Item Cost	Totals
Waterfront Park					
A. Site Works					
Rough Grading (for park development)	allow.			\$100,000	
Site Servicing (for park development)	allow.			\$150,000	
					\$250,000
B. The Central Place					
<i>Plaza</i>					
- paving	sq. m	4000	\$150	\$600,000	
- retaining wall	allow.			\$250,000	
- trellis/ pergola structures	allow.			\$100,000	
- seating walls/stairs/railing	allow.			\$400,000	
- trees	allow.			\$50,000	
- soft landscape areas (approx. 25% of total area)	sq.m	1500	\$60	\$90,000	
- site furnishings/lighting/detailing	allow.			\$200,000	
<i>Water's Edge Trail</i>					
- 4m boardwalk/lower viewing deck	sq. m	1100	\$150	\$165,000	
- shoreline edge planting & enhancement	sq. m	1600	\$30	\$48,000	
- naturalized planting on slope (100% of area)	sq. m	3000	\$45	\$135,000	
<i>Lookout Tower</i>					
Pier	allow.			\$820,000	
	allow.			\$600,000	
					\$3,458,000
C. Urban Promenade (south side of Waterfront Drive)					
<i>Urban Promenade (through Central Place)</i>					
a. Bicycle Path					
- 3.5m concrete path	sq. m	840	\$40	\$33,600	
- 0.5m street edge paving strip	sq. m	150	\$100	\$15,000	
b. Pedestrian Promenade					
- paving	sq. m	860	\$100	\$86,000	
- soft landscape areas (2.0m buffer planting/paving strip)	allow.			\$20,000	
- trees	allow.			\$30,000	
- lighting (bollard)	allow.			\$75,000	
<i>Urban Promenade (Central Place to Stormwater Mngt. Area)</i>					
a. Bicycle Path					
- 3.5m asphalt path Bus Loop to Central Place)	sq. m	1575	\$20	\$31,500	
- street edge paving strip	sq. m	675	\$60	\$40,500	
b. Pedestrian Promenade					
- paving	sq. m	2400	\$100	\$240,000	
- trees	allow.			\$50,000	
- soft landscape areas	allow.			\$40,000	
- lighting/site furnishings	allow.			\$200,000	
<i>Street-End Park Entrance Areas</i>					
- paving	sq. m	1400	\$100	\$140,000	
- soft landscape areas	allow.	400		\$25,000	
- paving bands across streets	sq. m	510	\$100	\$51,000	
					\$1,077,600

Item	Unit	Qty.	Unit Cost	Item Cost	Total
D. The Beaches					
- 2.5m walking trail (limestone fines)	sq. m	825	\$12	\$9,900	
	sq. m	180	\$150	\$27,000	
- park entrance path	sq. m	125	\$60	\$7,500	
- 3.5m asphalt bicycle path	sq. m	1200	\$20	\$24,000	
- enhanced cobble beach area	cu. m	1200	\$48	\$57,600	
- lowland landscape zone (20% planted - 80% seeded)	sq. m	1600	\$15	\$24,000	
- beach edge planting (grasses/low shrubs)	sq. m	3070	\$25	\$76,750	
- naturalized planting (20% planted - 80% seeded)	sq. m	6300	\$15	\$94,500	
- meadow (seeded)	sq. m	2890	\$2	\$5,660	
- parking/lookout area (asphalt)	sq. m	1040	\$25	\$26,000	
- lookout at parking lot (wood decking)	sq. m	75	\$150	\$11,250	
					\$364,160
E. The Wetlands					
- westerly lookout & entrance path (paving)	sq. m	240	\$80	\$19,200	
- pergola/trellis at lookout	allow.			\$20,000	
- boardwalks/viewing deck	sq. m	350	\$150	\$52,500	
- bridges	allow.			\$500,000	
- 4.0 m asphalt trail (Central Place to SWM area)	sq. m	1000	\$20	\$20,000	
- naturalized planting (20% planted - 80% seeded)	sq. m	10500	\$20	\$210,000	
- meadow (seeded)	sq. m	1475	\$2	\$2,950	
- lighting/signage/site furnishings	allow.			\$75,000	
					\$899,650
				Sub-Total	\$6,049,410
				Consulting Fees	\$604,941
				10% Contingencies	\$665,435
				GST	\$512,385
				Total	\$7,832,171
Note: Shoreline protection and fish compensation measures are not included in this cost estimate.					
Topsoil and fine grading are included in planting costs					

Associated Amenity Area Works

F. Waterfront Drive (streetscape enhancement)

Central Landscaped Boulevards

- urban blocks (street trees with shrub/groundcover understorey)	lin.m	140	\$650	\$91,000	
- park entrance area - (informal, mixed trees & shrubs)	lin.m	275	\$650	\$178,750	

North Side

- 4m wide paving through urban blocks	sq. m	1400	\$80	\$112,000	
- trees	allow.	100		\$50,000	

Pedestrian/Street Lighting

allow.				\$950,000	
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\$1,381,750

G. Stormwater Management Area

- 2.5m pedestrian path (limestone fines)	sq. m	250	\$12	\$3,000	
- floating boardwalks	sq. m	570	\$150	\$85,500	
- viewing deck/steps (n. side)	allow.			\$20,000	
- interpretive signage/lighting (viewing deck)	allow.			\$20,000	
- naturalized planting (north slope) (50% planted/50% seed)	sq. m	3650	\$30	\$109,500	
- 3.0 m access road and trail (granular)	sq. m	1000	\$15	\$15,000	
- enhanced shoreline planting (s. side) (20% planted/80%seed)	sq. m	3250	\$20	\$65,000	
- 4m asphalt combined walking/cycling trail (south side)	sq. m	1500	\$20	\$30,000	

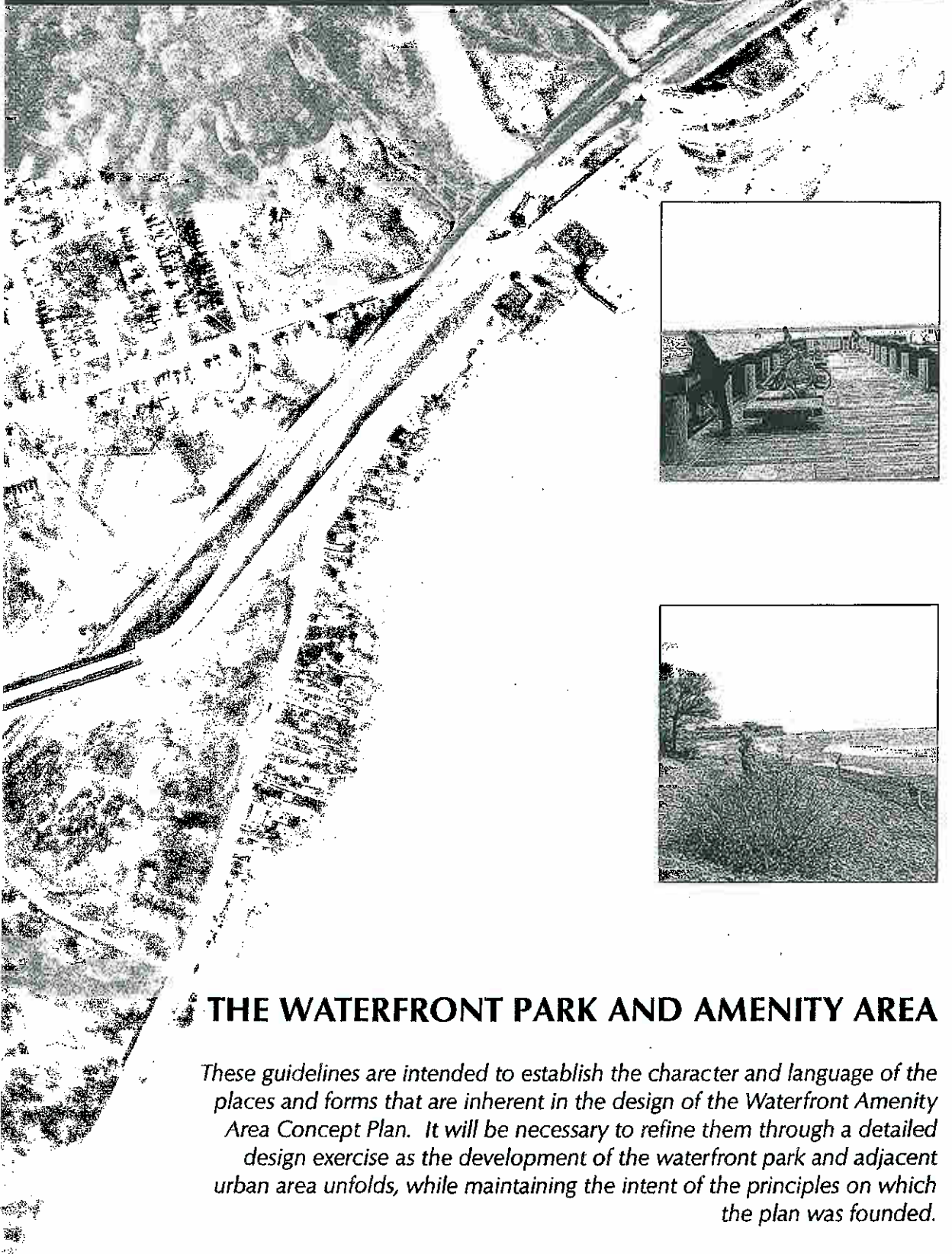
\$348,000

Item	Unit	Qty.	Unit Cost	Item Cost	Total
H. Local Park					
- grading and pond development	allow.			\$75,000	
- naturalized planting (20% planted - 80% seeded)	sq. m	8000	\$20	\$160,000	
- meadow	sq. m	4000	\$2	\$8,000	
- wetland edge planting	sq. m	1500	\$30	\$45,000	
- 4.0 m asphalt pathway	sq. m	400	\$20	\$8,000	
- boardwalk trail section (4.0 m)	sq. m	120	\$150	\$18,000	
- pathway lighting	allow.			\$50,000	
<i>Overlook/Viewing Area</i>					
- upper terrace (paving)	sq. m	300	\$80	\$24,000	
- railing	lin. m	60	\$150	\$9,000	
- lower water's edge boardwalk	sq. m	140	\$150	\$21,000	
- trellis/pergola	allow.			\$20,000	
- lighting/signage/site furnishings	allow.			\$30,000	
<i>Park Entrance Area (at Lakeshore Rd.)</i>					
- paving	sq. m	450	\$80	\$36,000	
- trees	allow.			\$10,000	
- soft landscape areas	allow.			\$10,000	
- lighting/signage/site furnishings	allow.			\$30,000	
					\$554,000
I. Palace Pier Court					
<i>Park Entrance Area (one-way entrance road)</i>					
- paving	sq.m	300	\$60	\$18,000	
- trees	allow.			\$5,000	
<i>Park Entrance Area (Palace Pier Court)</i>					
- paving	sq.m	300	\$60	\$18,000	
- trees	allow.			\$5,000	
- soft landscaped areas	allow.			\$5,000	
- site furnishings/signage/lighting	allow.			\$30,000	
<i>Streetscape Enhancement (park edge)</i>					
- paving	sq. m	420	\$60	\$25,200	
- street trees	allow.			\$15,000	
- lighting	allow.			\$35,000	
					\$156,200
J. Park Lawn Road Entrance					
- paving	allow.			\$50,000	
- soft landscape areas	allow.			\$25,000	
- trees	allow.			\$20,000	
- bus shelter/gateway entrance feature	allow.			\$85,000	
					\$180,000

Note: Waterfront Drive road construction, asphalt & curbing are not included in this cost estimate.

Sub-Total	\$2,619,950
Consulting Fees	\$261,995
10% Contingencies	\$288,195
GST	\$221,910
Total	\$3,392,049

GUIDELINES AND RECOMMENDATIONS



THE WATERFRONT PARK AND AMENITY AREA

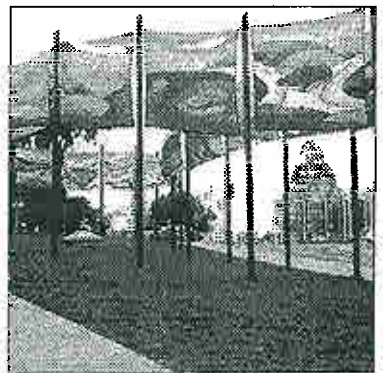
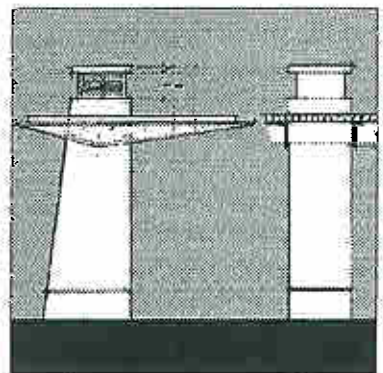
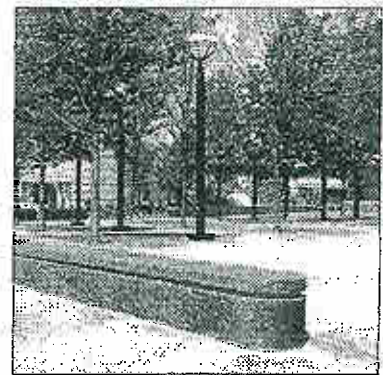
These guidelines are intended to establish the character and language of the places and forms that are inherent in the design of the Waterfront Amenity Area Concept Plan. It will be necessary to refine them through a detailed design exercise as the development of the waterfront park and adjacent urban area unfolds, while maintaining the intent of the principles on which the plan was founded.

1.0 THE CENTRAL PLACE

As Etobicoke's premier public waterfront area, the design of the Central Place should ensure an identity and character that is unique along the Metro waterfront. It is the most significant public assembly area within the Amenity Area and an extension of the main entrance street and the Village Court. It will be visible upon entry to the development area and will frame views to the park and lake beyond. Because of its scale and prominence, this plaza overlays the naturalized shore edge and approaches the water to a greater extent than any of the other urban street elements. To illustrate a consistent use of form and materials we have provided sketches of elements that could be used throughout the amenity area to provide the basis and framework for all public realm, street and park elements. These elements generally include trellises, roofs, canopies, walkways, plazas, retaining walls, benches, lights, signage, flagpoles, bridges, piers, lookouts, towers, gates, etc.

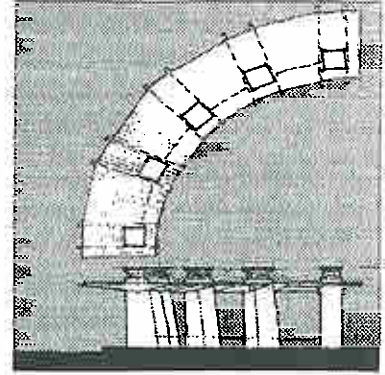
Structures

- The primary structural elements consisting of the battered concrete columns should be arranged to define this important assembly space, and provide the interface between the urban plaza and the more naturalized park and lake beyond.
- The 4 meter high by 1 meter wide concrete columns will have seating at their base and light standards at their capitals to emit a peripheral glow for plaza definition at night. Other elements such as steel brackets and trellis can be added to the columns along the plaza's north edge to create transparent enclosures. The overhead trellis will complete the sense of enclosure and provide shade in the summer.
- These primary structural elements should be designed and situated to enhance views across the lake and towards the lookout tower, pier, and the Toronto skyline.
- Design and materials should reflect the overall theme and character established for the Central Place, and tie into other built elements such as railings, pier design, etc.
- Design of the structures should consider flexibility in function and seasonal uses, e.g., incorporation of removable awnings or banners.



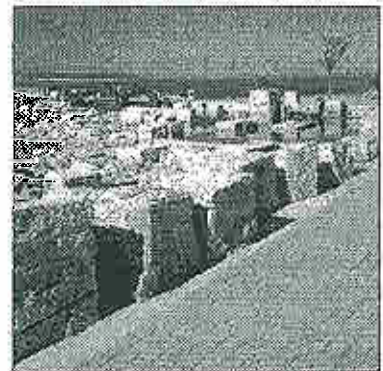
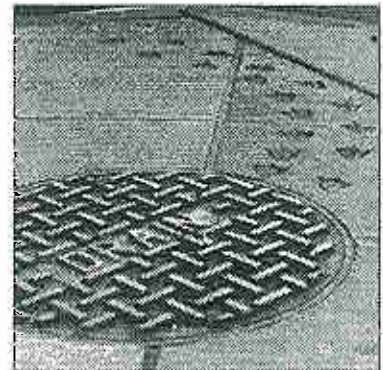
Plaza

- The plaza is the open space and activity focus for the amenity area and will provide for gatherings, seating and viewing, information and the potential for seasonal vendors and café style amenities.
- By designing the plaza to span Waterfront Drive through a consistency in paving materials and patterns, and by setting the buildings back at the corners to frame the plaza, it is possible to introduce the park experience within the urban environment.
- Paving materials should be of a high quality and decorative nature, emphasizing craftsmanship and natural materials, e.g., limestone or rough granite, concrete inset with stone paving bands.
- Walls and stairs should be of a complimentary material to the paving and designed to integrate seating edges wherever possible.
- Railings should be artistically designed, and tied into an overall theme or language that is established for all the park structures, through the public art plan.
- Barrier free access should be provided throughout the Central Place.



Lighting & Site Furnishings

- Lighting and site furnishings should be selected or designed to contribute to the overall identity or theme established for the Central Place, Waterfront Drive and for other pedestrian realms within the Waterfront Park and the adjacent urban areas.
- Fixtures and furnishings should be artistically designed as components within the overall public art plan or custom components could be integrated into stock items, e.g., light standard bases or fixtures, bench backs or supports.



Planting

- The detailed design for the Central Place offers opportunities for a variety of planting treatments (shrub and tree planting areas, trees in paving, areas of groundcover or lawn), to provide areas with distinctive character and function, e.g., shady seating areas, windbreaks, areas of visual interest.
- Plant material should be selected to be appropriate for waterfront climatic conditions, as well as complimentary to the overall themes and character established for the Central Place.
- Planting along the boardwalk and revetment edge should be able to withstand wind and spray conditions, with some overtopping during high water conditions.
- Planting should be situated to enhance rather than block views, e.g., to Toronto skyline.
- Plant material should generally be informal in character and primarily native to blend with the natural areas of the park.
- Interest throughout the seasons should be considered through colour, texture, and branch structure.



Boardwalk

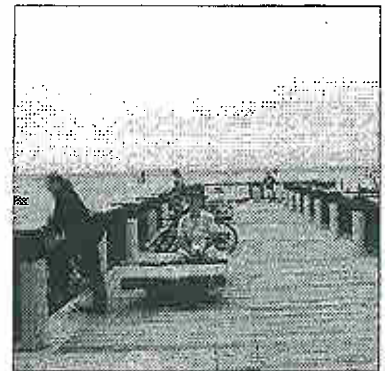
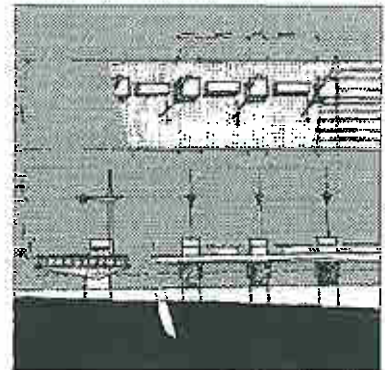
- The water's edge boardwalk should be 3.5m-4 m wide, of wood decking, e.g., cedar, pressure treated or wood, laid on sleepers with a gravel base.
- lighting should be a bollard style that conveys a waterfront image and compliments the lighting standards selected for the plaza and promenade.



2.0 PIER

The best remembered pier in Etobicoke and the region's memory is the Palace Pier. It is important to reintroduce the recreational pier to the community's experience of the waterfront. The pier becomes the focus for the central place, a visible extension for the main street as well as allowing the visitor to walk out and over the water.

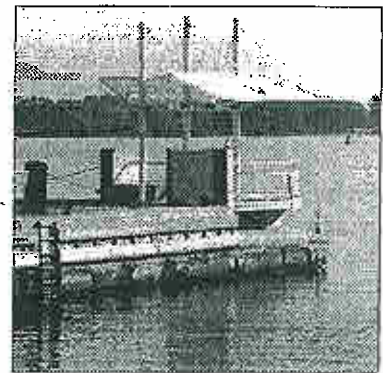
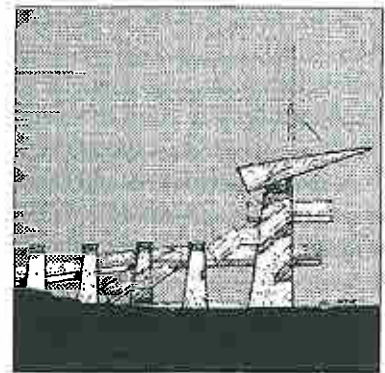
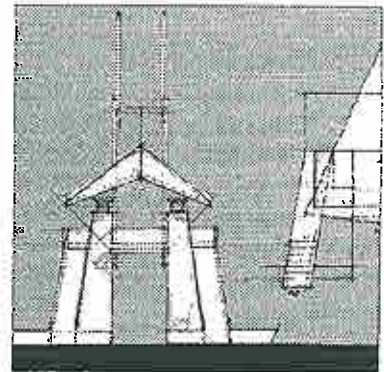
- The pier itself will provide the reference to historic piers and will reintroduce some of the qualities of the recreational pier into the life of the community.
- Using the north-south greenspace and walkway connection to Lakeshore Drive as an axis, the pier can extend this route and curve south-west towards Humber Bay Park East. It will bring the end of the pier into view from the central plaza, village court and primary entry road which will focus and extend the urban relationship with the water at this important point.
- The column form consistently used throughout the amenity area, can be developed to provide the primary structure for the pier. Steel supports carry a 5 meter wide wooden boardwalk which forms the walking platform for the pier, continuing the path experience of the park out over the lake. The pier is seen as a natural part of park structures extending into the water. The pier supports extend above the deck to support light standards and seating and could also be placed beyond the pier to continue the curving line of the park path.
- The pier and stand alone pier supports - by encircling a portion of the Lake directly in front of the central plaza forms a lagoon which will have a special quality, different from the water elsewhere along the shore. The overlay of pier and lake will make a strong reference to central theme of the park design - "The interrelationship between the urban community and the natural realm."



3.0 LOOKOUT TOWER

One of the most compelling views at the water's edge is the view towards downtown Toronto's skyline. The tower or beacon lookout is a traditional waterfront element that because of its height and visibility, can be a landmark and point of focus along the water's edge as well as framing this important view across the lake.

- The simple language of the tower's 9 meter high angled concrete columns can be derived from the dynamic interplay of land and water. This structure can invoke motion as it seems to resist the force of the lake. Their size and solidity can give definition and presence to the tower within the context of the park, while the vegetation is immature. Within the mature landscape, this structure's size will be in balance with the taller trees.
- The dynamic metal clad roof recalls motion and uplift. Suspended above the columns, the visibility and form of the roof will identify the lookout tower as one of the most important places within the amenity area. Underneath this roof and between the two massive columns is a central lookout which is almost 7 meters above the water's edge to provide long 360 degree views.
- The tower should be located to draw people from the Central Plaza to the water's edge and orient the viewer to the eastern shoreline and the skyline of downtown Toronto.
- Not only a landmark from both the lake side and land side, the tower is a place that provides access through stairs and ramps from the Plaza and Waterfront Drive level, down 2 meters to the waterfront trail and pier level.
- The consistent use of the concrete column form with supporting steel brackets, boardwalk surfacing and railings in the lookout tower is echoed throughout the amenity area. These materials and forms will provide the basis and framework for all the park structures.



4.0 URBAN PROMENADE

The Promenade is a wide tree-lined paved and landscaped allee adjacent to and south of the Waterfront Drive accommodating walking and cycling paths. Through the Central Place, the Promenade is integrated into the plaza, continuing westward to link each of the Park Entrance areas at the terminus of the north-south roads.

Bicycle Trail

- The bicycle path is designed as a 3.5m wide bi-directional, asphalt/concrete path, separated from the curb by a 0.5m wide decorative paving strip.
- A system of bollards or planters should be used to separate the bicycle trail from pedestrian areas where they intersect through the Park Entrance areas.

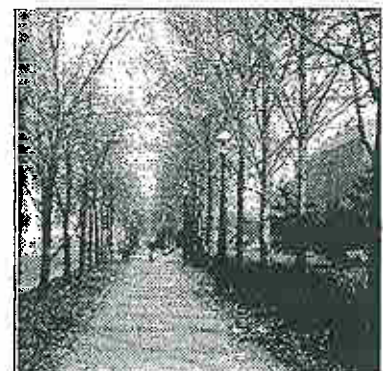


Pedestrian Walkway

- The walkway should be a minimum of 2.5m in width.
- Paving design should tie into the overall theme established for the Central Place and Park Entrance nodes at the terminus of the north-south roads, and be decorative in nature, e.g., textured concrete inset with stone or brick paving bands etc.
- A 2.0m wide planting/paving strip is proposed to provide delineation and separation between bicycle route and walkway and could include a range of treatments, e.g., low shrub or groundcover areas, blocks or bands of paving, trees and seating areas.

Planting

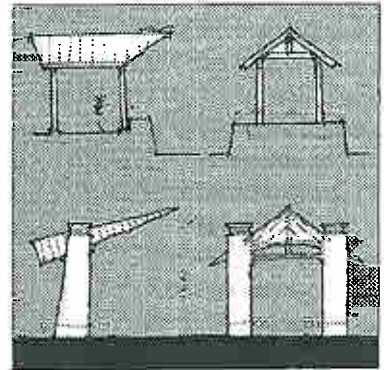
- Trees on the south side of the Promenade should be planted in turf to represent a transition into the natural park setting adjacent to the lake.
- Plant material should be selected to be appropriate for both waterfront and urban streetscape conditions, and in keeping with the overall theme and character established for the urban components of the park including the Central Place and the Park Entrances.
- Tree planting adjacent to the Park Entrance nodes should be situated to frame views to the lake as one progresses southward through the urban blocks.
- Interest throughout the seasons should be considered, through colour, texture and branch structure of plant material.



5.0 STREETEND LOOKOUTS

To reinforce the balance between the natural realm and the urban community, the north/south streets should extend into the amenity area in some form south of Waterfront Drive. These extensions are an opportunity to create entries to the park and to provide unique structures along the water's edge, which will reference the inland city, while providing seating and viewing areas as close to the water as possible.

- The location and orientation of the lookouts concludes the movement which started with the north/south streets. These lookouts are vertical elements which will frame and focus views from inland to the lake and reference the urban realm. Care should be taken not to obstruct both the close-up and long views to the lake.
- Streetend lookouts can provide relief and refuge, a seating and viewing area that seems remote from the city and takes advantages of cooling summer breezes as well as exciting storm events.
- The 4 metre high battered column form is consistent with the other park elements in the Central Place, Pier and Lookout Tower. Radial organizations of these column elements with trellis or roof components can define place and provide shelter. Within the lookout areas, seating, interpretative displays and public art can be located.

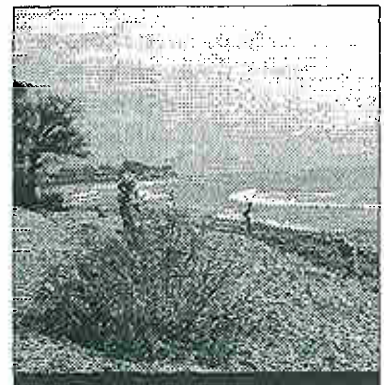


6.0 THE BEACHES

Cobble beaches, naturalized backshore areas and a split walking/cycling trail system characterize the Beaches sector of the park. The lowland landscape zone represents the former cove and sandy beach, and visually extends into the Local Park as a pond and wetland.

Beach Trail & Lookouts

- The beach trail should be 2.5m wide, of compacted limestone fines or stone dust, with appropriate edging, e.g., timber or metal.
- Lookout areas could be of compacted limestone fines or wood decking (upgraded as use or finances warrant).
- Interpretive or trail information signs should be located at lookout and viewing areas.
- The beach trail should be appropriately signed for pedestrians only.



Bicycle Trail

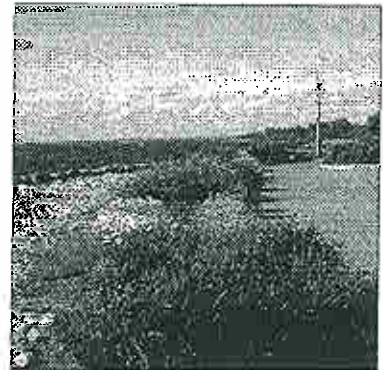
- The bicycle trail should be constructed as a 3.5m wide, bi-directional, asphalt path.
- The trail should be constructed to meet Metro standards as appropriate to its Waterfront Trail designation, e.g., design speed, curve radii, etc..
- Bicycle racks should be located throughout to allow for exploration of walking trails, i.e., park entrance area at Palace Pier Court, parking area, lookout tower.
- Trail signage (e.g., directional, speed) should be provided at appropriate intervals and junctions along the trail.



Planting

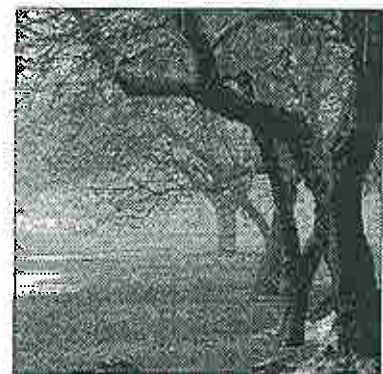
Lowland Landscape

- Planting should consist primarily of wet meadow species, with the ability to tolerate seasonal inundation.
- Planting should be interspersed with areas of rock and cobble tied into the cobble beach areas.
- Perimeter planting should consist of areas of native, wet tolerant deciduous shrubs such as red osier dogwood, nannyberry, elderberry, alders, grey dogwood, and highbush cranberry.



Naturalized Areas

- Planting should reflect natural plant associations to suit soil conditions and moisture levels, e.g., native grasses, low deciduous shrubs such as snowberry, fragrant sumac.
- Open areas should be interspersed with informal tree groves to provide canopy, enclosure and frame views along sections of the trail.
- To encourage naturally occurring plant associations in keeping with the proposed character of the Beaches area, the topsoil medium should incorporate a high percentage of sand.



Beach Planting

- A low barrier planting of grasses and shrubs should be planted along the perimeter of the cobble beaches to discourage geese from moving between beach and pathway areas.
- Planting should be tolerant of lake edge conditions with exposure to wind and spray.
- Appropriate species include native grasses and low native deciduous shrubs, e.g., bush honeysuckle, pasture rose, flowering raspberry.

Meadow

- Meadow areas should be hydro-seeded with a mixture of grasses, legumes and wildflowers, e.g., purple asters, frost asters, black-eyed Susan's.
- Woody vegetation should be controlled through occasional mowing to prevent natural succession from taking place.

7.0 LOCAL PARK

Strong visual and physical connections are needed to integrate the local park area with the waterfront. A pond and wetland complex extends the 'lowland landscape' into the park as a physical acknowledgment of the former beach and cove. The connection is strengthened by a north-south path system which extends from Lakeshore Boulevard to the waterfront, terminating at the Lookout Tower and Pier. The pond and wetland areas are proposed primarily as visual amenities within a naturalized park setting, with opportunities for winter skating. As the community around this area develops, the long term plans for the park will also need to consider the potential recreational needs of the local residents, e.g. playground facilities.

Pond Overlook & Boardwalk

- The upper paved or decked area, is visually linked into park/plaza design south of Waterfront Drive, through paving treatment, lighting, structures, etc.
- There are opportunities to create a 'gateway' that delineates the transition from the urban blocks to the natural Beaches area, e.g., through sculptural elements, entrance markers, signage, paved crosswalk.
- The pond overlook should be located at the water's edge to serve as a sheltering seating or skate tying area, and could incorporate interpretative signage.
- The boardwalk is an extension of the Pier and should utilize the consistent language of materials used throughout the amenity area.
- The structure could reiterate the concrete column, steel bracket and roof and trellis forms used in the Central Place and lookouts.



Pathway

- The north-south path system should be a lit, 3.5m-4.0m wide asphalt path for combined use (walking and cycling).
- Boardwalk sections should be used to span the wetland areas, and provide diversity and interest to the path system.
- The boardwalk sections should reflect the language of materials used throughout the amenity area.



Planting

Pond and Wetlands

- The wetland edge should consist of typical riparian edge vegetation, e.g., burreed, sweet flag, sedges, arrowhead, winterberry, buttonbush, meadowsweet, swamp rose.
- Shrubs should include wet-tolerant species such as those typically found in association with red osier dogwood, e.g., grey dogwood, flowering raspberry, nannyberry, elderberry, alders, etc.
- Adjacent natural areas and slope embankment could include hawthorn and cedar thickets.



Naturalized Areas

- Manipulation of grades, soil conditions, etc., can be used to create distinctive areas, characterized by natural plant associations, e.g., lowland areas - silver maple, green ash, willow, poplar, and cedar, in conjunction with wet-tolerant shrub species such as dogwood, or nannyberry.

Open Meadow

- Meadow areas should be hydro-seeded with a mixture of native grasses, legumes and wildflowers, e.g., purple asters, frost asters, black-eyed Susans.
- Adjustments to the soil medium can be used to encourage specific wildflowers to flourish in certain areas.
- Woody vegetation should be controlled through occasional mowing to prevent natural succession from taking place.
- More frequent mowing could be undertaken in areas where park activities are to take place, e.g. informal play areas, picnic areas.



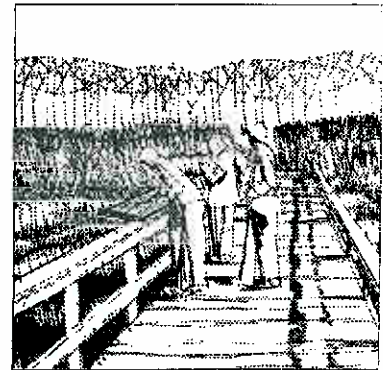
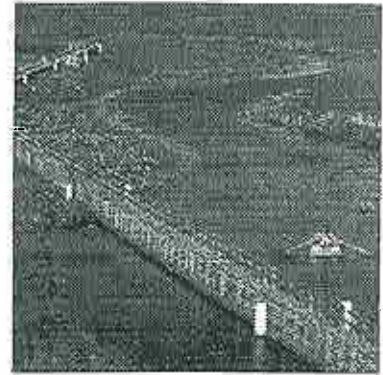
8.0 THE WETLANDS

The Water's Edge Trail meanders through this area as series of boardwalks, bridges and viewing decks linking key areas within this ecological zone, and providing extensive opportunities for nature observation and interpretation activities. These features are important components of the overall park plan adding diversity and interest to the trail system and allowing closer exploration of the shoreline and promotion of terrestrial and fish habitat areas.

Bridges, Boardwalks and Viewing Areas

- Boardwalk and pier structures should be used to span the channels between the fish habitat islands and mainland, and between the wetland zone of the stormwater management area and the lake.
- These structures should utilize the same structural elements as the pier, concrete pier support, steel brackets, wood deck, seating and lighting.

- The overlook or viewing areas, are expanded bridge sections that could use double pier supports that project above the walking surface to form supports for roofs or overhead trellis for shade and shelter.
- The viewing decks and north-south connecting walkways should be lit for safety and to enhance their visibility within the landscape.
- The boardwalk sections spanning the islands are not proposed to be lit in order to discourage night use along the more remote sections of the water's edge trail.
- Interpretive signs (e.g., fish and wildlife habitat, wetland functions, coastal processes) and trail information signs should be located at lookout and viewing areas.
- The boardwalk system should be 2.5m wide and appropriately signed for pedestrian use only.



Pedestrian/Bicycle Trail

From Promenade to Humber Park

- The multi-use trail should be constructed as a 3.5m-4.0m wide, bi-directional, asphalt path.
- Bicycle racks should be located at appropriate junctions to allow for exploration of walking trails.
- Trail signage (e.g., directional, speed, etc.) should be provided at appropriate intervals and junctions along the trail.
- Trail section should be signed for pedestrian and cycling use, warning signs should be provided where the trail intersects with a single use trail system.
- In the interests of creating a continuous trail across Etobicoke's waterfront, it would be desirable to provide a connection across the Mimico Creek, linking the Humber Bay Parks and the Amenity Area to the Humber Bay Promenade.



Planting

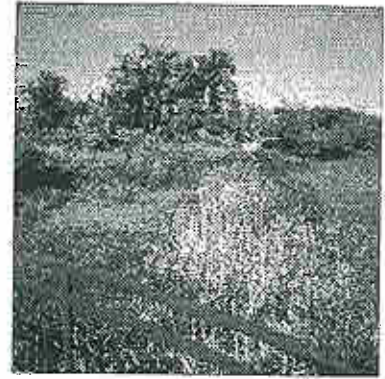
Revetment Edge

- To soften the appearance of the revetment and to assist in its stabilization, naturalized planting zones should be established adjacent to the revetment edge.
- Shrub species should be wet tolerant and able to withstand seasonal fluctuations in the lake levels, e.g. dogwoods, pasture rose, fragrant sumac.
- Planting pockets in the revetment slope should consist of appropriate emergent plants and wet tolerant shrub species, and include species that set roots quickly to assist in stabilizing the island structure, e.g., dogwoods, willows, pasture rose, fragrant sumac.



Naturalized Areas

- Manipulation of grades, soil conditions, etc., can be used to create distinctive areas, characterized by natural plant associations, e.g., Lowland areas - willow, silver maple, green ash, poplar, and cedar, in conjunction with wet-tolerant shrub species such as dogwood, or nannyberry. Upland (slope) areas - hardwood species such as red maple, sugar maple, white ash, beech, etc.
- Tree planting should be arranged enhance or frame views rather than obstruct them.
- Areas adjacent to the stormwater management pond could incorporate thickets of cedars, hawthorns, and alders.



Open Meadow

- Meadow areas should be hydro-seeded with a mixture of native grasses, legumes and wildflowers, e.g., purple asters, frost asters, black-eyed Susans.
- Adjustments to the soil medium can be used to encourage specific wildflowers to flourish in certain areas.
- Woody vegetation should be controlled through occasional mowing to prevent natural succession from taking place.
- More frequent mowing could be undertaken in areas where park activities are to take place, e.g., informal play areas, picnic areas.



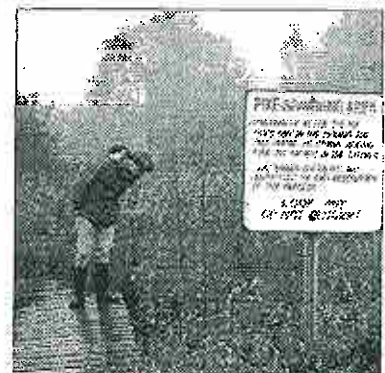
Humber Bay Park Enhancement

- Restoration of adjacent park areas as a result of fill and construction activities should utilize a planting program that is in keeping with the proposed landscaped character of the Waterfront Park.
- Sod areas could be restored as meadows (see Meadow above) with areas of naturalized planting.
- Groves of cedar and white pine could be introduced as windbreaks and buffers for picnic areas.



Fish Habitat Islands

- The proposed planting areas at the crest of the island will soften the appearance of the coastal protection measures, and allow for the development of a larger planting mass to better withstand wind and wave action.
- Plant species should be wet tolerant, able to withstand seasonal fluctuations in the lake levels, and include species that set roots quickly to assist in stabilizing the island structure, e.g., dogwoods, willows, pasture rose, fragrant sumac.



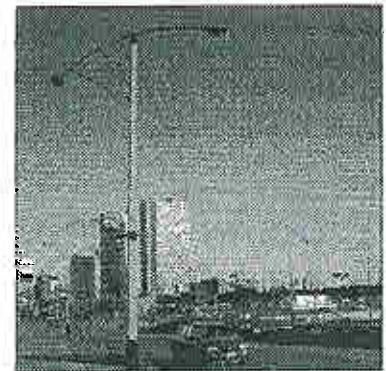
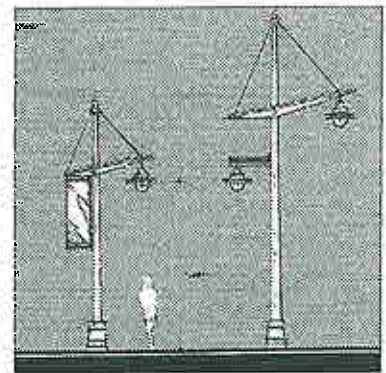
- Fish habitat measures have been detailed through separate study and include log tangles and crib structures, brush bundles, macrophyte planting beds, and other features - these measures should be increased in response to the increased size of the islands.

9.0 WATERFRONT DRIVE

Waterfront Drive has been designed as a gracious, tree lined roadway that provides a physical and visual interface between the built urban areas and the Waterfront Park. There should be continuity in the visual character of the road over its entire length, through a unified approach to the lighting, landscaping, and streetscape elements treatments. The driving and cycling experience should be accentuated by a series of open and framed views of the lake as one progresses from the Gateway at Park Lawn Road, through the urban sector, to the more natural areas of the Beaches.

Lighting

- Lighting will be a key component in achieving a distinctive character for Waterfront Drive and the Urban Promenade, as well as other pedestrian realms throughout the urban development area.
- The design of the light standards should be reflective of the language of materials and structures used throughout the Amenity Area, as well as tying into the standards used in Etobicoke's other waterfront areas e.g. Humber Bay Promenade and Palace Pier Park.
- Lighting should be selected to provide a high level of safety and visibility both in the pedestrian and vehicular zones, particularly at pedestrian crossings.
- Pedestrian scale lighting should be used along the entire length of Waterfront Drive to light the pedestrian routes on both the north and south sides, and could (if an appropriate height and spacing of standards is used) also be used to light the vehicular zones. Light standards could be located on the centre boulevard to provide supplemental lighting for the roadway.
- A complimentary roadway light standard could be used in conjunction with the pedestrian standards at appropriate intervals, and at road intersections if additional light levels are required.



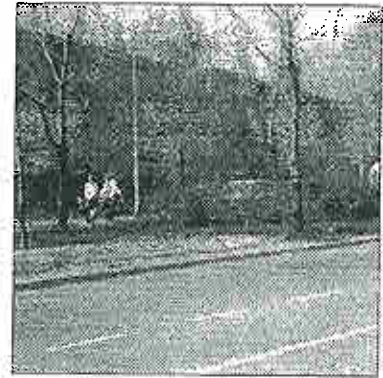
Parking

- No on-street parking is proposed for the south side of Waterfront Drive to avoid obstruction of views.
- Through the four-lane section (27m R.O.W.), parking could be permitted in the curb lane on the north side of Waterfront Drive at non-peak traffic times such as weekends.

- Parallel parking is proposed on the north side of Waterfront Drive through the Central site (23m R.O.W. - two driving lanes), No on-street parking is proposed on Waterfront Drive, east of the Central Site (20m R.O.W.).

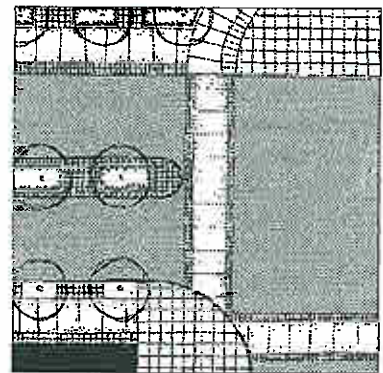
Parking & Lookout Area - East End

- The parking area is designed as a pull-through lot for approximately 16 cars, oriented to the lake to provide for viewing.
- It is located adjacent to the proposed traffic circle at the eastern end of Waterfront Drive and the one way road connection from Palace Pier Court to assist with traffic circulation.
- The parking lot could be constructed as a granular parking area initially, to be upgraded to asphalt as use and finances warrant.
- Measures should be taken to ensure that parking spaces are primarily retained for persons with limited mobility during peak periods such as summer weekends, (e.g. a high percentage of handicapped spaces, short term parking meters, signs directing long term users to parking garages or Humber Bay Park, parking patrols).



Pedestrian Realm

- Delineation of pedestrian walkways across Waterfront Drive should be made through the use of paving materials that clearly differentiate these areas from the vehicular roadway, e.g., brick or stone paving bands, coloured or textured concrete.
- Sidewalk areas on the north side of Waterfront Drive should be enhanced through the use of paving materials and patterns developed within Waterfront Park.



Central Boulevards

- Landscaped central boulevards should be developed through the four lane section, to reduce the overall scale of Waterfront Drive, and provide enclosed, tree canopied sections.
- The paving and planting treatment of the boulevards should correspond to the landscaping of the adjacent Urban Promenade.
- At Park Lawn Road and the Humber Bay Park Entrance Road, the right of way can accommodate a wide (4m - 5m) boulevard with an informal mixed deciduous tree planting, with shrub understorey.
- Through the urban blocks (23m R.O.W.), the boulevard could be 3.5m in width, and consist of trees underplanted by low shrubs or groundcovers, in raised planters. The planters should be a minimum of 2m wide.

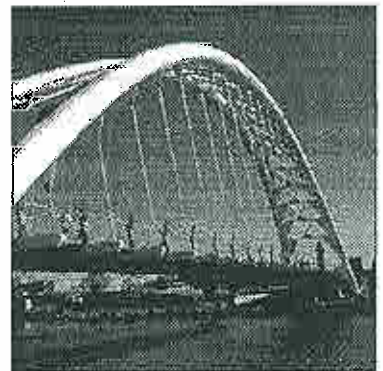
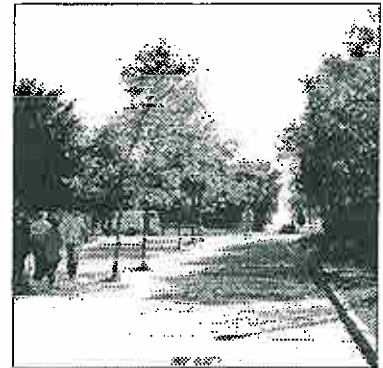


- Planter walls should be set back from the curb a minimum of 0.6m-0.8m to accommodate snowplowing and provide some protection from salt splash.
- All plant species should be salt and drought tolerant, able to withstand urban conditions, and appropriate to a waterfront location.

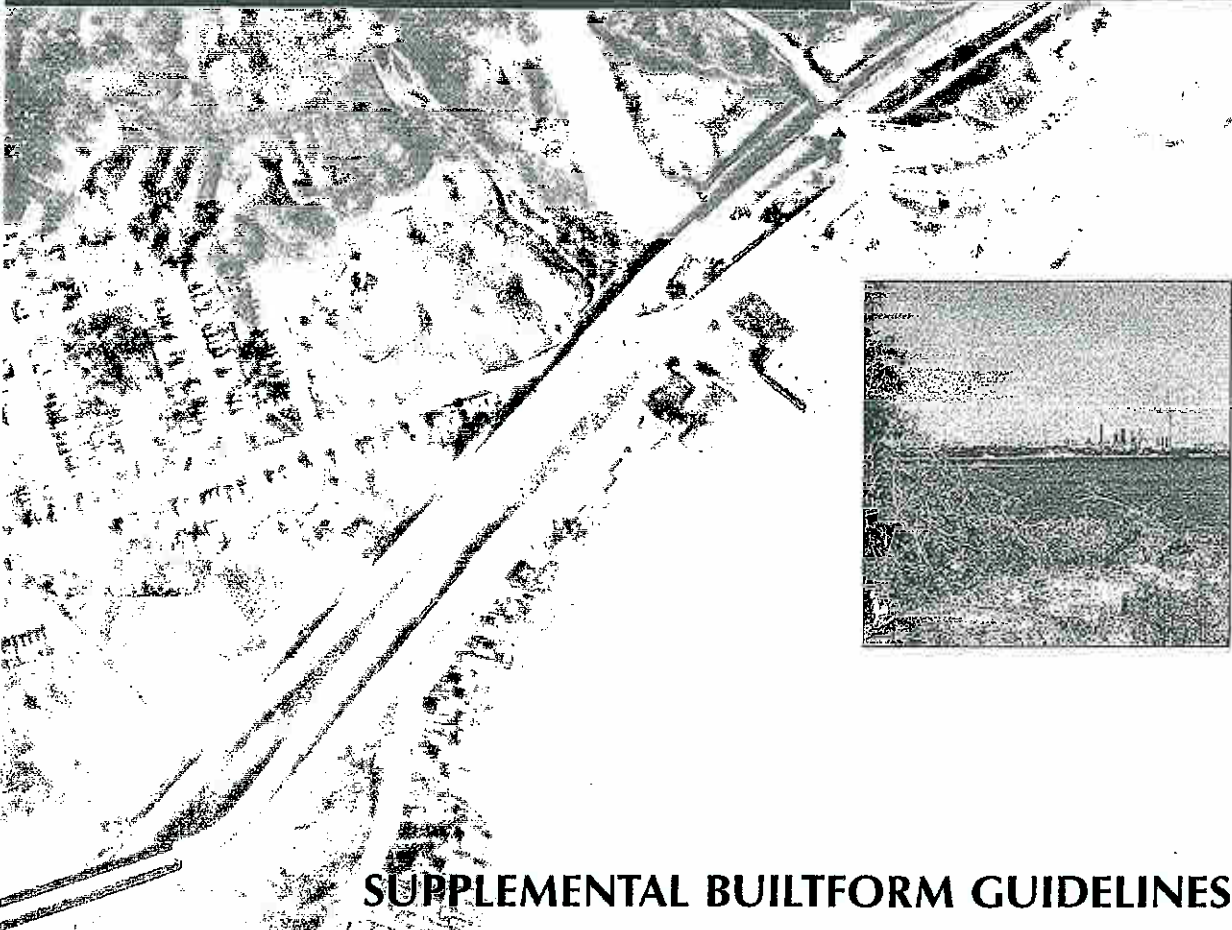
10.0 GATEWAYS

The established structural framework of the park, the battered column, trellis and boardwalk can form the base for the gateway elements and can provide a place for public art at significant entry points in the site.

- Entry gateways to the Amenity Area should be located at Park Lawn Road, the main urban entrance at the QEW off ramp which leads to the Village Court, the 'local' park entrance on Lakeshore Boulevard.
- A subsequent gateway would be located at the easterly intersection of Waterfront Drive with Lakeshore Boulevard when connected.
- These significant entry nodes into the waterfront amenity area are an opportunity to create unique structures, and forms that could be built as public art or could provide sites for public art. These special gate elements should reference the battered column form, boardwalk, and trellis found throughout the amenity area.
- The Park Lawn Road gateway elements can be connected to a transit structure trellis/pavilion that not only signals the experience of the park, but also provides shelter for commuters while referencing the overall theme and character established for the urban components of the park.
- Paving, lighting and site furnishings should be selected or designed to contribute to the overall identity or theme established for the pedestrian realms within the Waterfront Park and the adjacent urban areas.
- The gateways provide an opportunity to introduce various themes of the park through public art components, e.g. ecology and nature, native and settlement history, resort and recreation history, etc.



GUIDELINES AND RECOMMENDATIONS



SUPPLEMENTAL BUILTFORM GUIDELINES

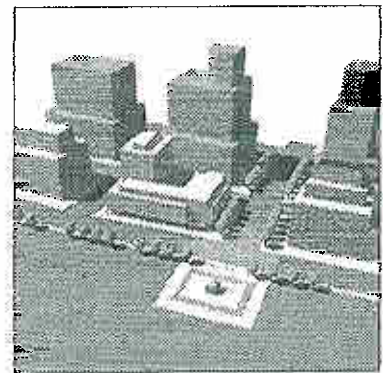
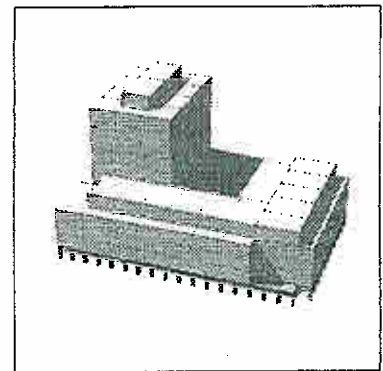
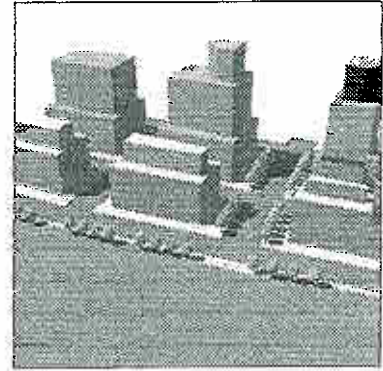
The intention of these supplemental built form guidelines is not to reiterate or conflict with the Part 2 Plan Urban Design Guidelines presently in place, or to provide explicit direction on the design of the urban form. Instead these following principles will clarify issues that were unknown at the time the By-law was written. These supplementary guidelines will address issues that arise from the development of the design of the Park and Amenity Area Master Plan. There are three ideas that are central to the master plan and implementation strategy for the Etobicoke Motel Strip Amenity Area. They are:

1. The built form that will be developed within the Motel Strip will have a profound impact on the public realm that surrounds it. This is especially true for development sites that front onto the waterfront drive and the central corridor - (right-of-way A).
2. A balance between the greening and naturalization of the waterfront and adjacent inland development must be achieved.
3. The idea of this balance between the urban community and the natural realm is the inspiration and precedence for a significant portion of the urban and landscape design and can also be reflected in the built form.

1.0 MASS AND CONFIGURATION

Mass and configuration describes three dimensional forms in terms of their simplest bulk or envelopes and the organization and location of this mass on the site.

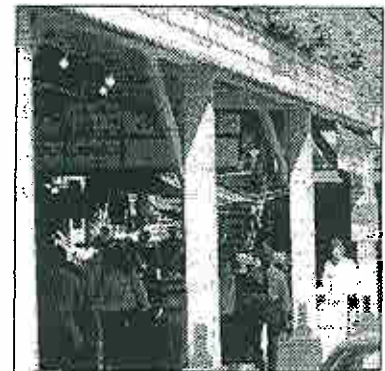
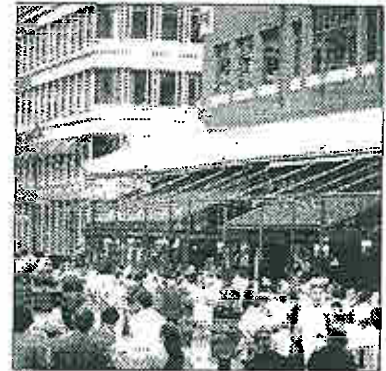
- The overall massing of the entire motel strip site should generally step back at the 4-5 storey base away from the water and the primary north south street, village court. The exception to this occurs at the primary entrance to the site where landmark building forms are appropriate to mark and frame the gateway.
- Configuration and massing of each block should consist of a 4-5 storey base, with greater mass inland.
- Higher density concentrations can take the form of an open spacing of point towers on a 4-5 storey base set back to reduce shadowing, allowing better sun penetration, and to enhance and maximize views to the water.
- Where slender towers are not possible to achieve, the highest point of any development or greatest concentration of density should be oriented north south.
- Streetwall and urban edge should be designed to define and act as backdrop to the waterfront amenity area, streets and plazas.
- The waterfront plaza at the south end of village court should extend to the north side of the drive to engage building mass corners. This engagement should take the form of a pronounced setback at each corner to open views to the park and water.
- Ground floor activities along waterfront drive and village court should be reserved for and oriented to public uses and activities which animate the urban edge of these public spaces.



2.0 SCALE

Scale is the measurement of the relationship of one object to another. All of the components of a building have relationships to each other and to the building as a whole which is the "scale" of the components. The relationship of a building, or portions of a building to a human being is called its relationship to "human scale".

- The scale and quality of experience of waterfront drive and the amenity area is influenced by the scale of, and the relationship to the building edge on the north and the water's edge on the south.
- The urban edge is closed and should be a 4-5 storey articulated and textured wall with openings for views, streets and people.
- The water's edge is open, physically contained by the lake but open to views out and along the shoreline.
- Of these two edges, the waterfront scale predominates, balanced by the width of the amenity area backed by the building edge.
- Monumental private buildings can be overbearing and will dominate public space. Through use of stepped massing, setbacks and 'human scale' elements like arcades, canopies, and trellis structures etc. Buildings facing the waterfront amenity area can increase rather than reduce the quality of the public realm experience.
- Vertical elements, distinctive massing, rhythm, scale and materials will establish a distinct waterfront character and scale.



3.0 RHYTHM

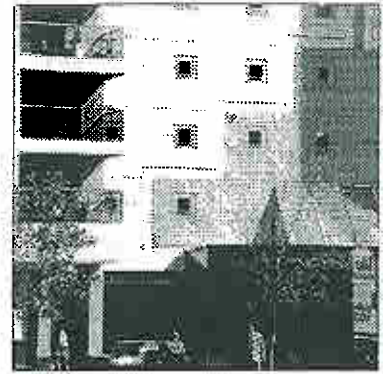
Rhythm, like scale also describes the relationship of buildings to buildings or the components of a building to each other. Rhythm relates to the spacing of elements and can be described in terms of proportion, balance and emphasis.

- The scale and rhythm of structural bays, balconies and other massing and surface treatments can reflect and respond to the waterfront amenity area opposite that building.
- Characteristic roofscapes can create a distinct skyline silhouette and visibility from above and below, from inland and on the water.

4.0 TEXTURE AND ARTICULATION

Texture and articulation refers to variations in the form and detailing of the exterior facade and can be described in terms of roughness of surface material and indentations, undulations, projections etc. Texture and articulation and their lack can influence the mass, scale and rhythm of buildings.

- The texture and articulation of building surfaces created by projections or recesses of balconies, bays, window openings, sunshades, wind-deflectors, and roof-top observation decks can be used to create a language that responds to and is unique to the waterfront amenity area



5.0 MATERIALS

The challenge of building at the interface between land and water is to develop a vocabulary of durable and expressive materials, which in combination are unique to this environment.

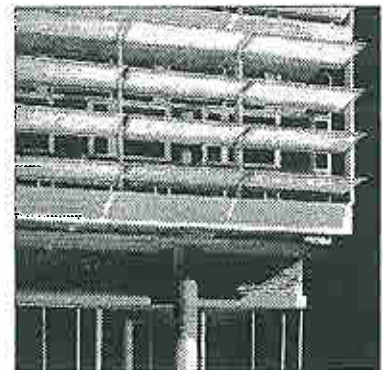
- Every effort should be made to use simple and elegant building materials that are high quality and enduring. They should have a strong reference to marine structures and materials.
- E.g.; pipe rails, awnings, horizontal rhythm of window openings, decks bridge and lookouts.



6.0 CLIMATE

The waterfront has a unique seasonal climate that is different than inland environments. Building details can directly respond to this difference.

- Continuous weather protection should be provided at street level for all season pedestrian use.
- Overhangs, brie-de-soleil, and awnings can be used to control summer sun penetration into buildings.
- The effect of glare and reflection can be reduced through the texture and colour of building materials.
- Screens oriented to reduce winter winds and enhance summer breezes can improve the liveability of waterfront buildings.



- Taming environmental impacts using built form and open space can create winter and summer shoulder season microclimates to extend outdoor use.

E.g.; setback between base and tower elements will deflect downdraft winds away from the street.

E.g.; shallow south facing plazas, surrounded on three sides by building will form a microclimate pocket.

7.0 LIGHTING

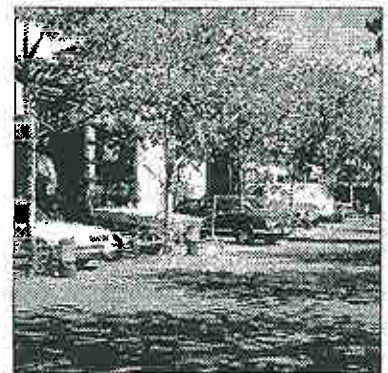
Distinctive night lighting of the buildings and the street and amenity area, along the Waterfront Drive and Village Court can help to establish a distinct and attractive character.

- Following an overall lighting plan, individual building owners should be encouraged to illuminate portions of the faces of their buildings that form the edge of the village court and waterfront drive. This will help to define and animate these public spaces by creating a strong, urban night time edge.



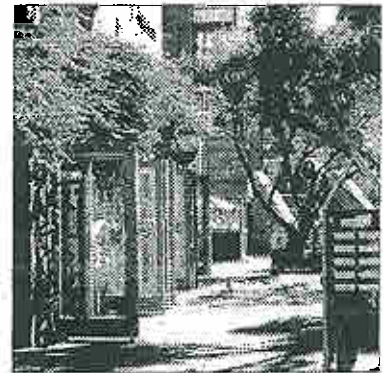
8.0 PARKING AND SERVICE ENTRIES

- The impact of parking entrances and exits should be mitigated by locating them on easy to access, secondary streets.
- The number of parking stalls can be reduced by taking advantage of overlapping parking needs.
- Where possible, above ground parking structures should be buffered and surrounded with built and inhabited space such as commercial or residential units -apartments -stacked townhouses etc.
- Flexible, on-street and short-term surface parking space and seasonal parking can be provided within predominately pedestrian areas.



9.0 STREET AND AMENITY AREA STRUCTURES

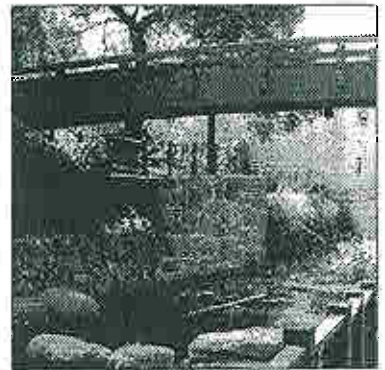
- A framework of vertical and overhead elements such as trellis, grilles, awnings, shelters, and lookouts should be developed throughout the entire motel strip site, utilizing common elements and materials such as wood, wire rope, and painted steel tube and plate. Throughout these guidelines, we have used the example of the battered concrete column, a common distinct form.
- These elements will contribute to the distinct character and act as a visible reference at important points throughout the site. This framework will reinforce the human scale at street level, and extend the park experience into the urban areas.



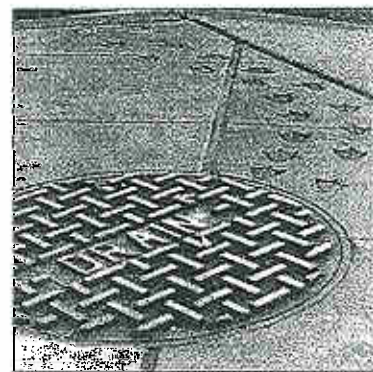
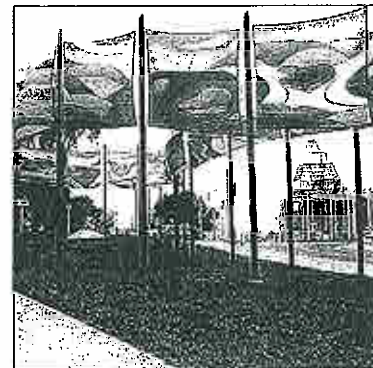
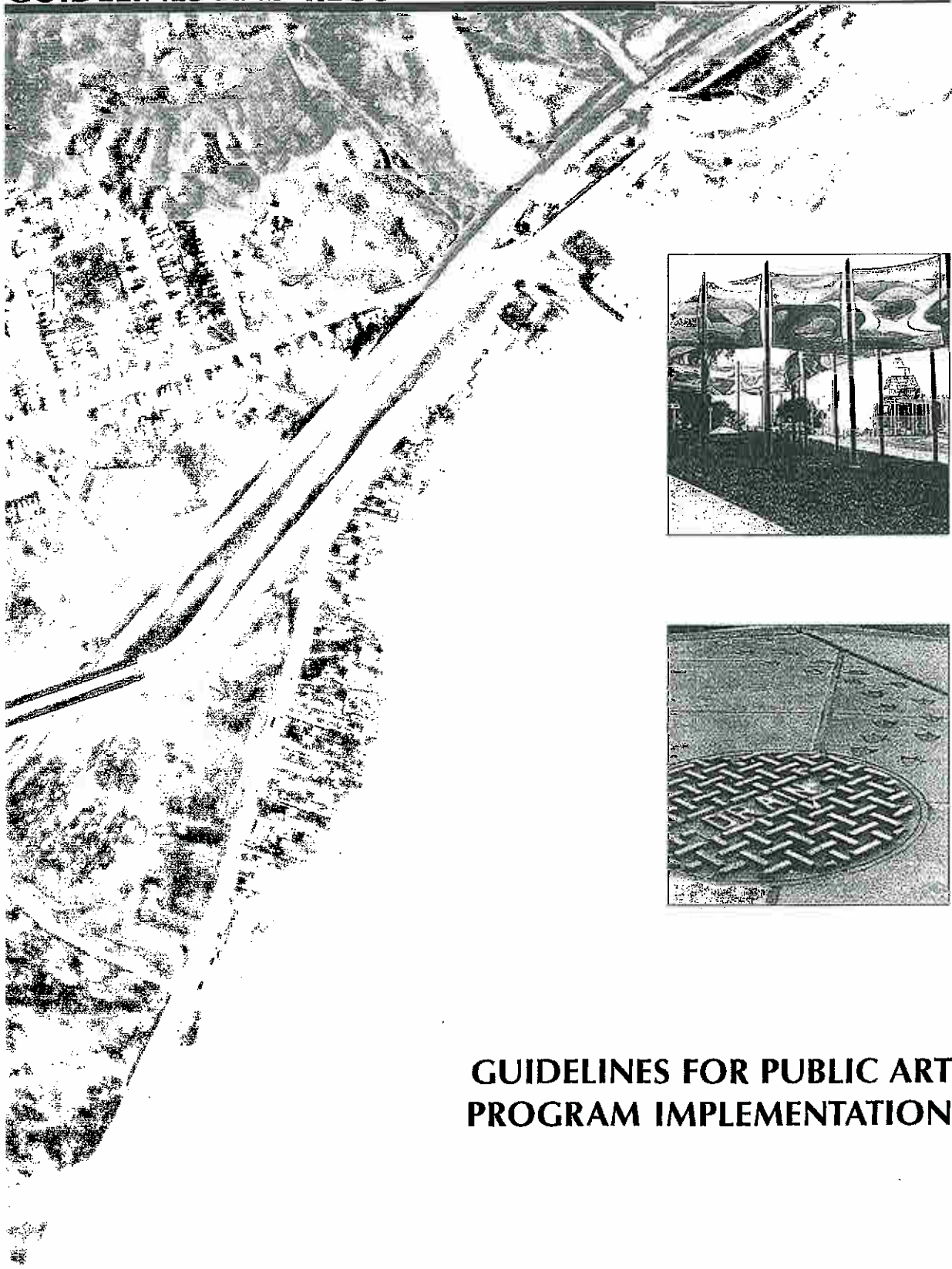
10.0 INTERWEAVE OF URBAN AND NATURAL REALMS

Consistent with the underlying concepts behind the Waterfront Amenity Area, the urban realm of the Motel Strip should exhibit a similar sensitivity to the naturalization of the waterfront to promote a coherent unique character for the area as a whole.

- Wherever possible, the development should promote the ideas of integration of natural landscape with the urban realm, through the creation of green streets and lush landscaped private areas.
- Just as pieces of the urban fabric weave into the waterfront park and create lookouts at the ends of the streets, pieces and bits of naturalized landscape and park elements should weave itself into the urban landscape, creating small scale areas of repose.
- Developments should be encouraged to create green, landscaped courtyards or forecourts which are part of the public space and incorporate elements established from the waterfront amenity area.



GUIDELINES AND RECOMMENDATIONS



GUIDELINES FOR PUBLIC ART PROGRAM IMPLEMENTATION

1.0 HOW THE ARTISTS BECOME INVOLVED

It is assumed that the fundamental principles of competition and an open and fair process applies to every public art activity in the Amenity Area. It is further recognized that the early introduction of the artist and transdisciplinary co-operation are crucial to success. Each public art zone has its own method of selecting artists which facilitates the realization of that zone's concept:

Storyline Walk

Method

- competition of self-formed visual and literary artists' teams.

Timing

- Conceptual work initiated early in the park's development, and construction phased in as funding permits.
- Team to design detailed interpretive sequence, stations and connecting features of the Walk as one phase, and the conceptual design of the larger constructed elements such as the lookout shelters and bridge as a second phase.
- Phase one could proceed when the trails are put in their permanent locations in some form, followed by the phase two elements, which would be detailed and built as financial resources and development schedules permit.

Central Place

Method

- Interdisciplinary design team (architect, landscape architect, artist, engineers, etc.)
- Teams to be self-formed or matched by management from pool of prequalified artists
- Teams should be selected by a process that reveals an ability to function collaboratively

Timing

- The design team, including the artist, would be involved at the outset of the final design process.

Gateways

Method

- Public gateways: open competition for individual artists and artist teams.
- Private developers' competitions: invitational or open.

Timing

- Park Lawn, as soon as possible; Humber Bridge, under competition.
- Urban gateways to be initiated when development commences.

Connections at the Urban Edge

Method

- Prequalified artists selected by interview process for groundscape and lighting; other functional works could be commissioned in the same way or by competition.

Timing

- The hard surface roadway and soft surface promenade will be built first, therefore the City's engineering department is encouraged to hire a prequalified artist to join their team to discuss current options, such as lighting armatures, and explore groundscape opportunities; amenities could follow at any time.
- If the practice of artist involvement is initiated at the current development phase at the City, the experience will be valuable in helping to encourage private developers to pursue this option on the north side in future.

2.0 STRATEGIES

Continuity and Monitoring of Plan's Advancement

The Etobicoke Public Art Advisory Committee (PAAC) and its City staff would assume the responsibility of monitoring the progress of the Amenity Area's public art and ensure that the appropriate projects and processes are triggered in a timely way.

Under the **Management Partner Group** proposed in section 5.2, the **design and development advisory position** provides for a public art advisory role. This advisor would assist PAAC and other partners when specific projects arise in the public art zones, and provide services according to its needs.

Register of Prequalified Artists

Research and timeliness in the selection of artists is essential if the interdisciplinary approach recommended in this report is to be achieved. Therefore, we recommend that a formal register of prequalified artists be established under the Etobicoke Public Art Advisory Committee. The register should be started immediately, maintained as an ongoing basis, and designed to respond to the artist selection requirements of each zone. Priority should be given to establishing the parts of the register that will facilitate the priority public art projects.

The register will further serve to:

- locate the **authority** for artist selection (at the Etobicoke Public Art Advisory Committee, aided by advisors and juries);
- establish the Public Art Advisory Committee's direct involvement in the amenity area's plan, and promote **infrastructure** development with other partners and department for the Area's public art;
- inclusion of artists in the process;
- address the need for an **open and fair public art process**, reflecting the Amenity Area's position in the public sphere while permitting the variety of artist selection methods the public art zones require;
- **initiate dialogue** in the visual arts community, out of which arises the quality of idea development for the projects.

