

CITY OF TORONTO AND THE TORONTO AND REGION CONSERVATION AUTHORITY / DECEMBER 2018

HUMBER BAY PARK MASTER PLAN



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PROJECT TEAM

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EXECUTIVE SUMMARY

Humber Bay Park is an important waterfront park in the west end of the city that plays a key social and ecological role for the residents of this growing Toronto neighbourhood.

Humber Bay Park, with its system of trails, rugged shoreline and dramatic views, offers a unique and rare waterfront experience within the larger metropolitan Toronto area. Defined by two separate peninsulas, the park is comprised of a collection of spaces, each with its own distinct character, function, form and sense of place. The park has been loved by the community for decades and is now showing signs of wear and tear, deterioration and disrepair.

The vision for Humber Bay Park is one of greater integration of the park as a whole, while reinforcing the unique character and setting of each area of the Park in the context of the overall site. The Master Plan proposes a new comprehensive design approach that will enhance the valued naturalized landscape, habitat and recreational uses in the park, while identifying new opportunities for improvements that will respond to both the existing and future needs of the community. The proposed plan is based on the following guiding principles:

- The design will celebrate and enhance the existing natural beauty and sense of respite from the urban city, while accommodating the growing number of park users and managing existing user conflicts.
- The existing flora and fauna to be protected, while providing opportunities for interpretation and appreciation of the park's natural heritage attributes.
- The park continues to be a local park for nearby residents while embracing its place in the larger network of open spaces along Toronto's waterfront. The park should accommodate a diversity of park users and needs.

- The design capitalizes upon new opportunities for recreational activities and new programmable social spaces while maintaining and protecting the natural and ecological attributes of the park
- The design is flexible, resilient, adaptive and able to evolve and respond to the current needs as well as the future needs of the community.

This Master Plan strives to establish a strong vision for the park and establish a framework to balance preservation and restoration of the natural environment while identifying areas for improvement and growth that support the overall character and function of the park. This vision is based on the following objectives:

- 1. Protect and enhance existing natural environment** by creating new aquatic and terrestrial habitat areas that enhance biodiversity and ecological functions.
- 2. Improve overall connectivity, unifying the overall park,** establishing a hierarchy of routes, trails and pathways that meet AODA criteria, where appropriate. The design involves adjusting the existing layout, reducing areas of conflict between cyclists and pedestrians and creating new connections with the goal of improving pedestrian and cyclist movement.
- 3. Improve parking and vehicular circulation** in order to address existing and future parking requirements, while reducing the extent of paved surfaces and the quantity of storm water run-off.

- 4. Improve water quality and function of the ponds and water channel** to support ecological and recreational functions while reducing the resources required for maintenance and operation.

- 5. Identify opportunities for improved park programming,** including redefining existing spaces and the introduction of new seating and lookouts, while protecting sensitive habitats. Park programming is intended to be flexible, catering to the adjacent growing community.

- 6. Integrate architectural improvements** within Humber Bay Park with adjacent landscape, to meet ecological, regulatory and overall site enhancement objectives.

- 7. Improve the lighting strategy, to enhance public safety,** while achieving the highest standard of habitat protection, the reduction of light pollution and enhanced energy efficiency.

The organization of the Master Plan document is based on five geographic areas of the park, identified by the unique defining characteristics and outlined in chapter 5. Each area is assessed based on the above stated objectives and considered both independently and as part of the park as a whole.

Through strategic site reorganization, topographic changes, planting, habitat and materials, a new vision and identity will be established for Humber Bay Park. This vision will build upon and enhance the park's existing character, while providing a strong organizing framework that will improve overall operation and allowing for the park to evolve with the needs of the adjacent community.

TABLE OF CONTENTS

1.0	INTRODUCTION	7
1.1	Humber Bay Park Today	8
1.2	Context of Humber Bay Park	10
1.3	Evolution of the Site	12
1.4	The Master Plan Process	14
1.5	Purpose of the Master Plan.....	16
2.0	BACKGROUND ANALYSIS	19
2.1	Getting to the Park.....	20
2.2	Parking.....	22
2.3	Getting Around the Park	24
2.4	Wayfinding & Signage	26
2.5	Water Bodies.....	28
2.6	Inland Water Features	30
2.7	Natural Environment	32
2.8	Vegetation Communities	34
2.9	Wildlife.....	36
2.10	Buildings.....	38
2.11	Programming	40
2.12	Site Drainage	42
2.13	Site Services	44
2.14	Lighting.....	48
2.15	Challenges & Opportunities.....	50
3.0	VISION & OBJECTIVES	55
3.1	Master Plan Vision	56
3.2	Guiding Principles	58
3.3	Master Plan Objectives	60
4.0	THE MASTER PLAN	65
4.1	The Illustrative Master Plan.....	66
5.0	THE INTEGRATED PARK	69
5.1	An Enriched Shoreline Experience	70
5.2	Humber Bay Park Character Areas.....	72
5.3	A Unified Park Core	74
5.4	West Entrance Market	76
5.5	Western Peninsula	80
5.6	East Entrance Meadow.....	84
5.7	Ponds & Linear Wetland.....	88
5.8	Eastern Naturalized Peninsula	92

6.0	PARK COMPONENTS	95
6.1	Vehicular Access	96
6.2	Parking.....	98
6.3	Active Transportation	100
6.4	Pathways & Trails.....	102
6.5	Bridges & Crossings.....	104
6.6	Ponds & Linear Wetland.....	106
6.7	Shoreline Experiences	108
6.8	Natural Environment	110
6.9	Architectural Improvements	114
6.10	Wayfinding & Signage	116
6.11	Park Programs & Features	118
6.12	Stormwater Management Strategy	124
6.13	Site Servicing Strategy	126
6.14	Lighting Strategy	128
7.0	MANAGEMENT PLAN	131
7.1	Management Plan.....	132
7.2	Maintenance Recommendations	134
8.0	IMPLEMENTATION & PHASING	139
8.1	Master Plan Implementation	140
8.2	Small-Scale & Incremental Projects.....	142
8.3	Medium-Scale Projects.....	144
8.4	Large-Scale Projects	146

APPENDICES

- Appendix 1: Public Consultation Meeting Summaries
- Appendix 2: Humber Bay Park Project Survey Online Summary of Findings Report, March 2017
- Appendix 3: Humber Bay Park Terrestrial Biological Inventory and Assessment, March, 2014
- Appendix 4: Preliminary Paid Parking Usage Results for Humber Bay Parks, October 2016



View of Humber Bay Park and Mimico Creek from residential towers north of Lake Shore Boulevard West

INTRODUCTION



1.1 HUMBER BAY PARK TODAY

Located at the mouth of Mimico Creek and extending out into Lake Ontario, Humber Bay Park is one of the largest parks along Toronto's waterfront.

Established in 1984, the 43-hectare park is owned by the Toronto and Region Conservation Authority (TRCA) and operated by the City of Toronto Parks, Forestry & Recreation Division.

The park is located south west of the intersection of Parklawn Avenue, Lake Shore Boulevard West and Marine Parade Drive. It is easily accessible by transit and is connected to local and regional cycling networks, along the Waterfront Trail.

Part of the Mimico Creek watershed, the park exists as two large peninsulas that flank the mouth of Mimico Creek where it discharges into Lake Ontario. Although the landmass of Humber Bay Park is entirely man-made, it has become a naturalized green space that contains a diversity of vegetation communities that provide important habitat for seasonal resident wildlife species and migrating species (e.g. stopover habitat for birds).

The shorelines of Humber Bay Park provide some of the most breathtaking views of the downtown Toronto skyline, presenting a rare opportunity to escape the intensity of the City and urban condition.

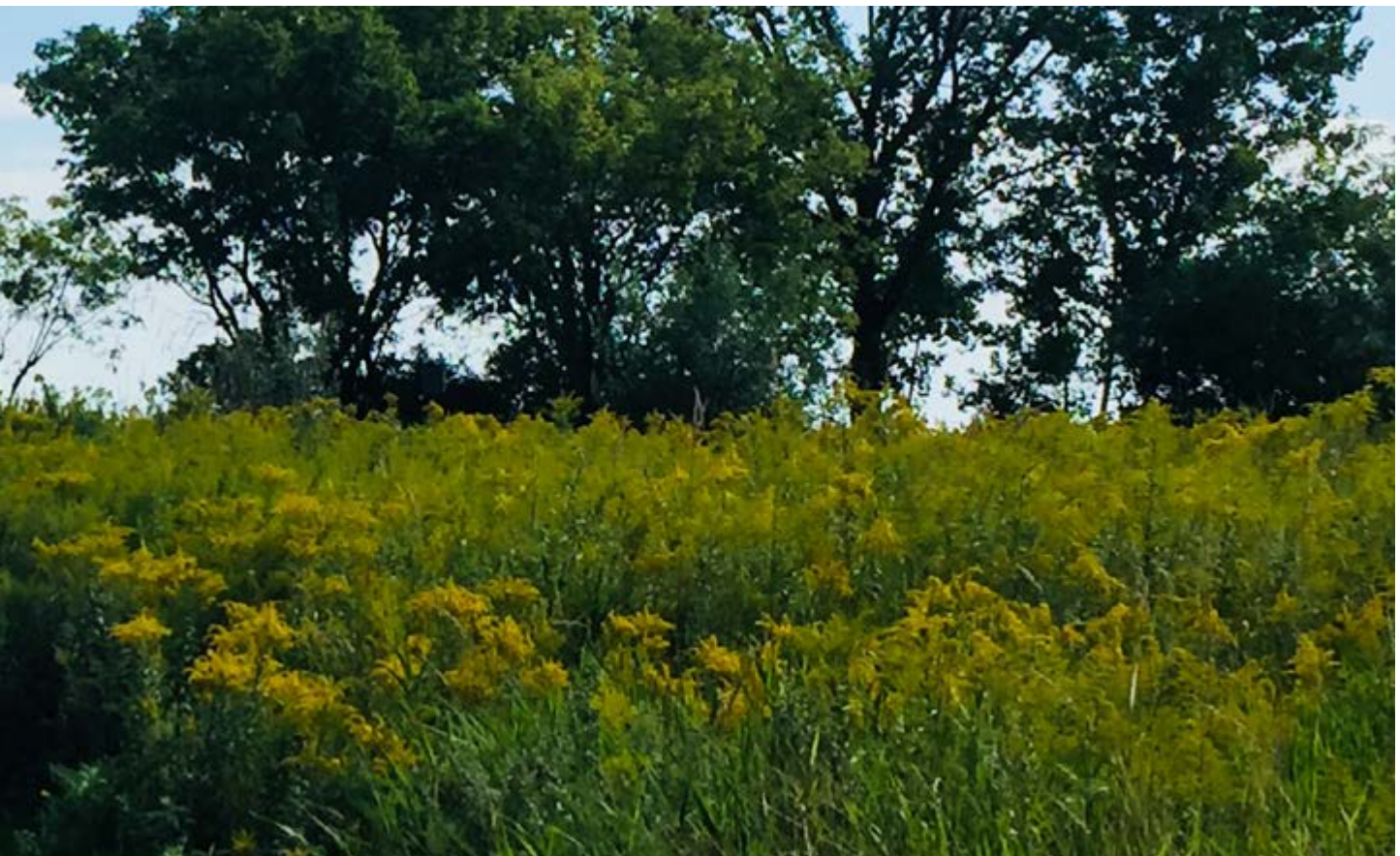


The City skyline framed by the naturalized landscape of Humber Bay Park

Despite being classified as a regional park, Humber Bay Park has evolved into a well-loved neighbourhood green space and remains a well-kept secret among city-dwelling nature lovers. During the past 5 - 10 years, as a result of the increasing density in the Mimico neighbourhood and other neighbourhoods in the immediate vicinity of the park, the park has been under increasing pressure to accommodate larger numbers of visitors.

In addition, the lack of any notable upgrades to the park's infrastructure combined with the increased use has resulted in significant levels of wear and tear, deterioration and disrepair.

Recognizing the significance of Humber Bay Park as an important amenity for current and future residents of the Greater Toronto Area, the TRCA and the City of Toronto commissioned this Master Plan to review the existing conditions, highlight issues and identify opportunities to guide future improvements to the park, in order to protect its unique character, enhance its function and ensure its continued sustainability.



1.2 CONTEXT OF HUMBER BAY PARK

Humber Bay Park is an important component of the network of waterfront parks and although it is a constructed land form it is one of the few naturalized places along Toronto's Waterfront.

Mimico Neighbourhood

Humber Bay Park is located within the Mimico neighbourhood. Established in 1856, Mimico is the oldest of Toronto's former Lakeshore municipalities.

Mimico is now primarily a residential neighbourhood that is currently undergoing rapid growth. This increase in population is translating into an increase in the number of park users and increasing pressure on existing park infrastructure.

The Humber Bay & Humber Bay Shores area is one of the fastest growing new communities in Toronto, with approximately 12,000 current residents and an anticipated 10,000 more residents by 2020. Community demographics are changing as more young families become part of this neighbourhood.

Regional Parks & Waterfront Open Spaces

Humber Bay Park is an important regional-scale park at the mouth of the Mimico Creek watershed. The park is an important stop along the Waterfront Trail.

- 1a. Humber Bay Park West
- 1b. Humber Bay Park East
2. Marie Curtis Park
3. Colonel Samuel Smith Park
4. Mimico Waterfront Park
5. Humber Bay Shores Park
6. Sunnyside Beach
7. High Park
8. Marilyn Bell Park
9. Ontario Place
10. Coronation Park
11. Toronto Island Parks



Humber Bay Park in the context of Toronto's waterfront parks



1.3 EVOLUTION OF THE SITE

Humber Bay Park began to evolve in the 1970's as part of a new shoreline strategy for Lake Ontario.

Overview: A Changing Waterfront

Humber Bay Park was conceived by the Metropolitan Toronto and Region Conservation Authority (MTRCA) in 1970. Most of the land mass of the park was created through lake-filling operations during the 1970s and 1980s, reaching its final and current built form in the early 1990s.

Previous Plans

The original Master Plan for the Metropolitan Toronto Waterfront, Phase I – Etobicoke Sector, was commissioned in 1970 for the Metropolitan Toronto Planning Board. It was an ambitious proposal to create new land through lake filling at the mouth of Mimico Creek. The landform was to be a highly programmed, development-led and funded new neighbourhood that would offer public amenities for the immediate and neighbouring communities.

The 1970 plan was primarily focused on the area that would become Humber Bay Park East, featuring options for a residential island with heavily programmed recreational spaces associated with new commercial development along Lake Shore Boulevard West.

In 1975, the TRCA undertook an environmental review of the Master Plans for the area, that resulted in recommendations for shoreline modifications that set the framework for Humber Bay Park as we know it today, including the private boat clubs in Humber Bay Park West

In the early 1990s, the economic climate changed and the intense development originally intended for the new landform was abandoned as its financial viability was in put into question. By this time, significant investment in shaping the landform had been made by all levels of government. The Ontario Municipal Board and cabinet determined that the public amenities in place would be of regional significance and attraction and should be publicly funded.

In 1993, the MTRCA undertook the 'Project for Etobicoke Motel Strip Waterfront Park', allowing them to establish and undertake programs designed to conserve, restore, develop and manage the natural resources in the area over which it has jurisdiction. The purpose of the project was to implement the Etobicoke Motel Strip Public Amenity Scheme, to ensure public access to the waterfront, to create a regional waterfront linkage between Humber Bay East and the Humber River and to implement a comprehensive fish habitat compensation plan.

Since its inception, the park has evolved into a natural and quiet refuge for both people and wildlife. Located in close proximity to a well established residential community and an evolving high rise neighbourhood, the park and its infrastructure are under new pressure to meet the demands of an increasing population, while maintaining their highly valued naturalized character. The 2018 Master Plan will be the first to address the park in its completed built form.

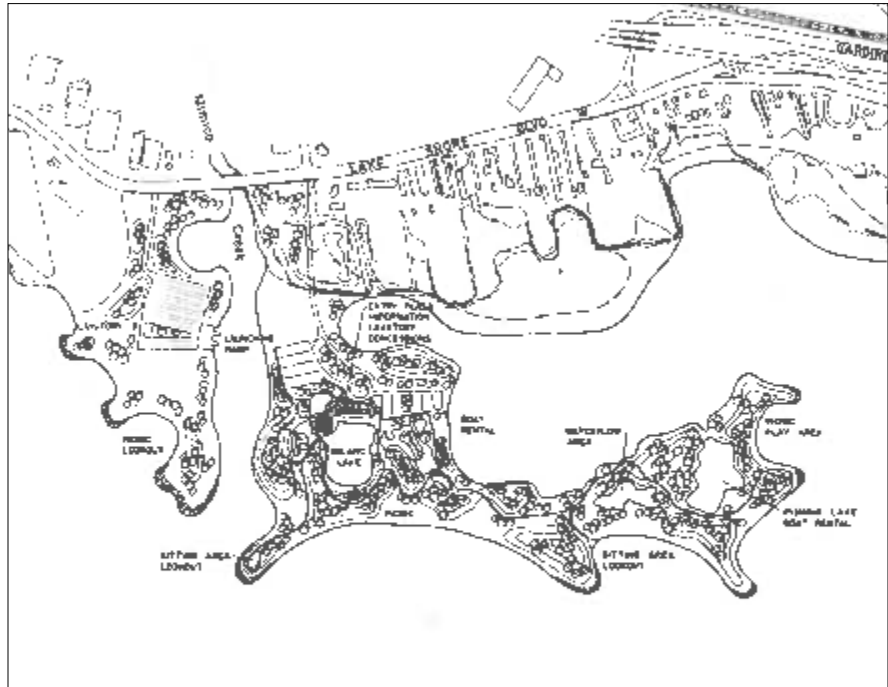


Evolution of the Humber Bay Park shoreline from 1950 to 2018

Ongoing Development

Currently, there is considerable development taking place within the adjacent Mimico and Humber Bay Shores communities. The number of residents in this area has significantly increased over the last 5 years with numerous condominium towers being developed along Lake Shore Boulevard West, Park Lawn Road and Marine Parade Drive. New development and increased population has attracted a new demographic of residents to the park. As a result, there has been keen interest in the redevelopment of the public realm - including parks and trail improvements for of this new high density node immediately adjacent to Humber Bay Park.

This is an important and influencing consideration in the evaluation and development of the Humber Bay Park Master Plan.



1970 Master Plan for the Metropolitan Toronto Waterfront, Etobicoke Sector, by Johnson Sustrunk Weinstein + Associates Limited

1975



1983



2018



1.4 THE MASTER PLAN PROCESS

In 2015, The City of Toronto commissioned a Master Plan with the goal of generating a new vision for Humber Bay Park.

Developing the Master Plan

The Master Plan represents a collaborative effort between the TRCA, the City, community groups, residents, advocates and design professionals. The work was divided into a number of key phases outlined below.

1. Inventory & Analysis

After an extensive review of background documentation, meetings with City staff, the TRCA, park operations and maintenance staff and a site inventory, a series of design principles and objectives were developed to support the vision for the Master Plan.

2. Concepts & Alternatives

The initial background analysis identified a number of opportunities and constraints which informed the some preliminary design concepts and alternatives. The protection and enhancement of natural habitat, improvements to the existing ponds in Humber Bay Park East, improvements to the park's infrastructure, pathways, lighting and seasonal programming were identified as key opportunities.

3. Preliminary Master Plan

The preliminary Master Plan synthesized initial concepts into a that was presented to staff, public consultation as well as stakeholder and committee input for feedback and further refinement.

4. Costing and Phasing:

A high-level cost estimate was prepared for the implementation of the Master Plan. The cost estimate was divided into phases for possible implementation based on park user needs, opportunities for coordination with other improvement initiatives and funding availability.

5. Final Master Plan

A preferred design concept for the Park was developed based on a synthesis of the draft explorations and in response to staff, public consultation as well as stakeholder and committee input. The document includes a summary of the site analysis, design principles and guidelines and sets out recommendations for proposed improvements that support the vision for the park that was established in the earlier stages of the project.

Public Consultation Process

To ensure the relevance of the Master Plan to the public and the local community, the design process was designed to include an interactive public consultation process. Public meetings were open to all members of the community and were advertised on the City's website as well as through flyers that were sent to residents in the neighbourhood.

Public Meetings

Three public meetings were hosted to share information and gather feedback through the Master Plan process. The input from these sessions was used to establish immediate and long-term objectives for the park.

In addition, two public open house meetings were held for the Humber Bay Park East Building Project. The public consultation for the new building in Humber Bay Park East was conducted in coordination with the Master Plan, to ensure that the new building would be consistent with the guiding principles set out in the Master Plan.

Community Resource Groups

The Community Resource Group (CRG) was established to provide input, guidance and advice during the design phase of the Project.

Members of the CRG were selected through an open process. The selection process was designed to include people who would represent the various interest groups and stakeholders in the Humber Bay Park area. The primary goal of the CRG was to represent the community, business groups and park/trail users and provide input to assist in the successful completion of the design phase of the Master Plan.



Farmers market pop-up consultation



Dogs off-leash area site walk

A series of 3 Architectural Community Resource Group Meetings (ACRG) were organized to provide feedback and input to the Humber Bay Park East Building Project. The ACRG was a separate group with members, selected through a similar open process, with many members having a cross-over role with the Master Plan CRG group to provide continuity and consistency between both projects.

The Community Resource group for the Humber Bay Park Master Plan was comprised of the following member groups:

- Animal Alliance of Canada
- Citizens Concerned about the Future of Etobicoke Waterfront (CCFEW)
- Cycle Toronto
- Dogs Off-Leash Users
- Franklin Horner Community Centre
- Friends of Humber Bay Park (FOHBP)
- Humber Bay Shores Condo Association (HBSCA)
- Local Residents and Park/Trail users
- Metro Marine modellers Association
- Mimico Resident's Association
- Toronto Field Naturalists
- Toronto Ornithological Club
- Urban Fishing Ambassadors
- Humber Bay Park Boat Clubs

Additional Consultation

Comments and suggestions about the content of the Master Plan were invited throughout the development of the Master Plan. Questionnaires were distributed at public meetings and surveys were available on the City's project website, affording additional opportunities for input.

- A pop-up consultation was held on June 11, 2016, during the weekly farmers market. Preliminary principles and objectives for the Master Plan were displayed and visitors were advised of upcoming public meetings.
- Although the land occupied by the private boat clubs is not included in the scope of this Master Plan, a series of meetings were held with the clubs to understand their functional and operational requirements within the context of Humber Bay Park.
- An online survey was conducted related to a concurrent project, that was aimed at upgrading the existing buildings in Humber Bay Park East. The preliminary results of the survey were presented in Public Meeting #3 and subsequently on the City's website.

Public Consultation Timeline

Master Plan Public Engagement Dates:

1. Public Meeting #1: February 16, 2016
2. CRG Meeting #1: April 6, 2016
3. CRG Meeting #2: May 16, 2016
4. HBP Farmers Market Pop-up Consultation: June 11, 2016
5. Public Meeting #2: June 15, 2016
6. Online Survey: May 6, 2016 to June 30, 2016
7. CRG Meeting #3: September 14, 2016
8. Public Meeting #3: September 9, 2016
9. CRG Meeting #4: February 6, 2017
10. CRG Meeting #5: December 5, 2017

Architectural Public Engagement Dates

1. HBP East Building ACRG #1: April 5, 2017
2. HBP East Building ACRG #2: July 5, 2017
3. HBP East Building ACRG #3: August 30, 2017
4. HBP Building Architecture Public Meeting #1: October 30, 2017
5. HBP Building, Architecture Public Meeting #2: July 12, 2018

1.5 PURPOSE OF THE MASTER PLAN

The Humber Bay Park Master Plan will establish a vision and design to protect and enhance the valued landscape, habitat and recreational uses for generations to come.

Purpose of the Master Plan

The role of the Master Plan is to ensure that ongoing state of good repair projects, future budget projections and capital projects continue to build upon the vision for Humber Bay Park. The Master Plan is intended to be a living document that is to be updated and revised as the needs and vision for the park change over time.

This Master Plan is a visioning tool, intended to define short and long-term goals for the park and to guide the implementation of projects and capital improvements for years to come.

The primary vision is aimed at greater integration of the park as a whole, while reinforcing the unique character and setting of each area of the Park in the context of the overall site. The Master Plan intends to:

- Establishes a vision and design to protect and enhance the valued naturalized landscape, habitat and recreational uses in the park;
- Improves safety and access to and within the park;
- Ensures that proposed improvements respond to existing and future needs of the community and City residents.

The document is structured to provide guidance to the city and TRCA to address any changes that would be required to the Master Plan to ensure it remains relevant as the needs of the city and neighbouring communities evolve.

Details on how this can be implemented are presented in **Chapter 8 - Implementation and Phasing.**



The dynamic shoreline at Humber Bay Park West

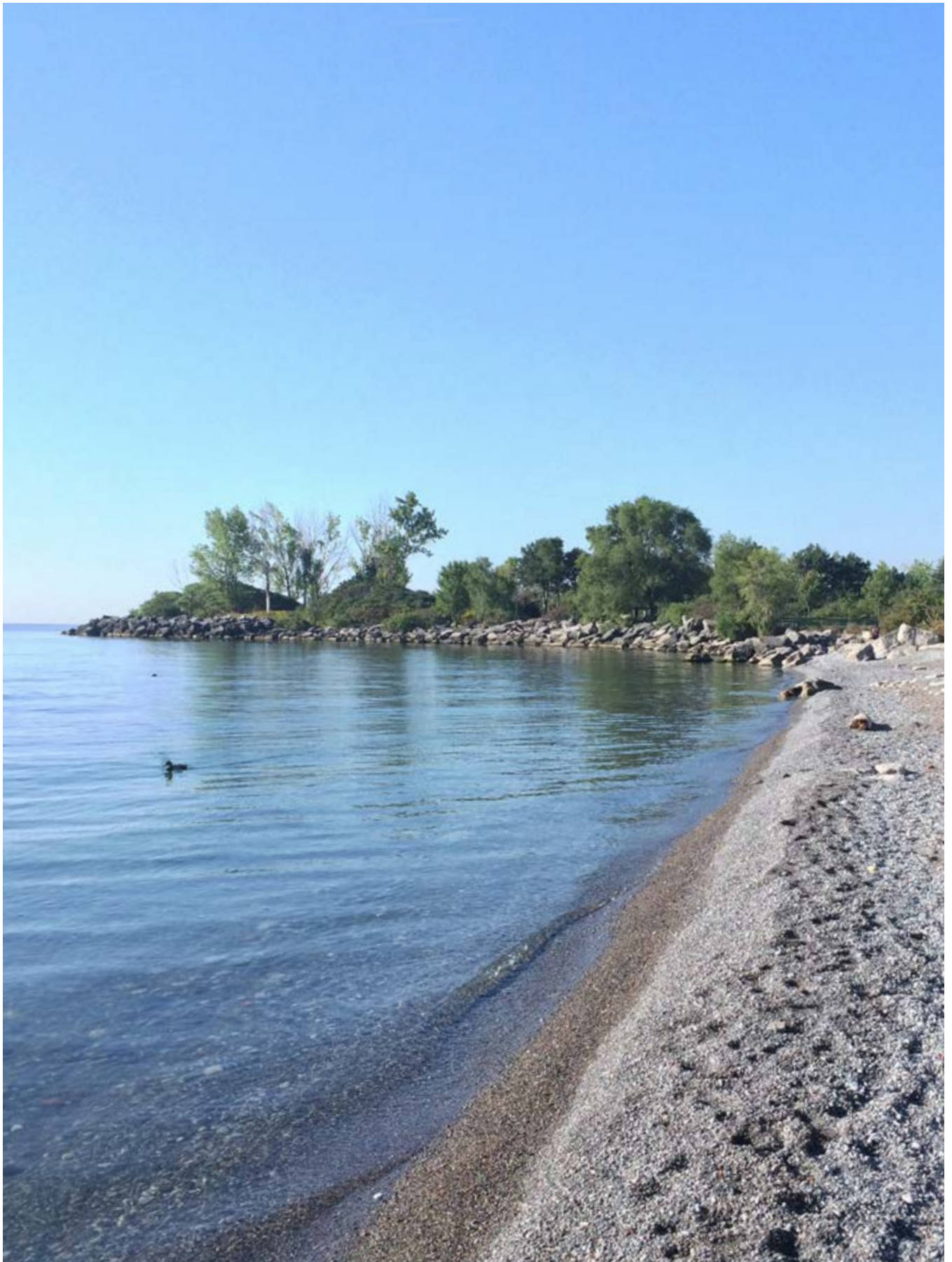
How to Use the Master Plan

This document will present an existing site inventory summarizing existing challenges and areas of concern. The vision, design objectives and proposed 'big moves' and key concepts of the Master Plan are described in a step-by-step format.

This inventory is followed by chapters addressing maintenance and operations and finally phasing and implementation. It should be noted that this document is intended to act as a guiding document and a framework for future design and capital investment initiatives as well as smaller park projects completed in a localized area.

Relevant background and reference information that served the basis for the development of the Master Plan will be included in **Chapter 9 - Appendices**.





View of the Humber Bay Park West shoreline

BACKGROUND ANALYSIS

2

2.1 GETTING TO THE PARK

Access to the park has not kept pace with the evolution of the Mimico neighbourhood and lacks a strong presence and identity where it meets the City.

An New Urban Frontage

Humber Bay Park is both an Urban park that acts at a City wide destination and a naturalized park where people come to escape, celebrate and interact with nature. The park flanks both the east and west sides of the Mimico Creek and begins where the Mimico Creek passes beneath Lake Shore Boulevard West. Ongoing residential development has created a densely populated neighbourhood with a new condition along the northern edge of Humber Bay Park, yet the entrance to the park can easily be overlooked.

The entrance to Humber Bay Park East is located on a sharp curve along Marine Parade Drive and the lack of a defining entrance feature or creates a non-descript frontage for the park. The sidewalk along the north edge of the park is in poor condition and affords very poor visibility as it crosses into Humber Bay Park West.

In addition to poor visibility and connectivity along city streets, there also lacks a strong connection between the east and west halves of the park, with very little wayfinding within the park to direct visitors to the Mimico crossing.

Transit

There are TTC streetcar stops on Lake Shore Boulevard West at the entrance to Humber Bay Park West and at the intersection of Marine Parade Drive (Park Lawn) , with additional bus stops located on Park Lawn Road and along Marine Parade Drive. The Mimico Go station is approximately 2km from the entrance to Humber Bay Park West and falls within a 30 minute walking radius from the park.

The Waterfront Trail

In Humber Bay Park West, the Waterfront Trail enters Humber Bay Park along the fenced edge of the Humber Bay Sailing School, merging into the park's path system behind a maintenance building and storage yard. In Humber Bay Park East, the trail enters into the park within the large expanse of the main entrance drive. In general, the Waterfront Trail merges into Humber Bay Park, poorly marked and with limited to no fanfare or minimal signage to direct trail users into the park.

The places where the trail meets the park are noted conflict zones between slow-moving park users and through traffic on the Waterfront Trail that is moving at higher speeds.



Existing vehicular access to and within Humber Bay Park

Legend

-  Main Park entrance
-  GO Train
-  Roadway
-  Waterfront Trail
-  TTC Streetcar Stop
-  TTC Bus Stop

Speed humps mark pedestrian crossings in Humber Bay Park West, but aside from centre medians at the entrances to the park, there are no directional pavement markings, nor any markings to indicate a shared surface for cyclists.

Vehicular Access

The entrance to Humber Bay Park West is located on Lake Shore Boulevard West. The roadway extends to the western end of the peninsula and terminates in a small roundabout.

In addition to providing vehicular access for park visitors, the road serves as a primary access for the private boat clubs. The roadway must accommodate vehicles with boat trailers as well as the delivery of large cranes to serve the needs of the boat clubs and public boat launch.

The entrance to Humber Bay Park East is located directly off of Marine Parade Drive, leading to a long winding entrance drive that terminates in a large parking lot, with a small drop-off area and roundabout.

In both instances, the entrances to the park are unsignalized. Roadways ranging from 6.5m to 7m in width, are asphalt paved with removable curbs installed long the edge of pavement.

Pedestrian Crossings

Pedestrian and cyclist crossings at the entrance drives for Humber Bay Park East and West are marked with speed humps and paint markings. However, these intersections are a point of conflict for visitors as there is no clear definition of which user has the right-of-way.



Lake Shore Boulevard West park entrance



Marine Parade Drive park entrance

2.2 PARKING

Parking availability within Humber Bay Park is not consistent with patterns of use and does not complement the current needs of park users.

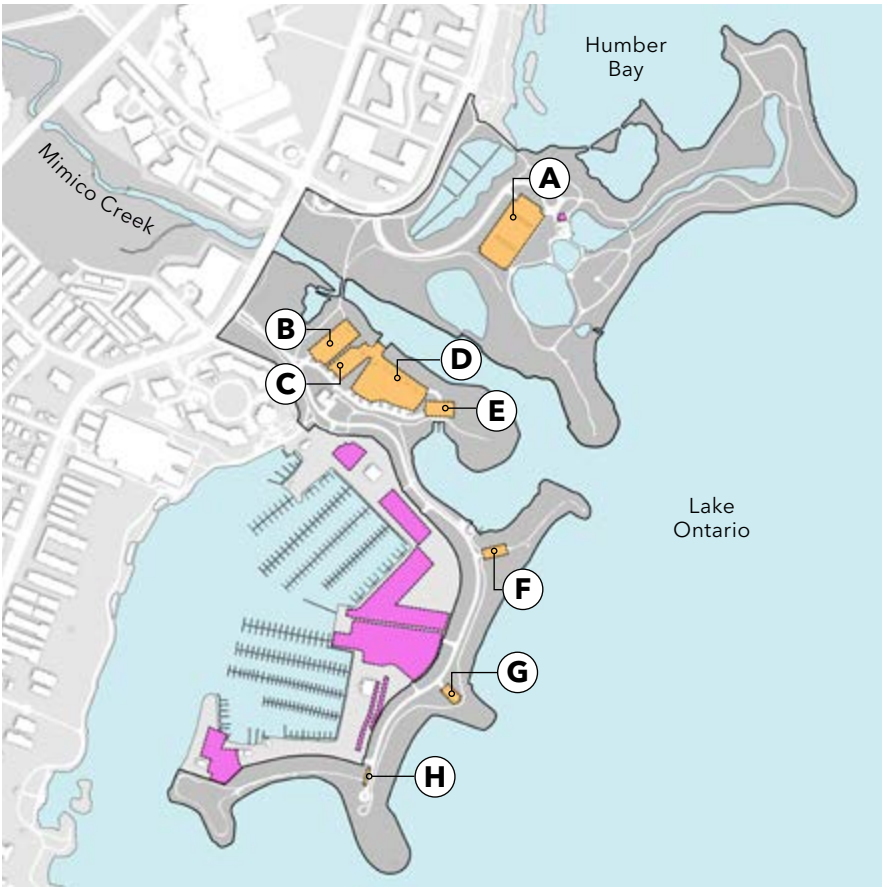
Parking Lots

The entrance to Humber Bay Park West is dominated by a large parking lot, originally intended for fishing derbies and event staging, where large numbers of visitors would flock to the park, requiring parking for boat trailers and spectators. Large events still take place in the park, but the type, frequency and nature of these events have changed, with the exception of annual Canada Day, air shows and other large-scale events that draw large crowds to the waterfront.

In comparison, the three small parking lots distributed west along the peninsula are often at or beyond capacity - demonstrating a need for better access to address the uses and the amenities at the far reaches of the park.

Parking in Humber Bay Park East is concentrated in one lot, depositing users into an enclosed, bermed space with little physical or visual connection to the park and park features beyond. The expansive paved surface is at odds with the naturalized character of the east peninsula.

Despite the large number of cyclists that travel into and through Humber Bay Park, bike parking is notably lacking. Only 2-3 bicycle parking spaces were noted in Humber Bay Park East and approximately 9 spaces in the main parking lot at Humber Bay Park West.



Existing parking in Humber Bay Park

Legend

- Existing Public Parking
 - A. Humber Bay Park East Lot 228 Spaces
 - B. Humber Bay Park West Lot (Site of Farmers Market) 80 Spaces
 - C. Humber Bay Park West Lot 144 Spaces
 - D. Humber Bay Park West Lot 28 Spaces
 - E. Humber Bay Park West Boat Launch - No parking
 - F. Humber Bay Park West Lot 22 Spaces
 - G. Humber Bay Park West Lot 22 Spaces
 - H. Humber Bay Park West Lot (dogs off-leash area) 10 Spaces
- Existing Private Lease Holder Parking

Summary of Current Parking Availability and Use

(Based on figures obtained from the Toronto Parking Authority (TPA) for July 2016, where peak occupancy over 85% is considered over-capacity)

- The single, large lot in Humber Bay Park East is generally under used on weekdays and approaches capacity on weekends with up to 86% peak occupancy recorded.
- The largest lot in Humber Bay Park West, nearest to the park entrance is under used at all times of the week. The highest peak occupancy recorded is 60%, during the weekly Sunday farmers market.
- The small lots along the peninsula of Humber Bay Park West are routinely over capacity on weekends, with peak occupancy of up to 180% recorded.
- The westernmost lot in Humber Bay Park West, nearest to the dogs off-leash area is consistently over capacity, with peak occupancy of up to 170% recorded.
- The primary users for the large parking lots in Humber Bay East and West during weekday business hours appear to be workers from nearby construction sites and transit users leaving cars for the day, rather than visitors to the park itself.
- Refer to **Chapter 9 - Appendices** for parking use statistics.

Comparison of Parking Availability in Other Waterfront Parks



Humber Bay Park
Public park area: 36 hectares
(Private marinas not included)
Total parking spaces: 512
14.2 spaces / hectare



Colonel Samuel Smith Park
Public park area: 41.3 hectares
(Private marina not included)
Total parking spaces: 240
5.8 spaces / hectare



Marie Curtis Park
Public park area: 34 hectares
Total parking spaces: 252
7.4 spaces / hectare



Ashbridges Bay Park
Public park area: 43 hectares
(Private marina not included)
Total parking spaces: 387
9 spaces / hectare

2.3 GETTING AROUND THE PARK

Humber Bay Park is comprised of a series formal and informal pathways that are in poor repair and result in user conflicts.

Pathways and Trails

Primary Pathways

The main pathways in Humber Bay Park West generally follow the main vehicular road, offering few opportunities to diverge from the main path. The primary asphalt pathway terminates at the roundabout in the most westerly reaches of the park.

In Humber Bay Park East, the main asphalt pathway connects the parking lot and Waterfront Trail and Humber Bay shores park to the east, providing a loop around the man-made ponds.

A parallel path also leads from the pond loop, toward the Air India Memorial. The path is not signed and the memorial has no visual link to the surrounding park spaces and the portion of the memorial at the shoreline. Physical access to the memorial is interrupted by steps along the pathway, forcing cyclists and visitors using mobility devices to detour onto a makeshift path worn into the adjacent sodded area.

Secondary Paths and trails

A series of limestone pathways throughout the park provide access to the naturalized portions of Humber

Bay Park East and to the dogs off-leash area in Humber Bay Park West. In some areas, heavy use by park visitors and maintenance vehicles has resulted in the deterioration of these pathways, resulting in ponding and rutted, uneven surfaces that make pedestrian access difficult.

Informal trails have been worn through the vegetation creating shortcuts through dense vegetation and providing access to the water's edge and affording an intimate experience for wildlife observation.

Lack of Pathway Hierarchy

Throughout Humber Bay Park, there is a general lack of hierarchy and order in the path system. There are no trail heads or markers, no directional or distance markers and no clear and direct connection between the two parks.



Existing network of pathways and trails in Humber Bay Park

Legend

- Waterfront Trail
- Existing Paved Pathways
- Existing Unpaved Trails
- Park Bridges and Boardwalks
- City Sidewalks (On Park Adjacent Roads)
- Crossing / Point of Conflict
 - A. Waterfront Trail entrance to Humber Bay Park West
 - B. Waterfront Trail Roadway Crossing in Humber Bay Park West
 - C. Mimico Creek Bridge
 - D. Waterfront Trail entrance to Humber Bay Park West
 - E. Entrance from Home Garden and Butterfly Habitat in Humber Bay Shores Park

Pathway Crossings

At the entrance drives to the park, pedestrian-cyclist-vehicular conflicts are an important safety consideration. The intersection of the Waterfront Trail at the main entrance drive to Humber Bay Park West coincides with the entrance to the main parking lot, causing conflicts and safety hazards when large numbers of pedestrians are using the space for the summer farmer's market or other events.

Throughout the park, pedestrian-cyclist conflicts occur due to poor signage and lack of clarity and hierarchy at visibility at pathway intersections.

Accessibility

There is minimal grade change within Humber Bay Park, however, access to the water's edge is difficult for visitors with limited mobility. Many of the unpaved pathway surfaces are not maintained consistently throughout the year, yet no signage is posted informing visitors that a path may not be fully accessible. In Humber Bay Park West, the linear pathway system does not offer the opportunity to walk a shorter circuit without retracing one's steps and there are limited opportunities for rest or shelter from the elements.

In addition, there is no wayfinding guidance within the park to direct visitors into and through the site. There is minimal seating available in the park and when available, benches are often not accessible from the trails. Benches and other site furnishings do not meet accessibility standards, are also in poor condition and provide limited experiences within the park.

Bridges and Boardwalks

Mimico Creek Bridge

The Mimico Creek Bridge is the primary connection between Humber Bay Park East and West. However, its location at the north end of the Park, just south of Lake Shore Boulevard West, does not provide a convenient or logical connection to important park features and amenities in the east and west halves of the park.

The Mimico Creek bridge deck is 2.5m wide and over the years, the bridge has become a bottleneck for cyclists and pedestrians travelling along the Waterfront Trail. The wooden bridge deck is decaying and cumulative temporary repairs have left the surface rutted and uneven.

Toronto Stormwater Management Facility Crossing

The existing bridge connecting Humber Bay Park to Humber Bay Shores Park, the Home Garden and butterfly Habitat is in good condition, however, heavy pedestrian and cyclist traffic often conflict with visitors using the bridge as a lookout and with anglers using the bridge as a fishing location.

Humber Bay Park East Pond Bridges

The bridge over the weir at the south edge of the westernmost pond and the bridge crossing the water channel east of the ponds are routinely used by maintenance vehicles. The wood decking on these structures is severely deteriorated and the width of the bridges is insufficient to allow larger vehicles to cross, forcing them to make a circuitous loop through the more sensitive eastern areas of the park.

Pond Boardwalks

The boardwalks that divide the ponds are constructed on piles to allow winter snow removal. These and other wooden structures surrounding the ponds and building in Humber Bay Park East exhibit significant rotting, splintering and warping.



Informal trail in Humber Bay Park East



Mimico Creek bridge

2.4 WAYFINDING & SIGNAGE

The existing Park signage does not delineate trailheads or key features and can be expanded to help guide park users to and throughout the park.

Park Identity Signs

The park is marked at its two entrances by large City of Toronto Parks, Forestry and Recreation park identification signs. The signs are consistent with older City of Toronto parks signs, with the name and address of the Park and are clearly visible from the road.

The signs offer very little information about the park itself, the size of the park, its location on the waterfront, or the amenities offered within.



Humber Bay Park West entrance sign

Wayfinding and Directional Signs

Trail Heads

The issues related to pathways and trails are closely linked to the lack of directional and wayfinding signage in the park.

There are no trail heads leading visitors from park entrances and parking lots toward the features and amenities of the park.

Within the park, there are no markers at the intersections of trails to mark routes and provide directional or distance information at path and trail intersections.

Despite the large area of the Humber Bay Park, no maps or orientation information are provided to locate visitors within the park, or to inform users regarding the choice of routes that are available to take to reach a particular destination.



Paths without adequate wayfinding in Humber Bay Park East

Interpretive Signs

Interpretive Signs

There are very few interpretive signs in the park that identify and describe potentially interesting elements within the park.

There is a commemorative plaque at the Air India Memorial, as well as an interpretive plaque located in the overgrown amphitheater in Humber Bay Park East.



Commemorative plaque at Air India memorial

Regulatory Signs

There are a limited number of regulatory signs indicating the dogs off-leash area and stipulating parking regulations, speed limits, applicable City by-laws and TRCA regulations.



Regulatory signs

Confusion and Conflicts

Conflicts occur at the intersections of paths and roadways, where no direction is provided to direct visitors into or through the park.

- There are no directional or regulatory signs situated where the Waterfront Trail enters Humber Bay Park. Cyclists travelling along the Waterfront Trail and moving at a high rate of speed often conflict with the slower-moving park users.
 - There is a point of conflict where the Waterfront Trail crosses the driveway entrance into Humber Bay Park West. At this location, pedestrians, cyclists and motorists all converge at an oversized and expansive intersection with poor indication of what user has priority.
 - There are unintended conflicts between pedestrians and cyclists within the park itself since there is no clarity on the intended users of pathways.
- Confusion arises from the lack of information about the park itself and what activities are encouraged. A number of dangerous or illegal activities routinely occur within the park, yet no information is provided to discourage these activities:
- There are no signs indicating the prohibition of camp fires, despite the prevalence of such destructive activities.
 - There are no signs warning of the dangers of swimming in Lake Ontario that arise from the deep and cold waters and currents off the shores of the park and the constantly eroding landmass that exposes potentially dangerous structures below the surface of the water.
 - There are no signs highlighting sensitive habitats and nesting areas.
 - There are no guidelines or signs associated with the shorelines of the park to inform visitors of the hazards below the surface of the water.



Shared-use pathway



Swimmers at Humber Bay Park West

2.5 WATER BODIES

Humber Bay Park is a Waterfront Park with a dynamic shoreline but with an ambiguous and sometimes difficult relationship to water.

Lake Ontario

Humber Bay Park is a man-made land mass that extends approximately 650m into Lake Ontario. The construction of the park created an additional 7.5 km of new shoreline, 6.2 km of which is publicly accessible today.

Humber Bay Park is in close proximity to the Humber Wastewater Treatment Plant but because the park shoreline does not have designated swimming beaches, water quality is not monitored.

Mimico Creek

Mimico Creek is a natural boundary between Humber Bay Park East and West.

Regulated by the TRCA, the Mimico Creek watershed covers 7,700 hectares, all of which is urbanized. Mimico Creek originates 33 km to the north of Lake Ontario, in the City of Brampton and is artificially channelized for over to 60% of its length. Stormwater runoff is the primary source of water pollution in the creek.

The TRCA has established two wetlands at the mouth of the creek. These wetlands feature shallow water and woody debris in sheltered embayments.

(Source: TRCA, Etobicoke and Mimico Creek, 2012)



1. Humber Bay Park and the Mimico Creek watershed

Shoreline Access & Hazards

Despite being a peninsula, surrounded by water on three sides and split in half by a watercourse, access to the water at Humber Bay Park is very limited.

The Lake Ontario shoreline at Humber Bay Park is comprised of armourstone revetments and engineered beaches to protect the park from coastal conditions. Although these structures provide some access to the interface of land and water, they are designed for erosion control purposes and not for public recreation.

The shoreline of Humber Bay park is not within the scope of the Master Plan, as it is a constantly changing environment due to water levels and wave action. TRCA, in partnership with the City of Toronto, regularly monitors this shoreline to identify maintenance and enhancement opportunities. These assessments inform prioritization and budgetary decisions regarding the Lake Ontario shoreline within the TRCA's jurisdiction.

Unlike the natural shoreline of Lake Ontario, the Humber Bay Park shoreline does not deepen gradually, but rapidly drops off into deep and frigid water.

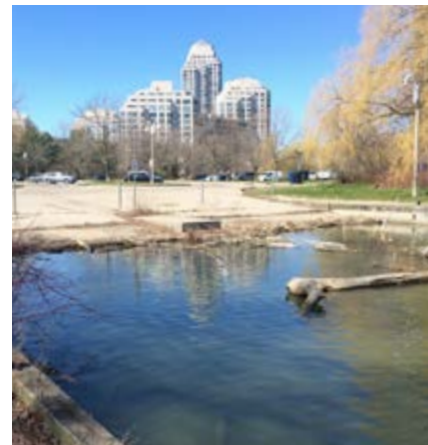
- A thin layer of soil covers the construction fill that makes up the landmass of Humber Bay Park. The erosion caused by the constant wave action is continually exposing new hazards including rebar and rubble that lie below the surface.
- Except during high flow or storm events, the mouth of Mimico Creek is very shallow and has very little current - approaching stagnation - to remove sedimentation and debris.
- The existing boat launch on Mimico Creek is in a poor state of repair and is unuseable. The mouth of the creek is currently navigable only by non-motorized small watercraft.
- Despite the city and TRCA efforts to clean up and remove debris, the waste accumulation is constant along the shorelines.



Construction fill exposed by wave action



Hazardous Lake Ontario waters



Debris at Mimico Creek boat launch

2.6 INLAND WATER FEATURES

Like the entire park, inland water features in Humber Bay Park East are man-made and are not naturally connected to Lake Ontario.

Humber Bay Park East Ponds and Channel

Located within the man-made landmass of Humber Bay Park East, the inland ponds and water channel are not naturally connected to the Lake and water levels are artificially maintained at approximately 1.25m above Lake Ontario water levels.

- Pond High Water Level: 76.30
- Lake Ontario Average: 75.05

In order to contain water, the ponds are lined with an impervious layer of bentonite clay. The bentonite lining has been found to be in overall good condition, with the exception of a small breach that is located on the south side of the linear water channel.

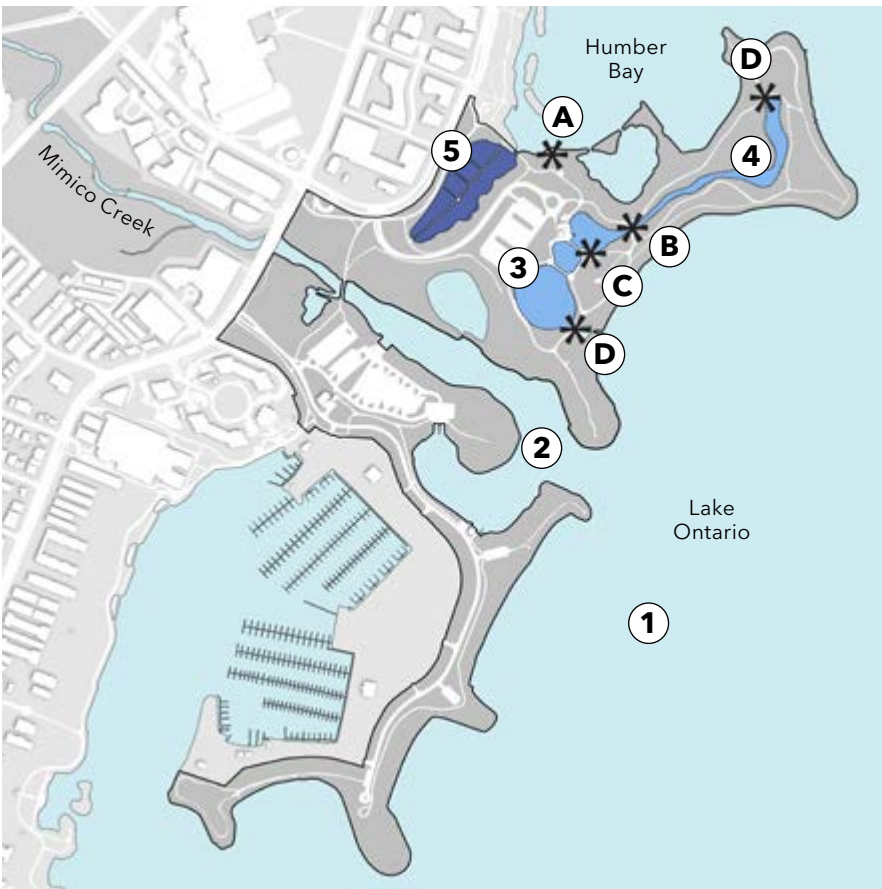
The three ponds were designed in early 1980s and were originally intended to be highly programmed public amenities:

- The westernmost pond was originally designed for model boat sailing & skating.

- The centre pond was designed as a fly casting pond.
- The easternmost pond and channel were designed as a naturalized fishing amenity.

Water Quality:

- Algae blooms and vegetation overgrowth are a common occurrence in the summer due to shallow water, warm water temperature, insufficient circulation and high nutrients due to aquatic birds.
- The ponds were originally intended to be chemically treated to prevent the proliferation of algae although this practice has long been abandoned.
- Water depth in the westernmost pond has been significantly reduced due to the build up of organic debris.



Inland water features in and around Humber Bay Park

Legend

- Natural Water Bodies
 - 1. Lake Ontario
 - 2. Mouth of Mimico Creek
- Humber Bay Park Water Bodies
 - 3. Humber Bay Ponds
 - 4. Humber Bay Water Channel
- City of Toronto Facilities
 - 5. Toronto Water Stormwater Management Facility
- Pond Pumps and Equipment
 - A. Pump Chamber and Water Intake Pipe
 - B. Main (Summer) Pump
 - C. Secondary (Winter) Pump
 - D. Outfall

Pumps and Equipment:

Water levels are maintained by pumping water from Lake Ontario, through the ponds and water channel and discharging it back into the lake. The pond depth is maintained at approximately 1m deep:

- The water intake for the ponds is located in the embayment east of the Air India Memorial. The shallow inlet draws warm water and debris into the system, contributing to the algae blooms in the ponds and making pumps more susceptible to clogging.
- A pump chamber is located in close proximity to the intake pipe. When Lake Ontario water levels are high, the pump chamber periodically floods. The chamber is approximately 3.5m deep making servicing difficult due to confined space training requirements.
- The main (summer) pump outlet is located in the rock fountain below the bridge that separates the ponds from the water channel. This pump moves water through the entire system.
- A secondary (winter) pump outlet allows water levels to drop slightly and maintains a small zone of open water in the easternmost pond.

- Two outfalls are located at either ends of the ponds and water channel. The first is at the southern end of the west pond where a weir structure is located below the small bridge, allowing the system to be drained entirely. The second is at the far east end of the linear water channel, discharging water into the East Embayment.

City of Toronto Stormwater Management Facility

The large water body north of the parking lot in Humber Bay Park East is a City of Toronto stormwater management facility and is not within the scope of the Master Plan. Also known as a Dunkers Flow balancing system, the facility consists of 5 cells, which are separated by PVC curtains suspended from floating pontoons. The system intercepts contaminants flowing from the combined sewer outflows into Lake Ontario through progressive gravitational settling.

The largest basin is the final step in treatment process. This basin functions as a wetland and provides some habitat and viewing opportunities for nesting Red-necked Grebes and other aquatic species. As this is an active Toronto Water facility, the functional requirements for stormwater management do not allow for further naturalization, habitat creation or public access.



Algae in Humber Bay Park East ponds

2.7 NATURAL ENVIRONMENT

The entire shoreline of the park is regulated by the TRCA, including wetland embayments in Humber Bay Park East and West.

TRCA Regulated Areas

Humber Bay Park is located within the TRCA Regulated Areas. (O. Reg. 166/06: Toronto and Region Conservation Authority: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses).

The main objectives of the TRCA regulations are to ensure public safety, protect property with respect to natural hazards and prevent pollution and destruction of environmentally sensitive areas such as watercourses, wetlands and the Lake Ontario shoreline.

Over 66% of the 43 ha. landmass of the park falls under TRCA regulation as follows:

- Humber Bay Park West: 17.5 ha.
- Humber Bay Parks East: 11 ha.

TRCA Wetland Embayments

There are 3 wetlands within Humber Bay Park that are monitored by the TRCA. These areas are protected within TRCA regulation limits. These include two embayments along the shoreline of Mimico Creek, and one embayment



TRCA regulated areas along the banks of the Mimico Creek

Construction Within TRCA Regulated Areas

Construction that is within TRCA regulated areas requires a permit. This requirement may include some projects and work associated with the implementation of the components of the Master Plan. Projects must incorporate sustainable development practices to achieve social and community benefits in conjunction with environmental benefits and should result in an ecological net gain in the long run.

Projects must demonstrate that they will not:

- Have negative impacts on the control and storage of floodwaters;
- Cause erosion;
- Negatively impact revetment and rocky shoreline;
- Cause pollution;
- Negatively affect the conservation of lands.



2.8 VEGETATION COMMUNITIES

The naturalized landscapes and flora found in Humber Bay Park are the result of human intervention , natural succession and a passive management approach.

Flora

The following descriptions are summarized from The Humber Bay Park Terrestrial Biological Inventory and Assessment (TRCA 2014).

All vegetation communities in Humber Bay Park are anthropogenic in origin and disturbed in character; the oldest would date from no earlier than the late 1970s.

Invasive Species

Given the intensely urban character of the park, strict adherence to locally-native species is not as important as it would be in restoring a derelict natural habitat such as those located on Toronto Island Park.

Forest & Successional Vegetation Communities:

- These vegetation communities cover approximately 15 ha. of the park.
- A blend of woody plants with fragmentary to partial canopy closure is characteristic of these communities.
- Prominent vegetation types include Native Deciduous Savannah and Restoration Deciduous Plantation.
- The oldest, most closed-canopy communities are Ash-Conifer Mixed Plantation and Austrian Pine Coniferous Plantation.
- The planted material found in these communities is relatively young and vulnerable to competition from other more aggressive exotic species currently establishing at the site.
- The lower and ground layers are generally dominated by exotic species such as garlic mustard (*Alliaria petiolata*), hedge parsley (*Torilis japonica*) and shrub honeysuckles (*Lonicera* spp).



Existing vegetation communities in Humber Bay Park

Legend

- Forest / Treed Woodland
- Successional
- Wetland
- Aquatic
- Dynamic
- Meadow

Meadow Vegetation Communities

Small parts of the site still have few trees and shrubs so as to be classified as meadow.

- The community of the greatest conservation interest in the vicinity of Humber Bay Park is the prairie / meadow planting associated with the Humber Bay Butterfly Habitat project, which dates from 1998-2000. This area is not within the scope of the Master Plan and is currently managed by the City's Urban Forestry department in collaboration with a public stewardship group.

Dynamic Vegetation Communities

Dynamic communities at natural sites generally are the result of energetic processes (fire, wave and wind erosion) which maintain the community in an open or semi-open condition.

At Humber Bay Park however, the processes are artificial (grading and filling), resulting in largely stabilized shoreline communities on armour stone rock or cobble, along with a couple of prairie / meadow plantings and gravelly mud-flats sometimes visible along the estuary of Mimico Creek (these treated as Open Riparian Sand / Gravel Bar).

Wetlands:

Wetlands occupy 2.7 ha (9% of the site) and are evenly split between Willow Mineral Thicket Swamp (SWT2-2) forming a fringe around many of the lagoon areas; and marshes, largely Hybrid Cattail Mineral Shallow Marsh (MAS2-1b) and Common Reed Mineral Shallow Marsh (MAS2-a).

Aquatic Vegetation Communities

A small amount of the lagoon area has enough vegetation to be considered a Pondweed Submerged Shallow Aquatic Community (SAS1-1) (rank L4). There is also a land-locked and artificially-fed pond and channel system on the east peninsula of Humber Bay Park that is a Water Milfoil Submerged Shallow Aquatic Community (SAS1-4) (rank L4). The aquatic macrophyte growth here is dense; unfortunately most of it is the invasive Eurasian Watermilfoil (*Myriophyllum spicatum*). This community is more contained and isolated from lake influences than the lagoons.

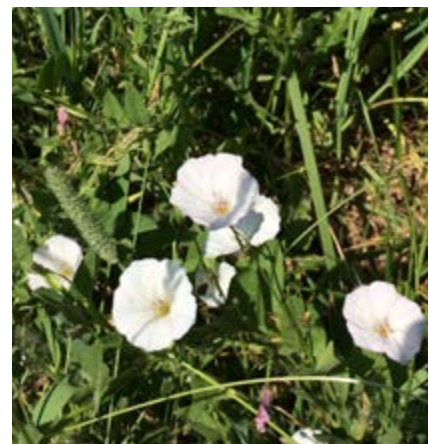
(Reference: Toronto and Region Conservation Authority (TRCA). 2014. Humber Bay Park Terrestrial Biological Inventory and Assessment)



Pasture Rose (*Rosa carolina*)



Everlasting Pea (*Lathyrus latifolius*)



Field Bindweed (*Convolvulus arvensis*)

2.9 WILDLIFE

All of Humber Bay Park is a constructed landscape so the species of fauna that survive and thrive there have adapted to the urban context and foundation of the park.

Fauna

Humber Bay Park currently provides habitat for a diversity of wildlife species including permanent and seasonal residents, as well as migrating species. The fauna in Humber Bay Park includes a diversity of birds, frogs, mammals and reptiles. The Humber Bay Park Terrestrial Biological Inventory and Assessment (TRCA 2014) notes that the park provides possible breeding habitat for 37 bird species, six mammals and one frog species.

Sensitive Habitat and Breeding Fauna Species

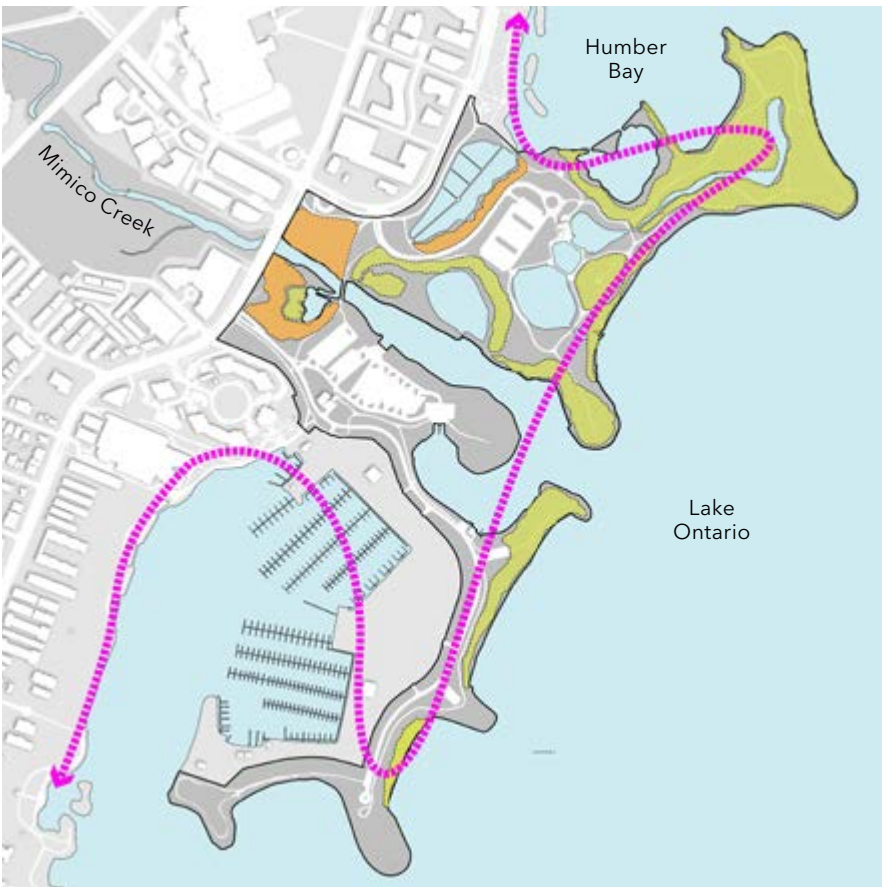
The majority of the possible breeding fauna species documented in Humber Bay Park are considered urban tolerant species.

The Humber Bay Park Terrestrial Biological Inventory and Assessment lists species that are considered sensitive to development and therefore 'area sensitive'.

Of those described in the report, these species inhabit offshore breeding areas or habitats outside of the park (e.g. Red-necked Grebe nests on floating platforms and Hooded Merganser nests in tree cavities) or may not have been breeding in the park (e.g. Savannah Sparrow).

The 'area sensitive' species documented in the report rely on habitat that is largely located outside of Humber Bay Park (e.g. White-tailed Deer and Mink).

However, it is important to recognize the habitat needs of these species as well as their vulnerability to recreational activities and changes in land use.



Existing habitat sensitivity in Humber Bay Park

Legend

- Migratory Bird Habitat
- High sensitivity to development and extensive public use (hiking, dog-walking, biking, etc).
- Medium sensitivity to developments and extensive public use (hiking, dog-walking, biking, etc).

Migrant/Overwintering Birds

The location of Humber Bay Park on the Lake Ontario shoreline attracts dozens of migrating birds, including wintering waterfowl and migrating passerines that move through the park in the spring and fall as they move between their summer breeding grounds and overwintering habitat.

Due to the location and high diversity of birds migrating through and inhabiting Humber Bay Park, the park has become a popular destination for many bird watchers.

The online checklist program, eBird (Cornell Lab of Ornithology and National Audubon Society) provides a rich data source for basic information on bird abundance and distribution, including time of year of the observation.

Approximately 220 bird species have been recorded in Humber Bay Park East and West, most of which are considered migrants or overwintering species.

Humber Bay Park is one of the best locations on the Toronto waterfront to observe overwintering waterfowl, from November through March. As many as 20,000 ducks, geese and swans congregate within viewing distance of the shoreline.

Opportunities for viewing these species currently exist along the shoreline overlooking Lake Ontario, within the embayment in Humber Bay Park East and the mouth of Mimico Creek.

Species of Regional Conservation Concern

There was a total of 8 species of regional and urban concern (L1 – L3) reports within the study area during past decade. Note that one of these species, the barn swallow, is listed as Threatened at both the Provincial and Federal levels, affording this species special protection.

At the Humber Bay Park study area, barn swallows were recorded nesting on buildings and bridges at three locations throughout the area; the species also nests regularly at the neighbouring Mimico Waterfront Park, resulting in fairly large congregations of foraging swallows once the young have fledged in mid to late summer.

(Reference: Toronto and Region Conservation Authority (TRCA). 2014. Humber Bay Park Terrestrial Biological Inventory and Assessment)



Nesting Red-necked Grebe in Toronto Water stormwater management facility



Snapping turtle in Humber Bay Park East



Great Blue Heron in Mimico Creek embayment

2.10 BUILDINGS

The buildings in Humber Bay Park are obsolete and do not fulfill the existing and future programmatic requirements of the park.

Public Buildings

There are currently City-owned buildings in each of the east and west halves of the park. These buildings are required by staff for the operation and maintenance of the park and will continue to be required as the park evolves over time.

The public buildings in Humber Bay Park share a common style, with split gabled roofs and clerestory windows. They are constructed of concrete and wood with a white stucco finish.

Due to the dynamic nature of the lakefill and park construction, which can settle unpredictably over time, the park buildings were constructed on heavy reinforced floating concrete slabs which allow buildings to settle as one unit.

Humber Bay Park West Buildings

There are two separate public buildings in Humber Bay Park West, located west of the main parking lot.

The public washroom building is approximately 80m² in area. The washrooms are seasonal and the buildings are closed at dusk in the summer months.

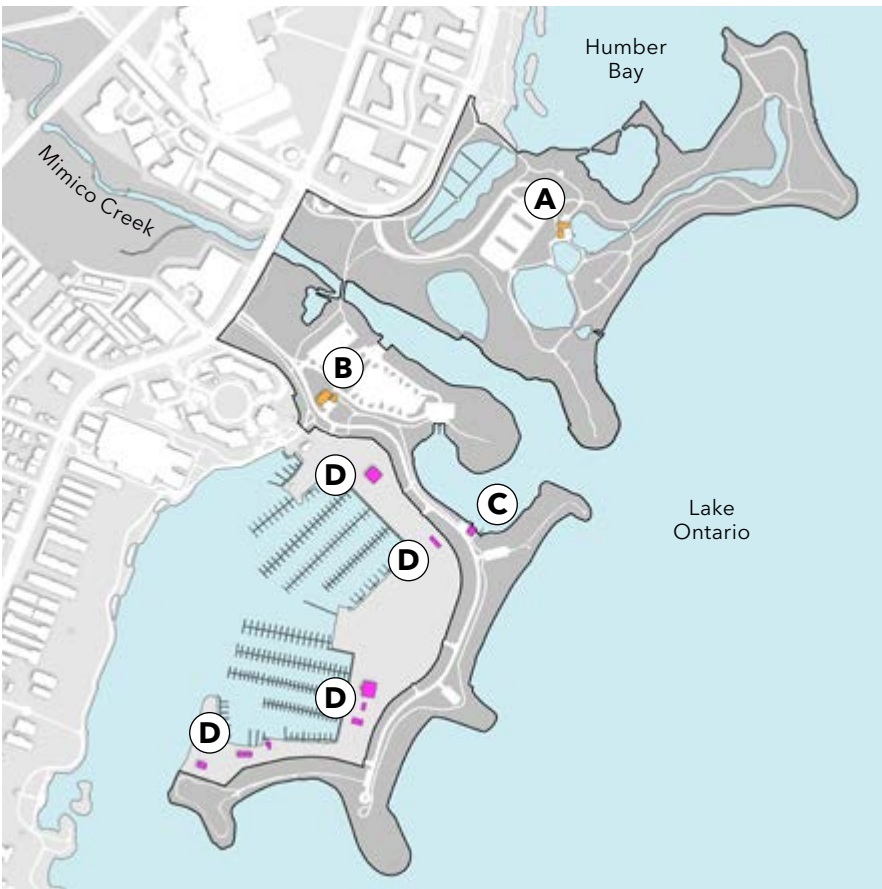
The parks maintenance building is approximately 280m² in area. It houses the electrical room, staff washrooms, showers, meeting space and storage for City use, as well as space allocated for use by the seasonal farmers market.

Humber Bay Park East Buildings

The public building in Humber Bay Park East was constructed in 1974. It is located south of the parking lot and roundabout and has a direct relationship to the ponds and boardwalks. This 245 m² building is divided into two sections that are connected by a breezeway beneath a shared roof structure.

The smaller section of this building is approximately 90m² and houses public washrooms. The washrooms are seasonal and are closed at dusk in the summer months.

The larger portion of the building is approximately 155m² and houses the electrical room and general storage space. The Metro Marine Modellers also occupy space in the east building storage rooms.



Existing buildings in Humber Bay Park

Legend

- Existing Public Buildings
 - A. Humber Bay Park East Washroom and Parks Storage Building
 - B. Humber Bay Park East Washroom and Parks Storage Building
- Existing Private Buildings
 - C. Police Marine Unit
 - D. Private Boat Club Buildings

Parks & Forestry Service Yards:

Maintenance yards associated with the buildings are located in each half of the park. Together, both yards service approximately one half of the parks within Ward 3.

- The Humber Bay Park West maintenance yard is located behind the washroom building, between parking lot and marina.
- The Humber Bay Park East maintenance yard is located east of the building, north of the ponds and includes the existing buildings for storage.

Privately Owned Buildings

The Toronto Police Marine Unit building is located in Humber Bay Park West, on the embayment south of the main parking lot and boat launch. It is accessible from the main park road and from the water by a fenced boat ramp and dock. The building is finished with wood siding and a tin roof and does not share the same architectural style as other park buildings.

Each boat club has its own clubhouse and outbuildings that are not publicly accessible.

There are no privately owned buildings in Humber Bay Park East.



Existing washroom building and storage shed in Humber Bay Park West



Existing washroom and service building in Humber Bay Park East

2.11 PROGRAMMING

Humber Bay Park offers a broad range of passive nature-based summer activities, but offers limited year-round seasonal activities.

Programmed Activities

Farmers Market:

- The Humber Bay Shores Farmers Market is held in the north parking lot of Humber Bay Park West every Sunday from May to October. It is organized by the Humber Bay Shores Condominium Association (HBSCA) and has been a popular fixture since 2013.

Model Boaters:

- The Metro Marine Modellers Association have been holding events in Humber Bay Park for the past 35 years. They are the primary users of the large pond in Humber Bay Park East.
- For the Marine boat modellers the lack of maintenance of the ponds is a concern due to reduced depths of water and excessive algae growth. The west side of the pond has been purposely kept free of shrubs and trees to avoid blocking the wind required to power boats.

The Air India Memorial:

- The memorial was built in 2007 to commemorate the victims of the crash of Air India Flight 182, on June 23, 1985.
- The monument features a granite wall that is inscribed with the names of the victims and a sculptural sundial.
- A ceremony is held at the monument, annually on the anniversary of the crash.
- Limited access, pathway is interrupted by steps & often used by cyclists creating conflicts with pedestrians.

Educational / School Visits:

- The park is often used for school group visits or summer camp day trips.
- Humber Bay Park has a diversity of naturalized habitats, nesting and aquatic birds and geomorphological characteristics that are rich in educational potential.

Passive Recreation

A large number of visitors come to the park to enjoy a respite from the urban environment.

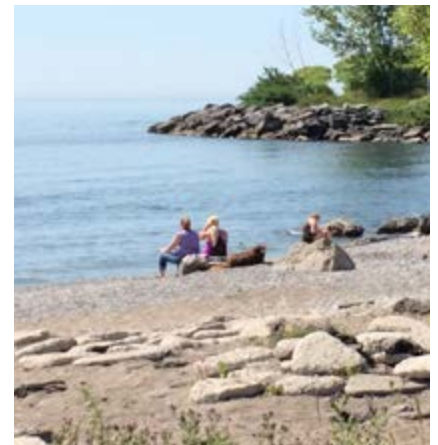
- The rocky shorelines offer spectacular views of the lake and of the City skyline and offer an excellent vantage point to observe boats coming to and from the nearby marinas.
- Wildlife observation, bird-watching in particular, is a common activity in the park. There is a large community of bird-watchers that regularly convene and share information about birds or nesting sites to watch.
- The grassy areas in Humber Bay Park West are often used as picnic spots for families during the summer months.
- The grassed lawns and more secluded rocky shorelines are often used for sun bathing.



Weekly summer farmers market



Summer camp visitors



Passive enjoyment of the shoreline

Active Recreation

Walking / Running / Cycling:

- There are several kilometers of pathways for walking, running and cycling within both areas of the park.
- Humber Bay Park is directly connected to the Waterfront Trail, which allows visitors to travel hundreds of kilometers along the Lake Ontario shoreline, as well as serving as a place to stop and rest for those passing through.

Paddling / Kayaking:

- There are two boat ramps in Humber Bay Park West. A smaller ramp that is located just west of the Mimico creek, adjacent to the main parking lot, is unusable for larger watercraft due to siltation and debris in the shallow water. The larger ramp that is located south of the parking lot is primarily used for launching motor boats.
- Due to the lack of facilities for small non-motorized watercraft, the rocky shoreline is often used as a launch on calm days.



Kayaking on Mimico Creek

Fishing:

- The bridge at the mouth of the City of Toronto stormwater management facility and the east embayments are popular for fishing.
- The narrow bridge at the stormwater management facility is a point of conflict due to congestion and varied uses.
- The TRCA has recently completed the construction of two recreational nodes that support fishing at the east embayment in Humber Bay Park East in order to alleviate these conflicts.

Swimming:

- Swimming is prohibited at Humber Bay Park. Due to the steep gradient of the underwater shoreline and the nature of material used in the construction of the park, it is not possible to make the shoreline conditions safe for swimmers. In addition, due to the constant wave action, new hazards are constantly exposed.
- Despite these dangers, visitors and dogs often swim from the rocky shorelines of the park. Especially in Humber Bay Park West, along the south and west shoreline.



Informal active recreation in Humber Bay Park West

Organized Sports:

- There are no playgrounds or facilities for organized sports in the park however, a series of open lawns accommodates a variety of informal sports.

Dogs Off-Leash Area:

- The Humber Bay Park West dogs off-leash area is a 6,400m², fenced to the north and east and defined by the revetment shoreline edges.
- The off-leash area was introduced to deter illegal and illicit uses at the westernmost tip of the peninsula.
- It contributes to park safety by encouraging year-round use at all times of day and adding a community of users that have 'eyes-on-the-park' in one of the most secluded areas of Humber Bay Park West.
- The off-leash area has become an important space for the dog-owning community and is the only off-leash space in the Mimico neighbourhood.
- The vegetation in and around the off-leash area show signs of stress and damage from territorial marking and soil compaction.



Dogs off-leash area

2.12 SITE DRAINAGE

The site drainage within Humber Bay Park is defined by surface run-off and direct infiltration into Lake Ontario.

Soils and Geomorphology

Humber Bay Park is entirely constructed of lakefill, which acts as a porous substrate that allows water to percolate down into Lake Ontario, with very little attenuation within the soil itself.

Created from excavated materials and rubble surplus from construction projects, the creation of the Humber Bay Park landmass was constructed between 1974 and 1984.

The lakefill was placed in three distinct layers, with soil overburden.

Layer 1 - Core layer:

- This material makes up the bulk of the inland fill and contains clean earth, sand silt and shale. Minimal stone gravel brick and concrete were originally mixed into this layer, although concrete rubble is apparent throughout the site due to settling and consolidation.
- This material can be observed at the south shorelines of the park, where wave action has exposed the coarse substrates.

Layer 2 - Back-up filter layer:

- Small to medium-sized broken concrete, brick rubble and asphalt.

Layer 3 - Pre-armour layer:

- This is the portion of the fill that is found at the shorelines of the park, often reinforced with stone revetment where wave action can cause extreme erosion.
- This material is very coarse and porous, containing large pieces of concrete with reinforcing. Asphalt and brick rubble were interspersed into the coarser material and were intended to break down over time to create a pebble beach.



Exposed rocky and porous substrates in Humber Bay Park East

Although asphalt was used in the original construction of the landmass for Humber Bay Park, it is no longer permitted as lakefill material. Asphalt is still visibly present along the rocky shorelines of the park, as wave action from the lake exposes the substrates.

Other than along the immediate shoreline, sloping topography is very localized, primarily at the shorelines, around parking lots and at the edges of the ponds in Humber Bay Park East. As such, percolation is the primary means of drainage within the park.

Roads and Parking Lots

Overland flow primarily occurs on a majority of the existing paved surfaces and in most instances, water is drained directly into adjacent landscape swales.

- The large Humber Bay Park West parking lots drain to outlets that flow into drainage swales. These parking lots flood regularly due to undersized culverts that are obstructed with silt.
- The smaller parking lots in Humber Bay Park West drain to surface outlets and into swales

- The Humber Bay Park East parking is sloped to the north, towards one small culvert that extends beneath an existing berm at the north edge of the lot. The culvert drains into the City of Toronto stormwater management facility. Given the size of the parking lot, the culvert is undersized and is obstructed with silt. As a result, the area in front of the culvert ponds frequently and the parking lot area floods.



Roadside swale in Humber Bay Park West



Parking lot drainage in Humber Bay Park West



Humber Bay Park East parking lot culvert

2.13 SITE SERVICES

Much of the servicing in Humber Bay Park is beyond its life expectancy and requires upgrades to meet current demands.

Site Electrical

The site is supplied with 600 volt, 3 Phase, 3 Wire power directly from 600 volt overhead distribution lines on Lake Shore Boulevard West.

Current electrical servicing provides power for site lighting, building as well as pumping systems.

- For each half of the park, 600 volt supply lines are installed in concrete encased dual duct banks (1 duct used and 1 duct spare) from Lake Shore Boulevard West into the electrical room of the park buildings where the supply is metered.
- A large number of existing light fixtures are no longer functioning are in need of replacement or repair. As a result, the light levels in public spaces are below acceptable levels.
- Parking meters throughout the park are individually solar-powered.



Solar panels on maintenance building in Humber Bay Park West

Humber Bay Park West:

- Sewage pumps and exterior lighting operate on 600 volt service.
- Building systems, lighting and equipment operate on 120/208 volt service via a transformer in the electrical room.
- Building power is supplemented by solar panels.
- Beyond the building, the ductbank carries five ducts to service the boat clubs. The ductbank is reduced back to two ducts (one duct for roadway lighting and one duct for the navigation light) west of the Etobicoke Yacht Club driveway.
- The boat clubs operate on a separate metered service, with transformers located on boat club properties.
- For the length of the park, the ducts are located on the west / north side of the road.
- The duct bank branches off at the roundabout at the end of the road. One duct leads to the navigational light and one duct leads to the dogs off-leash area.



Water pumping station for ponds in Humber Bay Park East

Humber Bay Park East:

- All electrical, telecom and decommissioned public address system ducts are installed in a common trench.
- Sewage pumps, pond water pumps and exterior lighting operate on 600 volt service.
- Building systems, lighting and equipment operate on 120/208 volt service via a transformer in the electrical room.
- Lights, heater and sump pump in the pond water pumping station operate on 120/208 volt service via a transformer in station.



Solar powered parking meters in Humber Bay Park East

Sanitary

Humber Bay Park is serviced by force mains. Since the site cannot be serviced with gravity sewers, all sewage must be pumped from the site.

The sanitary and storm systems provide service to parks buildings and washrooms throughout the park.

Humber Bay Park West:

- Parks staff showers and public washrooms are located in Humber Bay Park West buildings.
- Two sanitary pumping stations are located in Humber Bay Park West, one station is located within the new women's washroom building and the other, outside the men's washroom building. The pumping stations are provided with two (2) Flygt alternating pumps.
- The pumping station discharges through a 100mm diameter 'Sclair' polyethylene pipe forcemain to a municipal sewer on Lake Shore Boulevard West.
- West of the park buildings, the sanitary forcemain reduces down to 75mm HDPE pipe.
- The forcemain is installed in a common trench with the watermain.
- The sanitary sewers were installed in 1980 and have no history of breaks or other issues.

Humber Bay Park East:

- A sanitary pumping station is located north and adjacent to the building and is provided with two Flygt alternating pumps.
- A high water alarm bell is provided in the service area, as well as a red light at disconnect switches for sanitary pumps 1 and 2 in the electrical room.
- The pumping station discharges through a 75mm diameter 'Sclair' polyethylene pipe forcemain to a municipal sewer on Lake Shore Boulevard West.
- The forcemain is installed in a common trench with the watermain.
- The sanitary sewers were installed in 1978 and have no history of breaks or other issues.



Washroom facilities at Humber Bay Park East



Washroom facilities are seasonal



Sanitary forcemain pump chamber at Humber Bay Park East

2.13 SITE SERVICES

Site Servicing is concentrated along the main vehicular routes in each peninsula, with limited utilities reaching the remote areas of the park.

Water

Humber Bay Park West:

- Water service is supplied to the site through a meter chamber at Lake Shore Boulevard West, west of the entrance to the park.
- A 150mm diameter 'Sclair' polyethylene watermain services park buildings, fire hydrants at the boat clubs and private boat club buildings. The watermain terminates at the Etobicoke Yacht Club.
- From Lake Shore Boulevard West to the park buildings, the watermain is located on the west side of the road. Beyond the park buildings, the watermain is located beneath the east edge of the roadway in a common trench with the sanitary forcemain.
- The static watermain pressure in the system is approximately 105 psi.
- All service lines and watermains are rated at 160 psi, installed with 1500mm of cover in sand bedding with sand cover
- The Humber Bay Park West watermains requires replacement. The watermains were installed in 1980 and have a history of regular breakage and leaks.
- The portion of watermain that leads to the park buildings was replaced in January 2018. The coupler between old & new watermain, at the parking lot breaks at approximately 5 year intervals.

Humber Bay Park East:

- Water is supplied to the site through a meter chamber at Lake Shore Boulevard West and Marine Parade Drive (Park Lawn).
- A 150mm diameter 'Sclair' polyethylene watermain terminates at the fire hydrant adjacent to the buildings, servicing the buildings and the water outlet east of the buildings.
- A 50mm diameter water service off the 150mm main at the south west corner of the parking lot, has also been installed for future requirements.
- The static watermain pressure in the system is approximately 105 psi.
- All service lines and watermains are rated at 160 psi, installed with 1500mm cover in sand bedding with sand cover, in a common trench with the sanitary forcemain.
- The watermains in Humber Bay Park East were installed in 1978 and have no history of breaks or other issues to date.

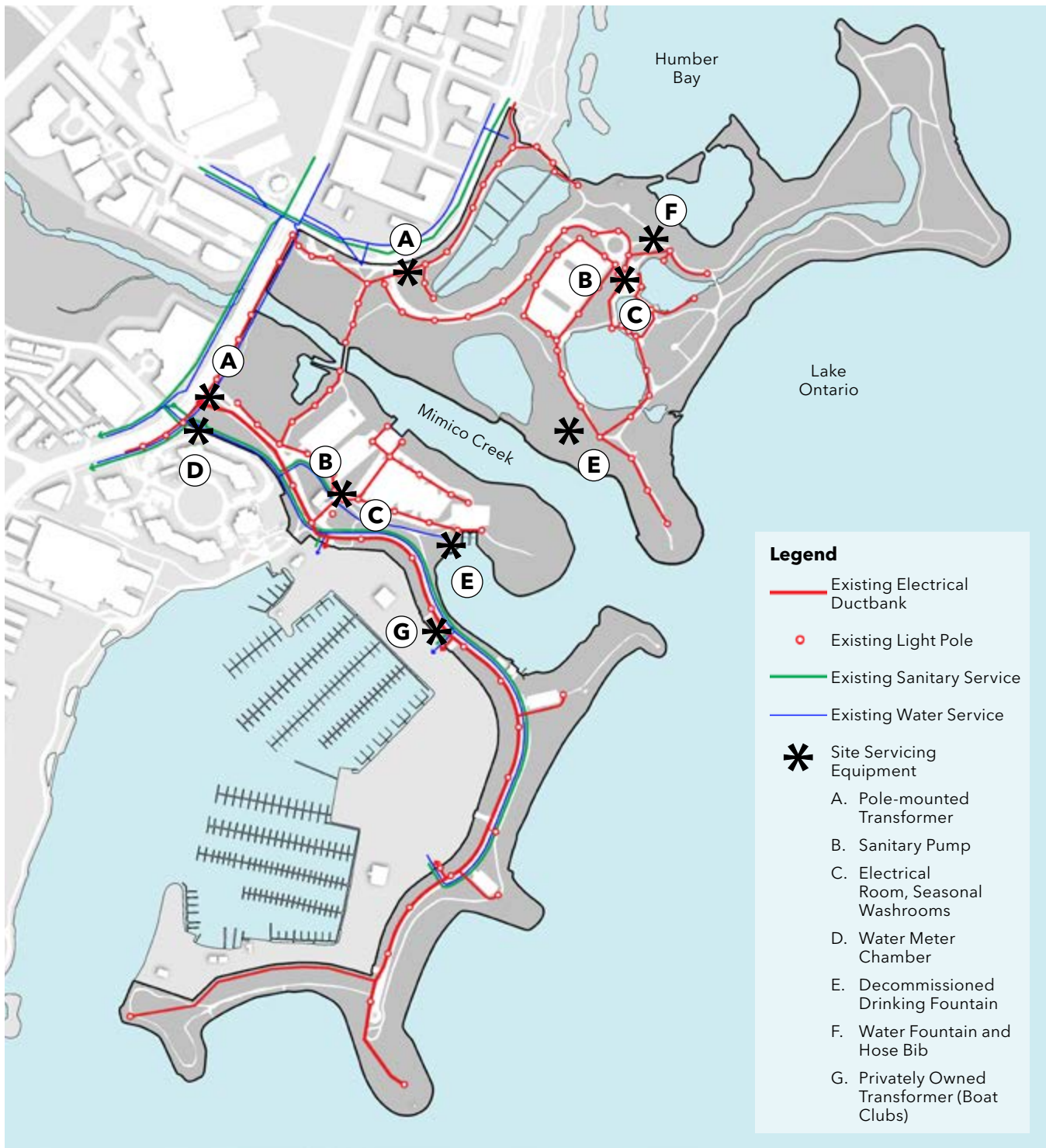
(Reference: Humber Bay East Waterfront Project Maintenance Manual and Humber Bay West Drawings, 1980)



Decommissioned water fountain in Humber Bay Park West



Operational water fountain and hose bib in Humber Bay Park East



Existing site services in Humber Bay Park

2.14 LIGHTING

Humber Bay Park has minimal pedestrian lighting and what light is provided does little to support any programming after dusk.

The Park at Night

All lighting in Humber Bay Park East and West requires upgrading to current standards and programming within the park that requires night-time lighting must be reviewed for revenue & safety reasons.

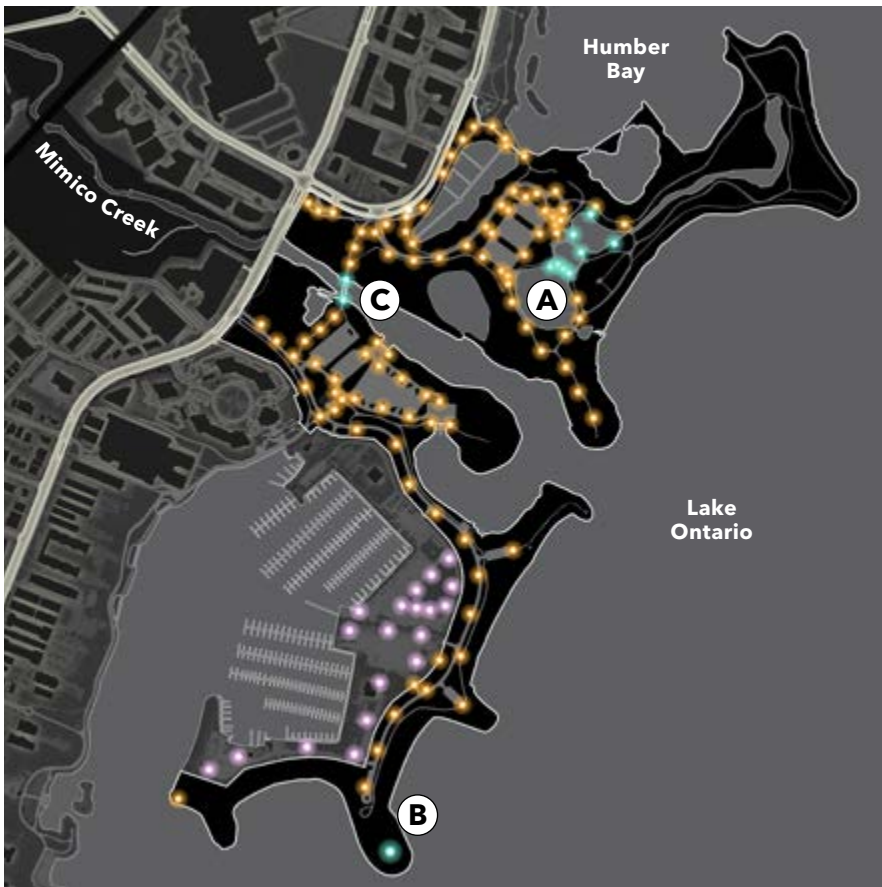
The existing lighting system is concentrated around vehicular circulation routes and parking areas. Pedestrian lighting is limited to the dogs off-leash area, boardwalks and areas immediately adjacent to the ponds in Humber Bay Park East. The shorelines and eastern half of the park do not have pedestrian lighting.

Aside from the dogs off-leash area, there are no areas within Humber Bay Park that are programmed for night-time activities. The park is largely uninhabited at night and as such, a number of illicit activities often occur, including illegal fires that cause damage to park infrastructure.

The lack of lighting within the park is a safety concern, but the park's darkness also provides a rare opportunity for wildlife habitat along a very urbanized shoreline.

Humber Bay Park is one of the few parks that are part of the migratory bird flyways in the City.

Maintaining dark areas is vital to many migratory bird species as well as a number of nocturnal animals. In addition to the benefits to wildlife habitat, the darkened shoreline of the park provides spectacular night-time views of the City skyline.



Existing lighting in Humber Bay Park

Roadway & Pathway Lighting

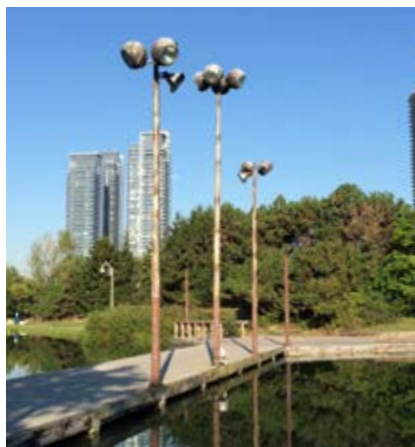
- The typical light fixtures in Humber Bay Park are pole-mounted (type of fixture) globe lights mounted on concrete poles.
- Roadway lights are spaced approx. 70m apart in Humber Bay Park West.
- Roadway lights are spaced approx. 45m apart in Humber Bay Park East.
- Additional lights are located around the parking lots and around the westernmost pond and along pathways in Humber Bay Park East.
- There is one light fixture in the dogs off-leash area that is not operational due to continued vandalism.



Roadway lighting in Humber Bay Park West

Park Feature Lighting

- There are 6 spherical lights surrounding the Humber Bay Park East ponds. Fixtures are 'Spherepak' mercury vapor 400W & 1000W, mounted on metal poles. The poles are also used to support the speakers for the now decommissioned public address system. These fixtures were installed in 1974 and are no longer operational.
- The Mimico Creek Bridge is illuminated by lights that are located in the abutment walls on both sides of the creek. Each side is powered from the electrical rooms in park buildings on each side of the park.
- A navigational light is located at the southernmost peninsula of Humber Bay Park West.



Non-functioning & outdated lighting at Humber Bay Park East Ponds

External Lights & Light Spill

- Security lighting within the privately owned boat clubs creates light spill into Humber Bay Park West. Twenty high mast light poles support 400W high-pressure sodium lamps that are controlled by a local photocell.
- The residential towers in the neighbouring community also contribute additional light in Humber Bay Park East and West. Lights from the surrounding streets and high-rises can be seen in the main east and west parking lots. These light sources are obscured at the south shoreline and eastern limits of the park.



Navigation light in Humber Bay Park West

2.15 CHALLENGES & OPPORTUNITIES

Getting to the Park

Issues & Challenges

- Existing conflicts between users and various modes of transportation at entry points;
- Poor visibility/ sense of identity of the park at key entrance ways and interfaces;
- Few amenities for users coming to the park by transit or other modes of transportation;
- Limited physical and visual connections between Humber Bay Park East and West.

Opportunities:

- Improve the frontage of the park along Lake Shore Boulevard West and Marine Parade Drive;
- Improve identity and visibility at park entrances;
- Clearly define vehicular cyclist and pedestrian circulation;
- Improve access to the park for users of public transit and alternative modes of transportation;
- Improve connectivity between Humber Bay Park East and West to reduce congestion at the Mimico Creek bridge and create a circuit within the park
- Improve signage and wayfinding in alignment with the Parks Wayfinding strategy.

Parking

Issues & Challenges

- Existing parking is either underutilized or inadequate given its location and levels of park use;
- Undesirable activities occur in remote parking lots;
- Potential oversupply of parking;
- Flooding and poor drainage issues in parking lots;
- Limited parking that meet AODA criteria for accessibility and limited connections to accessible amenities within the park;
- Limited or no bike parking.

Opportunities:

- Review the required quantity and strategic distribution of parking, including accessible parking within the park;
- Increase number of bike parking spaces;
- Decrease heat island effect by reducing the surface area of asphalt pavement where possible and eliminate large continuous expanses of paving;
- Improve parking layout for efficiency and safety;
- Improve accessibility in parking lots for emergency and Wheel-Trans vehicles;
- Consider the spatial needs of scheduled programs such as the farmers market, by providing safe and separate space for vendors from vehicular and cyclist traffic;
- Integrate parking lot layout with park character and access to facilities in consideration of better approaches to stormwater management and planting initiatives.

Getting around the Park

Issues & Challenges

- Existing pedestrian and cyclist conflicts due to poor layout and visibility;
- Poor surface conditions, localized ponding and narrow width of trails, boardwalks and Mimico Creek bridge;
- Limited accessible routes and wayfinding throughout the park;
- Existing boardwalks and decks are deteriorating, pose a health and safety risk and are in need of replacement.

Opportunities:

- Improve connections between the east and west halves of the park;
- Re-evaluate and improve existing physical access and circulation patterns while safeguarding existing sensitive habitat;
- Establish a hierarchy of pathways and connections that meet AODA criteria for accessible routes;
- Improve trail connectivity to wider transportation network;
- Improve routes, walking and cycling experiences through the park;
- Improve visual connectivity and approaches within the park;
- Optimize public safety by reducing conflicts between vehicles, cyclists and pedestrians;
- Upgrade deteriorated pathways and boardwalks;
- Regrade localized areas to reduce drainage and ponding issues.

Signage & Wayfinding

Issues & Challenges

- Lack of identity at park entrances;
- Lack of informational and educational signage;
- Lack of wayfinding signs;
- Lack of regulatory signage at points of conflict;
- Lack of signage that meet AODA criteria for accessibility.

Opportunities:

- Improve signage on cycling trails in coordination with layout and grading to improve visibility and minimize conflicts;
- Introduce educational and interpretive signage within the park;
- Introduce signs to identify other trails and features within the park including directional and distance markers within the park;
- Improve signage and identity at park entrances.

Water Bodies & Inland Water Features

Issues & Challenges

- Poor circulation and shallow depths of water promote algae growth, impacting establishment of unique habitat ;
- Poor water quality and algae growth impedes recreational activities such as model boats;
- Currently there is poor accessibility and/or visibility to the shoreline and water's edge.

Opportunities:

- Improve circulation and water quality within the ponds and channel;
- Establish and improve habitat within ponds;
- Enhanced overall habitat diversity
- Increase the area of terrestrial and riparian habitat;
- Improve the general appearance of the ponds;
- Provide enhanced multi-season programming opportunities in and around the ponds and channel;
- Address long-term sustainability objectives;
- Improve views and lookouts at the water's edge;
- Provide a range of experience along the water's edge in a sustainable manner, minimizing impacts to natural features & hazards;
- Improve safety signage and develop guidelines for access to the water's edge.

Natural Environment

Issues & Challenges

- Conflicts between watercraft and birds in Humber Bay Park East embayments;
- Conflicts between park users and birds;
- Conflicts between recreational fishing and other park users;
- Vegetation and habitat are being damaged by dogs in and around the dogs off-leash area;
- Invasive plants becoming more abundant within the park;
- Poor water circulation and overabundance of algae in ponds;
- Limited park maintenance and deterioration of park boardwalks and decks;
- Proliferation of illegal campfires.

Opportunities:

- Identify and protect sensitive habitat and enhance existing habitat quantity and diversity;
- Naturalize the ponds and create new aquatic and terrestrial habitat;
- Control access to embayments by motorized watercraft;
- Restrict pedestrian access to bird habitat during nesting season;
- Increase diversity and abundance of native species;
- Foster opportunities for education and stewardship;
- Create pollinator gardens;
- Reduce amount of open lawn;
- Introduce interpretive signage;
- Enhance the shoreline.

2.15 CHALLENGES & OPPORTUNITIES

Buildings

Issues & Challenges

- Public buildings do not provide adequate hours of operation and levels of service and are in general need of repair;
- Maintenance yards associated with existing park buildings are located in prominent spaces in the park. Facilities are needed but undersized;
- Lack of shelters from sun, wind and cold throughout park.

Opportunities:

- Program new building to meet the needs expressed through consultation process;
- The size of any new building should be sufficient to support the proposed program;
- The siting of any new building should give consideration to meeting ecological, regulatory, cost and infrastructure criteria as established by the TRCA and the City;
- Suggest built form should be integrated with the landscape character of the park;
- Parks Forestry and Recreation should review hours of operation and consider providing year-round washroom facilities;
- Upgrade washroom facilities to current accessibility standards;
- There is the potential to consolidate maintenance yards into one centralized location in Humber Bay Park West. The layout should be coordinated with recommended Master Plan improvements for the Humber Bay Park west peninsula;
- There is the potential to introduce small open-air structures and shelters for protections from the outdoor elements, outdoor education, or wildlife observation.

Programming

Issues & Challenges

- Site design and general layout does not support or respond to current programming needs and potential future needs;
- Undesirable and illicit activities (illegal camp fires) in naturalized areas and on shorelines, are a cause safety concern for local residents.

Opportunities:

- Promote a range of passive recreational activities and provide appropriate flexible spaces and surfaces;
- Consideration should be given to facilitate informal skating and winter programming activities in Humber Bay Park East with consideration for access to the activity from a supporting building;
- Provide support for outdoor nature programming and related infrastructure (e.g., outdoor classroom, amphitheatre);
- Consider improvements to dogs off-leash area (i.e., condition and connectivity of paths, signage, shelter structure, lighting, bulletin board);
- Consider improvements to the site of the farmer's market suggested (e.g., improved permeable paving with tree plantings, picnic benches, shelter, better connection to green spaces);
- Support for elements including sheltered picnic areas, lookout points, improved seating, accessible washrooms, play area in Humber Bay Park West, etc.;
- Improve access for kayakers & canoeists along park shorelines in safe accessible locations;
- Explore opportunity for accommodating rental or storage facilities.

Site Drainage

Issues & Challenges

- Localized ponding and flooding in parking lots and pathways due to undersized outfalls, siltation, minimal grade.

Opportunities:

- Consider reconfiguring parking areas to introduce bioswales/ permeable pavements & sub-surface drainage;
- Review and revise site grading to reduce and minimize ponding on pathways and paved surfaces.

Site Services

Issues & Challenges

- Existing civil infrastructure is failing due to age (i.e. water main along Western Peninsula driveway), resulting in requirements for ongoing maintenance and repair.

Opportunities:

- Consider potential to replace failing infrastructure in conjunction with proposed Master Plan road and architectural improvements.

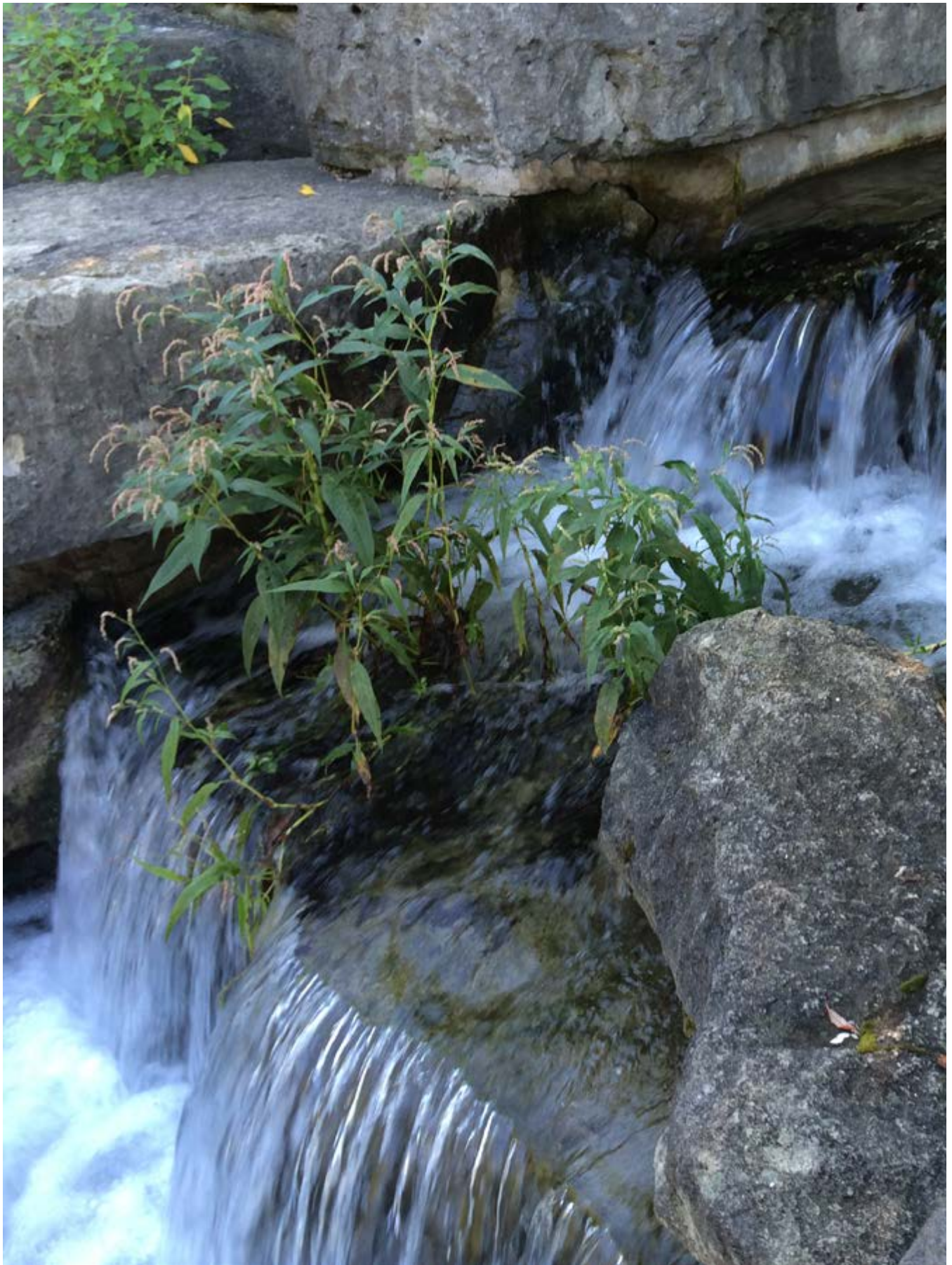
Lighting

Issues & Challenges

- Several existing light fixtures within park are no longer functioning and will require replacement;
- Light levels are insufficient in several areas (dogs off-leash area, boardwalks at ponds), posing a health and safety concern and the potential for vandalism.

Opportunities:

- Develop lighting strategy to meet City of Toronto Green Development Standards and Bird-friendly guidelines;
- Provide lighting for primary pathways to improve safety and extend access and use;
- Improve the experience of the park at night by maintaining dark spaces in specific areas that would allow viewing of the City skyline and reduction in light pollution;
- Improve lighting at parking lots and consider improvements at the dogs off-leash area in Humber Bay Park West;
- Provide vandal-proof fixtures in remote locations;
- Improve lighting at all entrances to the park.



Waterfall weir at Humber Bay Park East Ponds

VISION & OBJECTIVES

3

3.1 MASTER PLAN VISION

Humber Bay Park is defined by two separate and distinct peninsula landforms - east and west. Each one is different in character, function and form.

Vision

The Master Plan for Humber Bay Park aims to reinforce the distinct characters of the east and west peninsulas while creating linked and integrated waterfront open spaces that complement and complete one another.

The Master Plan:

- Establishes a framework to protect and enhance the naturalized landscape, while identifying spaces for public amenities, programming and recreational uses;
- Builds on the strengths of the site and its unique character, with an understanding of what works and what does not work;
- Promotes the enhancement of the overall experience of the site, creating new relationships and establish views within and outward from the park;
- Recommends proposed improvements that respond to existing and future needs of the community and City residents;



View of Lake Ontario from Humber Bay Park East

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- Promotes improvements to safety and accessibility to and within the park;
 - Provides a framework for operations, maintenance and stewardship of the park;
 - Establishes a plan that will evolve and respond to the needs of the community for generations.



3.2 GUIDING PRINCIPLES

The guiding principles define the key directives to implement the short and long term vision for Humber Bay Park.

Natural & Restful

Humber Bay Park is a place of natural beauty and respite from the busy city. The Master Plan should enhance this quality and experience while accommodating the growing number of park users in the area.

Ecology & Habitat

Humber Bay Park is a valuable habitat for plants and animals. The Master Plan will provide a framework that will enhance the ecological value of the park while improving opportunities for interpretation and appreciation of the park's natural heritage.

A City Park

Humber Bay Park is both a local park for nearby residents and part of a network of green spaces along Toronto's waterfront. The Master Plan should accommodate a diversity of park users and needs.



View of the evolving Mimico neighbourhood skyline across the east embayment

Innovate & Evolve

The potential of Humber Bay Park to meet the needs of its users is not fully realized. The Master Plan will identify new opportunities and propose innovative ways to provide recreational opportunities while enhancing and protecting the natural environment of the park.

Plan for the Future

The Master Plan must be flexible and able to evolve and respond to the changing needs of the growing local population and future generations.



3.3 MASTER PLAN OBJECTIVES

Parking and Vehicular Circulation

Establish a rationalized **parking and vehicular circulation** plan for the park that meets existing and planned parking requirements, boat launch queuing and circulation needs, while reducing the extent of paved surfaces to the extent possible.

- Promote circulation and parking efficiencies (remove excess if possible);
- Promote green parking area design options to protect & restore natural environment;
- Ensure adequate parking/queuing space for a various modes of transportation;
- Ensure improved safety at trail and vehicular intersections;
- Ensure improved safety and accessibility at parking areas and to/from park features and amenities.



Promote green parking design

Pathways and Trails

Establish a hierarchy of **pathways and trails** through the park that are accessible, safe and understandable to park users.

- Re-evaluate existing physical access and circulation patterns;
- Safeguard existing sensitive habitat;
- Establish a hierarchy of pathways and connections that meet AODA criteria for accessible routes;
- Provide direct connections from main circulation routes to/from the park to link with adjacent park and trail systems;
- Improve routes and walking and cycling experiences through Humber Bay Park.
- Improve physical and visual connectivity within the park and between the east and west halves of the park;
- Optimize public safety by minimizing potential conflicts between vehicles, cyclists and pedestrians at intersections; trail on trail and trail on roadway;
- Provide a range of experience along the water's edge, including Mimico Creek and Lake Ontario shoreline.



Establish safe, accessible pathways and trails

Bridges and Boardwalks

Improve connections within the park and access to water features within the park through rehabilitated and new **bridges and boardwalks** that are both accessible and safe.

- Improve maintenance access over the bridges and weirs surrounding the ponds in Humber Bay Park East;
- Improve physical connections between the east and west halves of the park;
- Improve viewing opportunities at bridges through the integration of new lookouts and viewing areas into bridge approaches.
- Improve opportunities for wildlife observation and interpretation surrounding Mimico Creek and the naturalized channel in Humber Bay Park east;
- Improve durability and reduce maintenance requirements for bridges and boardwalks by using materials that are resistant to rot and decay.



Establish safe, accessible pathways and trails

Ponds and Waterway

Create a functional design for the artificial **ponds and waterway** in Humber Bay Park East that improves their ecological and recreational function while reducing the resources required for maintenance and operation.

- Improve water quality within the ponds and waterway;
- Improve habitat within ponds;
- Provide enhanced multi-season programming opportunities in and around the ponds and waterway;
- Develop educational opportunities along boardwalks and lookouts;
- Improve access to water's edge at ponds and water channel.
- Address long-term sustainability objectives.



Improve recreational function at ponds

Natural Environment

Explore opportunities to expand and enhance habitat for **native flora and fauna**.

- Enhance existing habitat size and diversity;
- Protect sensitive habitat;
- Create new aquatic and terrestrial habitat;
- Create opportunities for interpretation, passive learning and education programs;
- Control access to embayments by motorized watercraft.



Enhance existing habitat and diversity

Architectural Improvements

Recommend locations for **architectural improvements** within Humber Bay Park East and West, including consideration for integration of the buildings and structures within the landscape and consolidation of uses within existing buildings, where possible.

- Program architectural improvements to meet the needs expressed through the public consultation process;
- The size of architectural elements should be sufficient to support the proposed program;
- Site proposed buildings to meet ecological, regulatory, cost and infrastructure criteria as required by the TRCA and the City;
- Built form should be integrated and complimentary to the landscape character of Humber Bay Park.



Explore opportunities for architectural improvements

3.3 MASTER PLAN OBJECTIVES

Park Programs and Features

Provide a plan for the enhancement of **park programs and features** (e.g. benches, lookouts, waterfront access) that increases recreational opportunities within the park while protecting sensitive habitats.

- Upgrade and update existing amenities;
- Provide additional amenities to address park user needs;
- Rationalize and improve inter-relationships between programmed spaces;
- Emphasize and encourage passive recreation in Humber Bay Park East and active recreation in Humber Bay Park West.



Emphasize and encourage passive recreation in Humber Bay Park East

Wayfinding and Signage

Implement the City's unified **wayfinding and signage** system for parks and trails to provide consistent identification, orientation and navigation through the park.

- Implement the City's Parks and Trails Wayfinding Strategy;
- Provide trailhead signage and trail markers at key pathway intersections within the park;
- Provide clear signage to designate connections between Humber Bay Park East and West;
- Establish a wayfinding and signage strategy that meets AODA criteria.



Improve inter-relationships between programmed spaces

Site Drainage

Provide a sustainable approach to **site drainage** and promote options that will benefit the ecology of Humber Bay Park East and West.

- Eliminate areas of poor drainage and ponding on paved surfaces;
- Improve drainage in areas where surface runoff creates excessive erosion;
- Increase the extent of biofiltration swales and reduce the size of under-utilized lawn areas;
- Improve the quality of runoff discharged into Lake Ontario and Mimico Creek from the park.



Introduce stormwater management that will benefit the ecologies of the park

Site Servicing

Improve **site servicing** to support existing uses and new amenities within the Park.

- Identify requirements for upgrades and for new enhanced services;
- Improve electrical supply and infrastructure;
- Provide new water connections at amenity spaces.

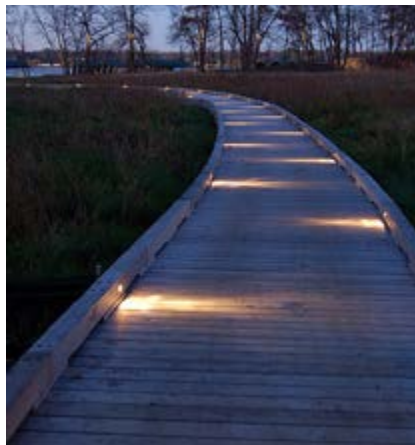


Provide new and enhanced services

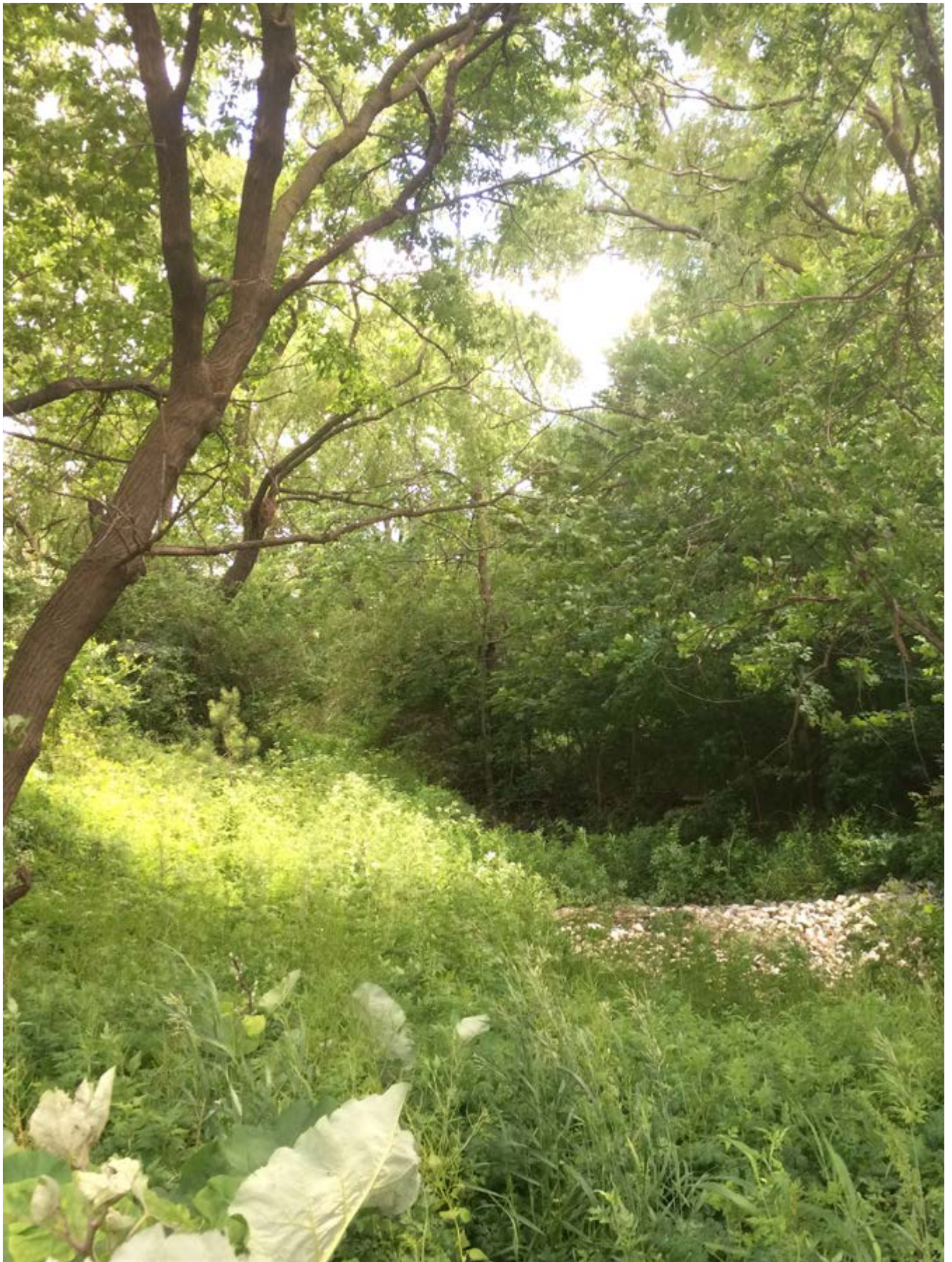
Lighting

Create a **lighting strategy** for the park that will address public safety objectives while achieving the highest standards of habitat protection, reduction of light pollution and energy efficiency.

- Meet the City of Toronto Green Development Standards and Bird-Friendly design guidelines;
- Create a lighting strategy that contributes to the experience of Humber Bay Park and the waterfront at night.



Provide safe energy efficient lighting



View to Mimico Creek at Humber Bay Park West

THE MASTER PLAN

4

4.1 THE ILLUSTRATIVE MASTER PLAN

The Illustrative Master Plan is a graphic representation of the vision for Humber Bay Park.

The Demonstration Plan

This plan illustrates a long term vision for Humber Bay Park and identifies specific projects that could be implemented incrementally and independently from each other, or sequentially, depending on future needs and funding.

The representation of projects on the demonstration plan is not prescriptive and implementation of the projects illustrated is subject to a detailed design process and review by the TRCA and the City and subject to identification of collective priorities, funding sources and regulatory and budget approvals.

The major organizing principles for the park improvement strategy are described in **Section 5.0 - The Integrated Park**. These include: connecting and enriching the shoreline experience, unifying the two halves of the park and establishing distinctive character areas within the park. Detailed recommendations for improvements to each park feature are described in **Section 6.0 - Park Components**.

The proposed improvements, amenities and programs depicted on the illustrative plan and described in the following chapters are not presented in any particular order of importance or priority.

Illustrated Improvements

1. Improved Entrance Landscapes
2. Improved Waterfront Trail Connections
3. Improved Mimico Creek Crossing at Lake Shore Blvd. West
4. Widened / Expanded Mimico Creek Bridge
5. New Pedestrian Bridge
6. Flexible Market Square / Overflow Parking
7. Market Green
8. Reconfigured Roadway
9. Reconfigured Parking Lots
10. Non-motorized Craft Boat Launch (Canoe / Kayak)
11. Small Watercraft Layby
12. Existing Boat Launch
13. Dogs Off-Leash Area
14. Protected Habitat Area
15. East Arrival Court
16. Pollinator Meadow
17. Recreational Pond
18. Linear Wetland
19. Open Water Habitat Pond
20. Rehabilitated Water Channel
21. Air India Memorial
22. Picnic Spaces
23. Rehabilitated Park Bridge
24. Wetland Boardwalk
25. Water's Edge Boardwalk
26. Mimico Creek Lookout
27. Lake Ontario Lookout
28. Inland Ponds Lookout
29. Rehabilitated Outdoor Amphitheater
30. Recreational Node
31. Open-Air Shelter
32. Children's Play Area
33. Public Art Location
34. Existing city of Toronto Stormwater Management Facility
35. Humber Bay Park East Building
36. Humber Bay Park West Building and Consolidated Parks Maintenance Yard







View of the existing naturalized water channel in Humber Bay Park East

THE INTEGRATED PARK

5

5.1 AN ENRICHED SHORELINE EXPERIENCE

The connection to and understanding of the park's dynamic shoreline will be guided by purposeful and well designed interventions at the water's edge.

Getting to the Water

One of the most compelling aspects of Humber Bay Park is its position and relationship to Lake Ontario and Mimico Creek. The very premise of the park was to construct a new space on Lake Ontario for recreational use.

Apart from the adjacent private boat clubs, the park does not take full advantage of the changing character of the shoreline, its relationship to the water, nor the potential for dramatic views to the City, to the mainland, Mimico Creek or Lake Ontario.

The Humber Bay Park shoreline is regulated, monitored and managed by TRCA in partnership with the City and approved budgets and priorities.

The Master Plan recognizes the shoreline as an untapped resource, a feature to be celebrated and integrated into the park.



Shorelines key plan



Shoreline of Humber Bay Park East

A Journey of 'Moments'

The Master Plan proposes the creation of a comprehensive series of lookouts and observation decks throughout the park that will encourage a variety of levels of visual and physical perspectives within the park.

These will vary between inward views and outward views, toward the water and downtown skyline. The balance between framed and unframed views and vistas will create an array of 'moments' and viewing experiences.

The design for each lookout will be specific for the intended use and specific shoreline condition where it is proposed and will vary from passive observation decks, interactive platforms for habitat observation and outlooks for fishing. Through the management of vegetation, manipulation of topography and through the introduction of robust/durable materials, a series of unique moments and views will be established along the water's edge.

See **Section 6.7 - Shoreline Improvements**



5.2 HUMBER BAY PARK CHARACTER AREAS

The Master Plan strengthens the character of the park: enhances what's good and provides recommendations for improvements.

Distinctive Character Areas

Humber Bay Park is a quiet nature refuge, a local community destination and a regional waterfront public amenity. Portions of the site are organized by a series of utilitarian functions and infrastructure which is not integrated or considered in the overall framework of the park.

The Master Plan is organized around five character areas, each distinct but integrated by components that are common throughout the park. By identifying and strengthening the character and salient features of each character area, the identity of the park as a whole will be more clearly defined.

The Park Core

One of the central goals of the Master Plan, is to physically and visually reconnect and integrate the east and west halves of the park. Straddling Mimico Creek, the Park Core will provide improved arrival spaces, new and improved bridge connections, shared amenities and complimentary programming as described in **Section 5.3 - A Unified Park Core**.

West Entrance Market

The main entrance into the west peninsula of the park has the potential to define and establish the park's character and identity.

This area comprises half of the central core of the park and is made up of mostly parking (which is home to the re-occurring farmers market), a park pavilion, two boat launches and road that provides access to the private boat clubs. It is also contains the largest area of urban lawn within the park as well as a portion of the main east-west cycling route and Waterfront Trail.

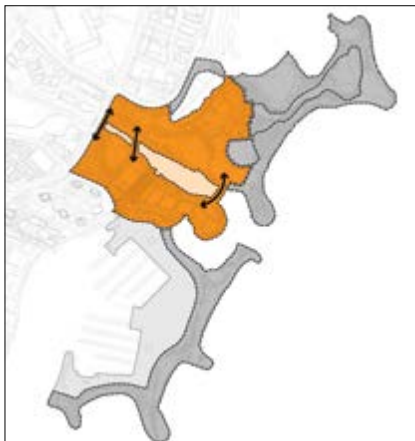
This area is described in further detail in **Section 5.4 - West entrance Market**.

Western Peninsula

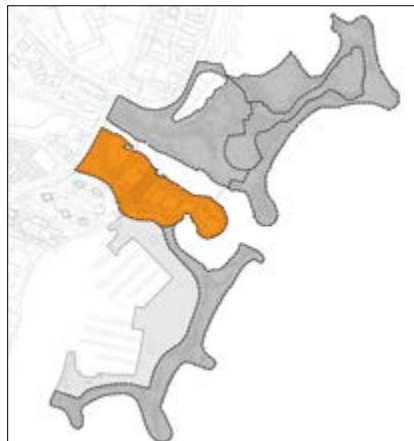
The Western Peninsula is defined by the service road which currently organizes this area of the park, providing access to the boat clubs along the north side, the parking for the dogs off-leash dog area and informal lawns.

The Western Peninsula offers some of the most dramatic views, opportunities for enhanced picnic areas and passive recreation and areas of coastline and landforms that could be considered for establishing new habitat.

This area is described in further detail in **Section 5.5 - Western Peninsula**.



An unified Park Core



The West Entrance Market



The Western Peninsula

East Entrance Meadow

The Eastern park entrance and landscape form the remaining part of the central core of the park. The proposed East Entrance Meadow is also the future site of a new park building being considered and designed to integrate and complement the guiding principles of the Master Plan.

The Master Plan proposes to reduce parking and paved surface, maximize the new meadow area to enhance the naturalized character of this area of the park and will provide a strong sense of place and celebrate the openness and existing natural character. This will also serve as an example of sustainable development and green design.

This area is described in further detail in **Section 5.6 - East Entrance Meadow**.

Ponds & Linear Wetland

The existing ponds and water channel are one of the key defining features of Humber Bay Park. Providing habitat as well as recreational uses, the ponds will continue to play an important role within the park.

The Master Plan proposes improving the layout and configuration of the ponds and maintaining the existing naturalized water channel, to ensure they function and are enjoyed for generations to come.

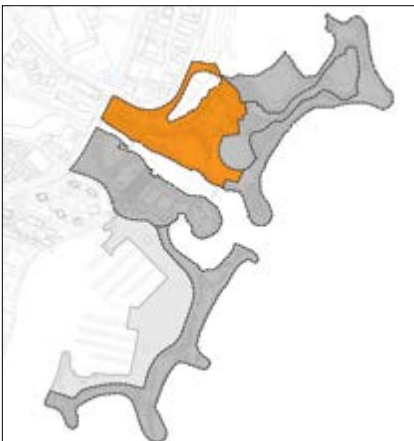
This area is described in further detail in **Section 5.7 - Ponds & Linear Wetland**.

Eastern Naturalized Peninsula

With stunning views of the downtown Toronto skyline, a wide naturalized shoreline and adjacent open meadow, the Eastern Naturalized area of Humber Bay Park is truly a remarkable space that needs to be protected, enhanced and enjoyed.

The Master Plan will include strategically placed lookouts and observation decks usable for fishing activities and maintaining existing trails and controlled pedestrian access through the area and to the shorelines to ensure the protection and establishment of important habitat areas.

This area is described in further detail in **Section 5.8 - Eastern Naturalized Peninsula**.



The East Entrance Meadow



The Ponds & Linear Wetland



The Eastern Naturalized Peninsula

5.3 A UNIFIED PARK CORE

The two halves of the park will be integrated through improved physical connections, shared amenities and complementary programming.

Core Connections

The core of Humber Bay Park will act as the main place of arrival into the park. It is defined by the West Entrance Market and East Entrance Meadow areas.

In order to create an integrated Park Core, it is vital to establish new physical and perceived relationships between the two halves. Rather than being a dividing element, Mimico Creek's role will change to become a central feature in the park.

Physical Connections

Through the creation of a hierarchy of pathways and new bridge connections between Humber Bay Park East and West, a new connection will allow improved access throughout the park, focusing the higher intensity activities within the core of the park and leaving the rest of the peninsulas available for more passive recreation and for habitat enhancement.

Enhancements to existing structures and the construction of a proposed new crossing are subject to review by the TRCA with regards to impacts to flooding and shoreline hazards.



A primary loop uniting the Park Core

Visual Connections

Views to and across Mimico Creek are currently limited. By providing increased porosity at the shoreline and creating spaces for viewing the Creek from the bridges, visitors will begin to experience the park as a whole, rather than two separate and disconnected spaces.

Implied Connections Through Complimentary Programming

By purposefully linking the two halves of the park, it will be possible to encourage the shared use of amenities and to strengthen the most successful characteristics of each side of the park. The west park is a more active park, accommodating a number of intensive activities such as the farmers market, family picnics, dogs off-leash area, boat clubs and other activities that are often reliant on vehicular access. The east park is a quiet, naturalized space that would benefit from reduced vehicular traffic. Enhanced connections in the Park Core will allow the generous parking facilities in the west park to support the naturalized spaces and future programmed activities in the east park.



Mimico Creek is the central feature of the Park Core.

Recommendations

1. Widen or twin the Mimico Creek Bridge to provide a generous primary connection across the creek, reducing cyclist and pedestrian conflicts;
2. Install a new pedestrian bridge at the mouth of Mimico Creek to alleviate congestion on the northern bridge and establish new access route to western parking area;
3. Improve the existing east-west pedestrian connections along Lake Shore Boulevard West;
4. Implement a wayfinding strategy to communicate key features and programming within the park. Due to the general and dispersed nature of the wayfinding strategy, this item is not graphically depicted on illustrated plan;
5. Create a continuous and accessible pathway loop between the east and west sides of the park;
6. Provide new viewpoints and lookouts to Mimico Creek that integrate the mouth of the creek and wetland embayments into the Park Core;
7. Consider opportunities for fish habitat associated with new bridge abutments;
8. Establish a new small craft boat launch (canoe and kayak) adjacent to new farmers market;
9. Implement a parking strategy that redistributes parking based on patterns of use and programming, while providing access to the entire park within a 5 to 10 minute walk;
10. Provide improvements to lighting and night-time access that are focused around the core pathway circuit.



Illustrated plan of the Park Core

5.4 WEST ENTRANCE MARKET

The flexible Market Square will provide a place for community gathering and serve as a new defining feature for Humber Bay Park.

A New Market Square

The West Entrance Market is defined by a new plaza, planted with a grid of trees, paved with a permeable unit paver system and furnished with ample seating and shade structures. The space is intended to be inviting at all times of the year and designed to accommodate small-scale community activities such as the seasonal farmers market.

The conversion of a portion of the parking into a sustainably designed market space will add to the functionality of the space, reduce heat island effect and provide a strong sense of arrival to the park.

A Versatile Space

The layout of the space and placement of permanent site elements will be organized to accommodate market stalls and aisles for pedestrian movement and flow, with the possibility of converting the space to temporary overflow parking during events that draw large crowds, such as Canada Day fireworks and the CNE air show.

The Market Green

The northernmost parking lot will be redesigned as a gently sloping lawn with additional shade trees. The space will serve as a new green gateway, framing the market plaza while also organizing circulation and decreasing the amount of asphalt surface in the park.

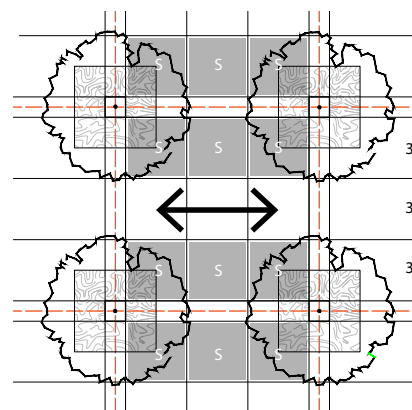
The Market Green will provide a large casual seating and picnic area in the summer and can serve as a small toboggan hill during the winter months.

Optimized Parking Facilities

The vast expanses of asphalt paving will be reduced and by resizing parking spaces to current standards, with the potential for overflow parking in the Market Square. The reconfigured parking facilities will accommodate the same number of vehicles, or more.

Conflicts between pedestrians, cyclists and vehicles will be resolved by relocating the vehicular entrance to the parking lots and separating pedestrian and cyclist crossings.

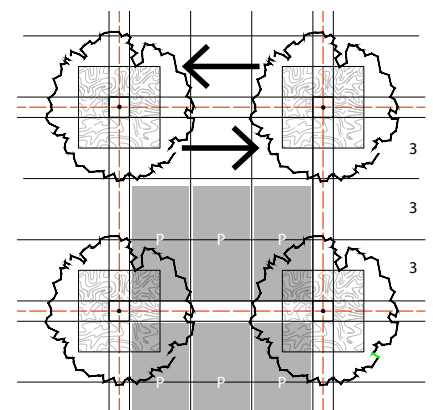
Additional measures to clarify circulation and wayfinding are described further detail in **Section 6.0 - Park Components**.



A 3m x 3m tree planting grid can accommodate market stalls

Recommendations

1. Improve park visibility, street presence, sense of entry and access at Lake Shore Boulevard West;
2. Reallocate parking to create Market Square & Market Green;
3. Resolve conflicts between pedestrian & cyclist routes at Waterfront Trail and Mimico Creek bridge;
4. Resolve conflicts between pedestrians, cyclists and vehicles at Humber Bay Park West;
5. Relocate the parking area entrance to eliminate conflicts with Waterfront Trail;
6. Improve views to Lake Ontario;
7. Improve views to Mimico Creek;
8. Provide accessible picnic areas;
9. Provide naturalized children's play area;
10. Improve accessibility for all users ;
11. Provide new canoe / kayak launch ramp with drop-off space;
12. Provide ample uncompacted soil volume to aid in the establishment of a healthy tree canopy in the Market Square.



The 3m x 3m grid allows for overflow parking spaces and drive aisles



Illustrated plan of the West Entrance Market

5.4 WEST ENTRANCE MARKET

The West Entrance Market will be a show piece and precedent for an integrated sustainable design.



The West Entrance Market will provide a year-round community space that will serve as a new defining feature for Humber Bay Park



Section through the reconfigured western parking, highlighting new social and ecological spaces and the proposed adjustments in grade, planting and materials



Sloping Market
Green

Waterfront
Trail



5.5 WESTERN PENINSULA

The full potential of the Western Peninsula will be realized through a subtle reorganization of existing site elements.

A Linear Park

The Western Peninsula is a narrow, linear park space that borders Lake Ontario. It is a well used park space with mown lawns, shade trees, small areas of naturalized plantings and a long rocky shoreline the offers spectacular views of Lake Ontario.

Maximizing Park Space

The existing roadway is proposed to be relocated north toward the boat club fenceline, leaving a vegetated berm and existing tree lined buffer. This will increase the amount of useable park space south of the roadway, providing opportunities to realign the multi-use pathway and creating alternate routes through the landscape.

Parking lots will be relocated from each of the points, opening up new park space available for active and passive recreation, as well as for enhancement and protection of the natural habitat.

Improving Shoreline Access

The south facing shoreline is the most striking feature of the West Peninsula, drawing visitors in large numbers in the summer months.

Physical access to the water's edge could be improved with accessible pathways and platforms across the rugged shoreline. Views to the Lake and to the City skyline could be improved by framing views, strategic clearing of vegetation and providing raised landform to allow views over and beyond the revetment stones.

Improving the Quality of Park Space

Naturalized areas will be protected to allow for an establishment period. Pathways, materials, lighting and site furnishings will be upgraded in the more heavily used areas of the park, such as the landscaped points and the dogs-off-leash area, which is discussed in further detail in **Section 6.0 - Park Components**.

Optimized Parking

By reconfiguring the parking to be perpendicular along the new roadway, the parking can be distributed more evenly along the peninsula and capacity can be increased at the westernmost end, where there is additional demand.

Recommendations

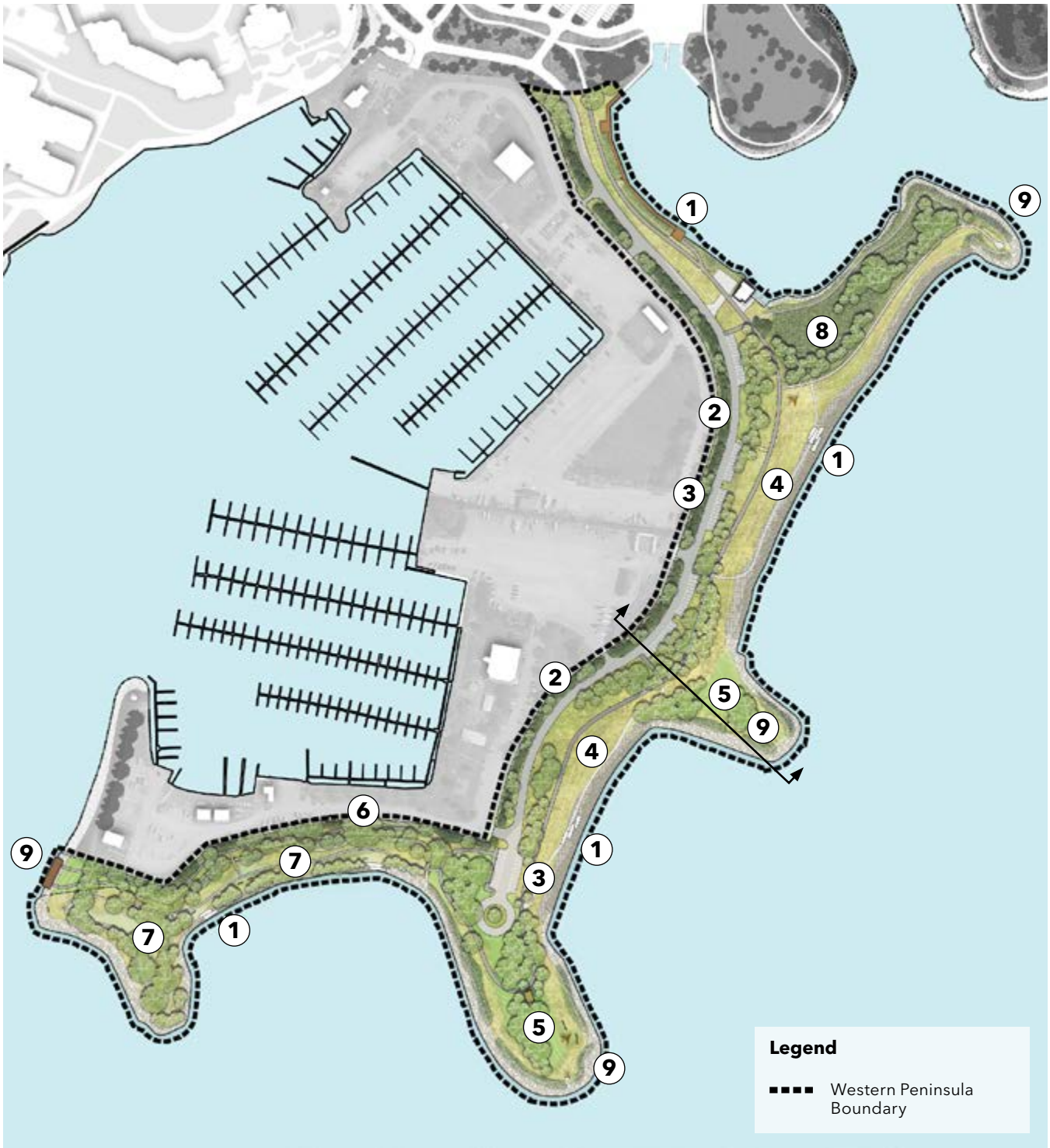
1. Improve shoreline access;
2. Relocate roadway to maximize useable park space;
3. Reconfigure parking lots to accommodate current patterns of use, maximizing park space and protecting habitat areas;
4. Realign multi-use pathway to provide a more varied landscape experience;
5. Improve recreational spaces at shorelines and points;
6. Improve pathways to westernmost point of peninsula and dogs off-leash area and enhance habitat;
7. Reconfigure dogs off-leash area to accommodate current patterns of use along shoreline;
8. Improve access to enhanced naturalized peninsula;
9. Provide lookouts and landforms for views to Lake Ontario over revetment stones.



Example of perpendicular parking in High Park



Perpendicular parking provides accessible access to park space



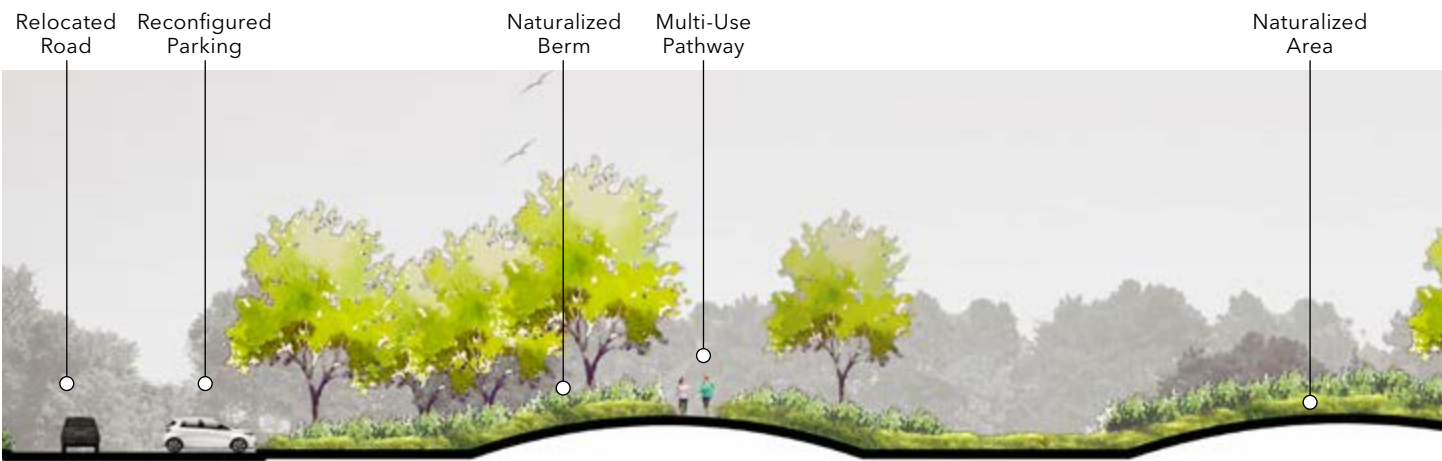
Illustrated plan of the West Peninsula

5.5 WESTERN PENINSULA

The reconfigured Western Peninsula provides an opportunity to balance vehicular and pedestrian access, while improving the park's amenity space and ecological footprint.



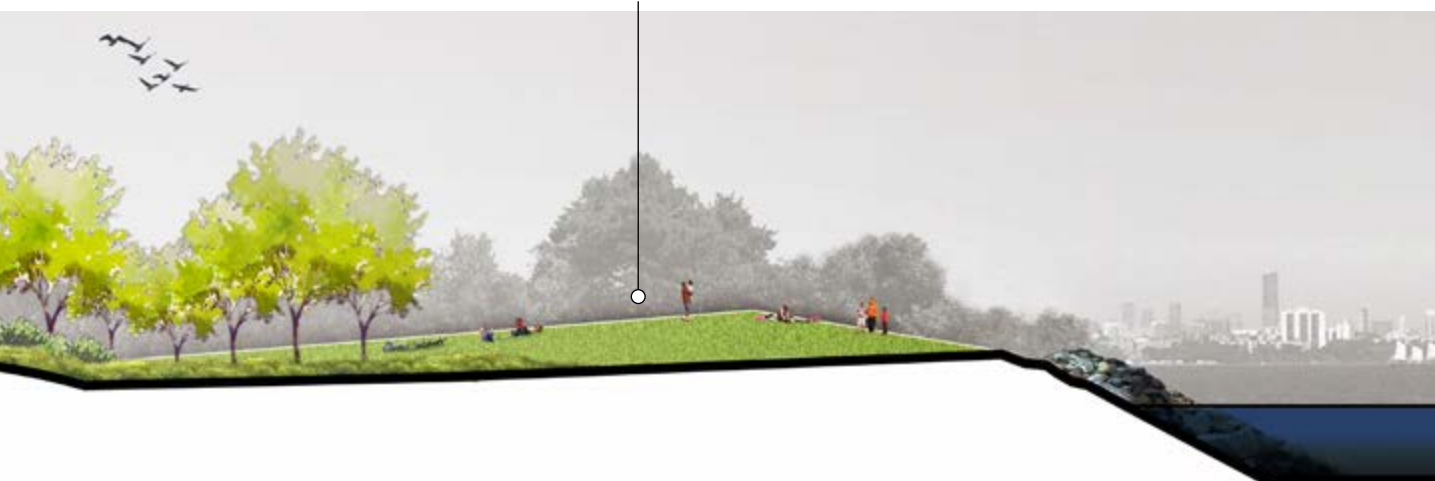
The new park space created by the removal of parking areas on the points of Humber Bay Park West will be regraded to provide recreational spaces, lookouts and habitat area.



Section through the central point along the West Peninsula showing the proposed manipulation of grade to provide access to the stunning views of downtown from the park



Enhanced peninsula
recreational spaces



5.6 EAST ENTRANCE MEADOW

The East Entrance Meadow is where the quiet, naturalized, remote and picturesque side of Humber Bay Park reaches out to meet the City.

A New Defining Landscape

Defined by rolling hills, groups of shade trees and a lush pollinator meadow, the east entrance to the park will introduce visitors to the more the naturalized landscape of Humber Bay Park East.

A key feature of the East Entrance Meadow will be an arrival court, adjacent to the new park building, described in **Section 6.9 - Architectural Improvements**. Wayfinding signage and trail heads would be placed within arrival court with directions to key interpretive features within the park.

Putting Habitat at the Forefront

The new pollinator meadow will significantly increase habitat within the park, but will also serve as a complement to the existing butterfly garden in Humber Bay Shores.

The reduction of the amount of paved surface at the entrance to the park will reinforce the role of Humber Bay Park as a naturalized habitat park with rich interpretive and educational opportunities.

Waterfront Connections

The East Entrance Meadow will create a signature landscape that extends up to meet Marine Parade Drive and helps to define the park entry and invite park users into the park and improve wayfinding.

Pathways within the park will also be simplified, providing clear access to the Waterfront Trail and improved views to internal park features.

Rethinking Parking and Vehicular Circulation

As part of the increased connections between the east and west halves of the park defined by the Park Core, visitors will be encouraged to park in Humber Bay Park West and use the new pedestrian connections to reach the east side of the park.

This shared use of parking in the west half of the park will allow the amount of parking in the East Entrance Meadow to be reduced, allowing the creation of a striking entrance to the park.

The reconfigured parking area will improve the overall site integration, and reinforcing the unique character of the Humber Bay Park East.

The roadway into the site will be shortened, reducing the number of pedestrian crossings required.

Recommendations

1. Reconfigure parking lots to reduce overall surface area and visual impact of asphalt surfaces;
2. Introduce a new pollinator meadow and landform gateway landscape;
3. Create a new entrance court and wetland lookout at new park building;
4. Provide separate pedestrian & cyclist routes to Mimico Creek bridge;
5. Improve and make accessible boardwalk connections to the ponds and linear wetlands from parking lots and park entrance;
6. Reconfigure the west pond shoreline and integrate pond the accessible edge with park circulation;
7. Provide a new accessible pathway to new bridge across Mimico Creek;
8. Improve and reinforce accessible connections to the park from Humber Bay Shores;
9. Improve views to Mimico Creek and wetland embayments;
10. Improve visibility and access along Lake Shore Boulevard West and Marine Parade Drive;
11. Provide accessible picnic areas around recreational pond;
12. Provide a setting for the new park building in Humber Bay Park East.



The East Entrance Meadow



Illustrated plan of the East Entrance Meadow

5.6 EAST ENTRANCE MEADOW

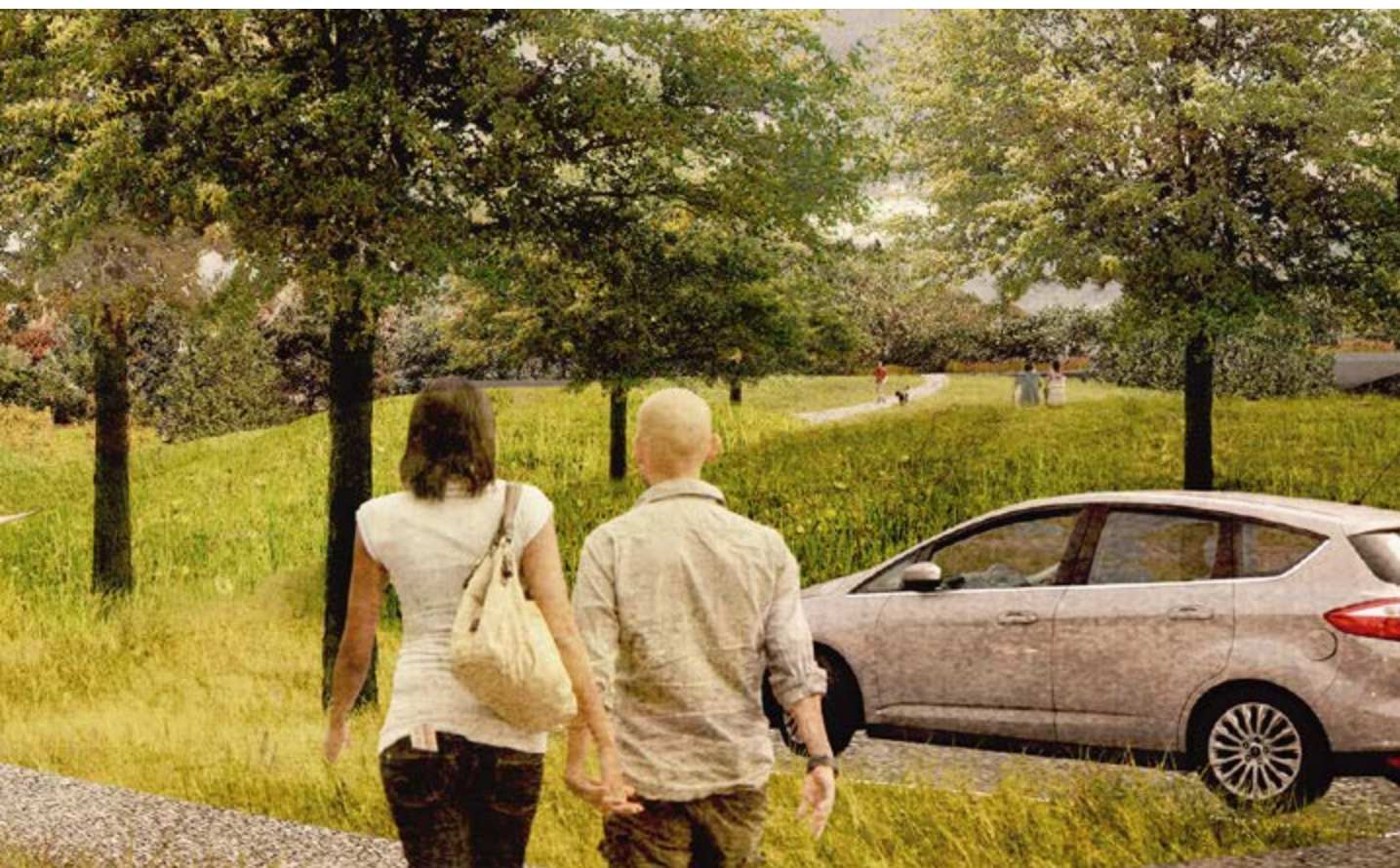
By decentralizing and reducing the parking in the East Entrance Meadow, the landscape of Humber Bay Park East will be dramatically transformed.



The parking area for Humber Bay Park East will be reorganized and regraded, creating a large pollinator meadow



Building and topography are integrated to create a unique undulating ecology framing views and pathways



5.7 PONDS & LINEAR WETLAND

The ponds at the centre of the Humber Bay Park East will be reconfigured to improve overall function, water quality and establish new aquatic and riparian ecologies.

The Heart of the Park

The revitalized ponds and linear wetland will serve as a community resource for seasonal programming and education, as well as enhancing the park as a whole by improving habitat areas.

Reconfigured Inland Ponds

The central and easternmost ponds will be converted to an online habitat pond and a linear wetland.

The westernmost recreation pond will be rehabilitated by reshaping the pond edge to create an accessible promenade that is integrated into the circulation system of the park.

A reduction in water surface area will serve to improve circulation and reduce water temperatures, which in turn, should reduce the algae growth in the pond system as a whole. The technical aspects of the water system are described in further detail in **Chapter 6.3 - Ponds & Linear Wetland**.

New Aquatic and Riparian Habitat

Changes to the configuration of the ponds will contribute to enhanced overall habitat diversity by increasing the area of terrestrial and riparian habitat that has established itself along the existing water channel.

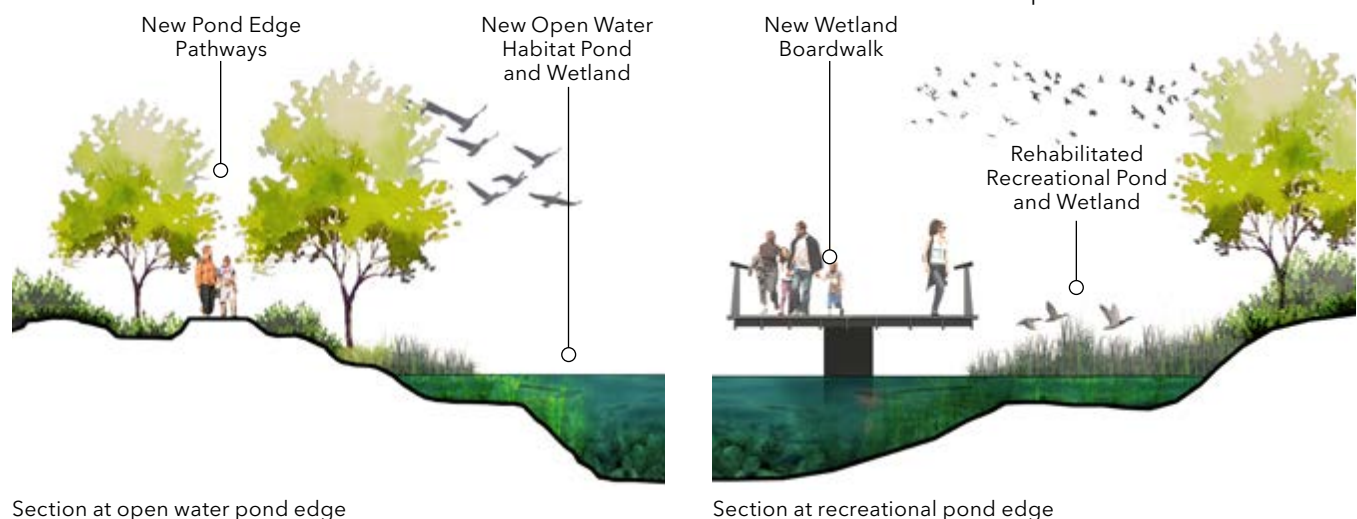
The creation of the open water habitat pond will introduce an enhanced aquatic habitat, with the potential to attract new species to the park including turtles and wading birds.

New Recreational, Interpretive and Educational Opportunities

By focusing the seasonal recreational opportunities in the west pond, wetland boardwalks and lookouts will provide opportunities for more intimate wildlife and wetland observation in the linear wetland and open water habitat pond.

Recommendations

1. Improve the recreational pond to allow seasonal programming (e.g. model boating, skating);
2. Rehabilitate the center pond to create a new linear wetland to improve flow and water quality;
3. Rehabilitate the east pond to create an open water habitat;
4. Rehabilitate the existing water channel to reduce algae blooms;
5. Improve access to pond edge and provide accessible wetland bridges, boardwalks and an accessible trail loop;
6. Improve the relationship between the new park building and rehabilitated ponds with lookouts and educational opportunities;
7. Reconstruct the existing water channel and weir bridges to afford safer vehicular maintenance access;
8. Restore the existing amphitheater for wetland observation and educational programming;
9. Improve overall water quality within the pond and channels by adjusting water depth, temperature and circulation.





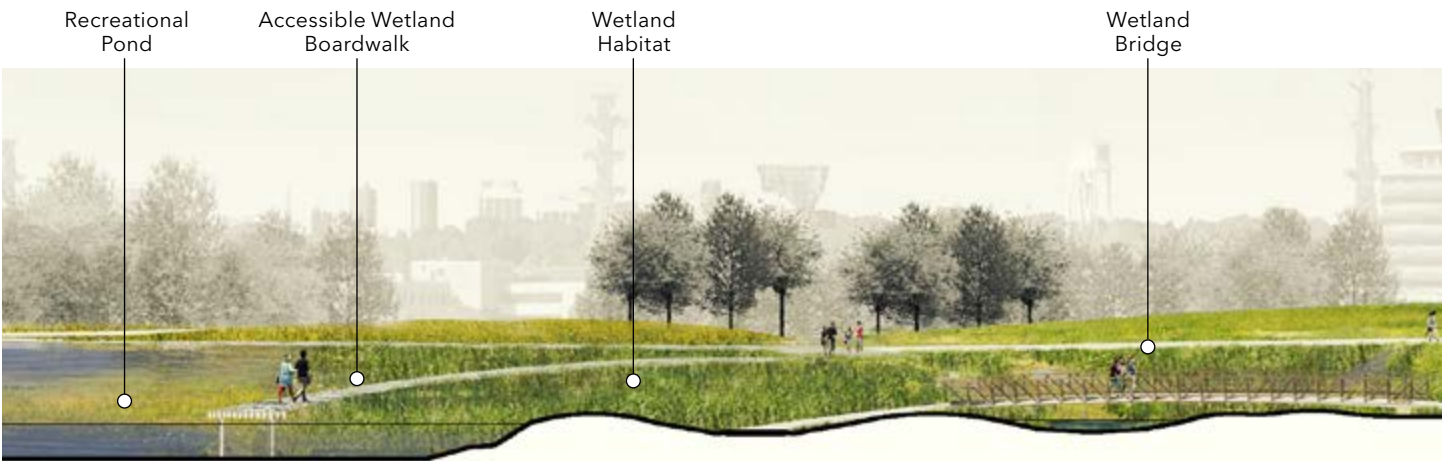
Illustrated plan of the Ponds & Linear Wetland

5.7 PONDS & LINEAR WETLAND

The ponds and linear wetland can become a centre for active recreation in the park, while providing unique interpretive and educational opportunities and new wetland habitats.



View across the linear wetland towards the recreational pond illustrating seasonal recreation



Section through the rehabilitated ponds and linear wetland showing increased water depths and vegetation cover



Linear Wetland
Channel

Accessible Wetland
Boardwalk

Open Water
Habitat Pond



5.8 EASTERN NATURALIZED PENINSULA

The setting of the Eastern Peninsula is so spectacular that it is possible for a moment, to forget that the park is only steps away from a densely populated metropolis.

A Hidden Gem

The eastern peninsula of Humber Bay Park is rugged and beautiful. The far reaches of the eastern peninsula offer moments for rest and contemplation where one can experience reprieve from urban life while taking advantage of some of the most dramatic views of the lake and City skyline.

Protection and enhancement of the existing character and naturalized habitat areas will be a priority.

The minimal changes proposed will include habitat enhancement, lookouts, improved pathways and signage as well as programming for more passive recreation, including wildlife observation and fishing.

Improving Shoreline Access

Improved access to the south rocky shoreline could be provided in the form of large slabs or revetment steps, to aid in negotiating the rough terrain.



Views towards the lake and City skyline

The secluded east shoreline near the point of the peninsula will be remain intact, but the large stones will be reorganized to discourage activities such as fires and littering.

Views to the Lake and to the City skyline will be improved by framing views, strategic clearing of vegetation and providing raised landforms to allow views beyond the revetment stones.

Improving Accessibility to Naturalized Park Space

Subtle upgrades to pathways, materials and site furnishings will significantly increase the accessibility to the eastern peninsula.

Pathways will be resurfaced to create uniform surfaces and benches will be introduced that are accessible from the pathways.

The introduction of wayfinding signage and distance markers will also aid in planning a route through the park that meets all park users needs and abilities to make the park accessible for all.



Naturalized meadow landscape

Recommendations

1. Improve accessibility to the east peninsula by resurfacing pathways and providing alternative routes and improved wayfinding;
2. Improve access to the shoreline from the main path;
3. Enhance the quality and increase the size of successful habitat areas;
4. Rehabilitate and temporarily limit access to habitat areas in decline to provide an establishment period;
5. Introduce nesting structures for bird species of local concern (e.g. barn swallow and chimney swift);
6. Provide access to new recreational nodes at the east embayment;
7. Introduce wayfinding and interpretive signage at key points along pathways;
8. Realign the pathway to the Air India Memorial to resolve the grade change and create a ceremonial pathway and to provide a better accessible connection.
9. Improve connections and reduce conflicts at the bridge from Humber Bay Shores Park;
10. Maximize opportunities to view Mimico Creek and the inland water features;



Illustrated plan of the Eastern Naturalized Peninsula



View toward the City skyline from Humber Bay Park East

PARK COMPONENTS



6.1 VEHICULAR ACCESS

The Master Plan proposes an overarching rethink of the internal vehicular layout in order to achieve a more integrated site design.

Park Vehicular Access

Vehicular access within the park should be minimized where possible and re-positioned as to prioritize and maximize the potential of available park space for programming and habitat. Updated vehicular routes are to be coordinated with proposed parking, pedestrian pathways and cycling trails to minimize conflicts.

Maintenance Access

Routes for service vehicles are to be coordinated with parks maintenance and operations staff to ensure the dimensions of vehicles and turning radii can be accommodated on all multi-use paths and specified service/ bridge crossings and at sensitive habitat areas (e.g. Eastern Ecological zone), to ensure areas are protected. Staff training also recommended to support new infrastructure and habitat enhancements.

Emergency Access

Primary circulation routes and bridges are to be designed to accommodate emergency fire and ambulance vehicles loading and dimensional requirements.

Design & Materials

All vehicular access and service / emergency access routes must be designed to meet structural loading and snow removal requirements.

Permeable Paving

Where possible, the quantity of impervious pavement material should be reduced. Proposed pavements should be replaced with porous and self-draining materials wherever possible.

Curbs

As a go forward action, continuous lengths of raised curbing should be minimized. Proposed localized curbing to have openings at regular intervals in order to direct all surface run-off to bioswale and infiltration zone locations.

Speed & Crossing Controls

Traffic calming measures, including new crosswalks, signage and raised table tops (at pedestrian and cyclist crossings) to be located at key locations in order to reduce conflicts and to reduce vehicular speeds.

Recommendations

- Reduce vehicular circulation routes within the park;
- Reconfigure and consolidate vehicular circulation routes to maximize park space;
- Improve emergency access to heavily used or programmed spaces (dogs off-leash area, ponds, etc.);
- More clearly define maintenance and operations access points and practices within the park;
- Improve intersections and crossings within the park to reduce conflicts between vehicles, cyclists and pedestrians;
- Incorporate low-impact development (LID) and best management practices for stormwater management into the design of roadways and paved surfaces.



Provide maintenance access on primary park pathways



Curb with openings to allow drainage to bioswales, Durham College, UOIT



Distinctive pavement markings at trail crossings, Lower Don trail, Toronto



Potential vehicular access to and within Humber Bay Park

6.2 PARKING

Develop a rationalized parking strategy that meets required parking needs while reducing the extent of paved surfaces.

Parking Redistribution

The Master Plan does not recommend a significant reduction in the total number of available parking spaces, but rather it suggests the redistribution of parking within the park as a whole. Suggested changes to parking distribution within the park are based on the analysis of historical data, scale comparisons and patterns of use, as well as the functional requirements related to improvements to programming and amenities listed in the Master Plan.

In order to reduce the visual and physical impact of parking within the landscape, the Master Plan recommends that large parking lots be broken down into smaller, decentralized parking areas, that better integrate with the to the character of the park. Resizing of parking spaces and access lanes will ensure that the overall paved surface is reduced, while ensuring safe access and maneuverability. A reduction in the amount of pavement will allow for the creation of more useable park space, stormwater treatment and habitat.

Decentralized parking in the Humber Bay Park West Peninsula

The small parking lots on the points of the west peninsula will be redistributed along the south side of the driveway. This new arrangement, will allow the limited space on the points to be reclaimed as park and open space for additional recreational use and protected habitats.

The proposed perpendicular parking configuration is similar to other large parks in the City, including High Park, allowing direct access to the park increased accessibility to the length of the shoreline, with the added benefit of providing some traffic calming along the roadway.

Flexible surfaces in the Humber Bay Park West Entrance Market

As part of the Humber Bay Park West Entrance Market improvements, the northernmost parking lot should be reconfigured as a flexible market space, with enhanced paving materials, to serve as an accessible community space that will have the potential to accommodate the smaller-scale events and markets that occur throughout the summer and fall seasons.

The space should be configured to allow overflow parking if required, during significant events. The remainder of the parking lot should be reconfigured to provide smaller, passenger vehicle-sized spaces, while preserving sufficient truck and trailer spaces to accommodate the existing large boat launch including pick-up/drop-off at the smaller non-motorized boat launch.

An organic approach to parking in Humber Bay Park East

The large continuous parking lot in Humber Bay Park East should be reduced in size to accommodate the needs of park users, while reducing the number of off-site users.

To achieve this the Master Plan recommends that the parking spaces be arranged along a reconfigured entrance drive, with the inclusion of pick-up / drop off and bus laybys in proximity to the new building. The smaller scale of the parking areas will provide opportunities to increase the area of the pollinator meadow and create a more striking landscape entrance.

An integrated parking strategy

The Park Core will be reconfigured in order to create an increase in connections between Humber Bay Park East and West, allowing amenities on both sides of Mimico Creek to be shared.

The design of the West Entrance Market will be better suited to larger parking volumes, while the East Entrance Meadow lends itself better to a smaller scale vehicular access. Within the Park Core, the Master Plan recommendations result in a net reduction of 47 spaces, approximately 10% overall, which is still well above the average parking counts for large City parks.

Design & Materials

The design of parking areas should take into consideration both overall park aesthetic and sustainable best practices, including the use of porous, permeable surfaces and pavements and incorporation of bioswales and water treatment.

Recommendations

- Reduce paved impervious surfaces where possible;
- Incorporate bioswales, planting islands low-impact development (LID) and best management practices for stormwater management into the design of parking areas where possible;
- Provide parking spaces that meet the AODA criteria for accessible parking throughout the park;
- Ensure adequate parking space for a various modes of transportation, such as boat trailers, etc.



West Peninsula Parking: The total number of parking spaces on the West Peninsula is proposed to be increased from 60 spaces in the 3 existing lots, to 84 spaces along the length of the roadway.

- A1. Dogs Off-Leash Lot
22 Spaces
- A2. Humber Bay Park West Lot
24 Spaces
- A3. Humber Bay Park West Lot
24 Spaces
- A4. Humber Bay Park West Lot
14 Spaces



West Entrance Market Parking: The number of permanent parking spaces in the West Market Entrance is proposed to be decreased from 224 spaces, to 155 spaces, with flexibility for an additional 84 spaces within the market plaza.

- B1. Humber Bay Park West Lot
155 Spaces
- B2. Market Plaza Overflow Lot
85 Spaces

East entrance Meadow Parking: The number of parking spaces in the East entrance Meadow, is proposed to be decreased from 228 spaces in the existing lot, to 166 spaces, distributed along the reconfigured loop driveway.

- C1. Humber Bay East Loop
166 Spaces

6.3 ACTIVE TRANSPORTATION

Encourage a variety of modes of transport to and from the park to reduce vehicular travel and parking requirements within the park.

Active Transportation

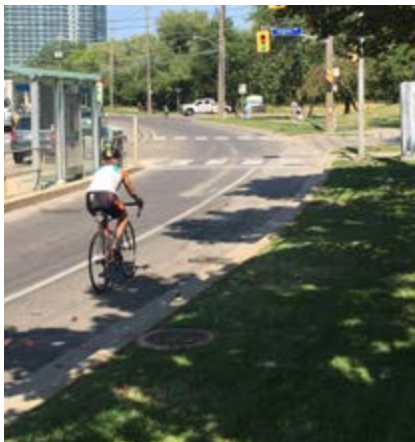
The Waterfront Trail

Bisecting the northern edge of the park, the Waterfront Trail is an important active transportation route and connection to the network of waterfront parks, naturalized shorelines and waterfront trails.

In order to reduce conflicts at key Waterfront Trail intersections within Humber Bay Park, improvements should include improved intersection treatments including in-pavement trail etiquette messaging and pavement markings, traffic calming design interventions and signage. All such improvements should be coordinated with and approved by Cycling Infrastructure and the City's Multi Use Trail Guidelines.

Walking

Pedestrian pathways through both parks will be upgraded to provide a trail hierarchy comprised of primary, secondary and tertiary trails, allowing safe access, while preserving the unique character of the site. In addition, a series of circulation loops throughout the site will allow for a range of experiences and activities accessible to all users.



Integration with the Waterfront Trail is an important objective of the plan.

Cycling

Through each park provide and delineate clearly marked cycling trails with safe transitions and clear sightlines. Bike parking and bike sharing stations are to be located at key points within the park and accessible at key park features and amenities for access by all park users.

Non-Motorized Watercraft

Provide a series of formal and informal safe access points for non-motorized watercraft at Mimico Creek and at sheltered points along Lake Ontario shoreline. It should be noted that minimal infrastructure and storage facilities can be introduced to support boating related operations.

Transit

TTC Bus & Streetcar

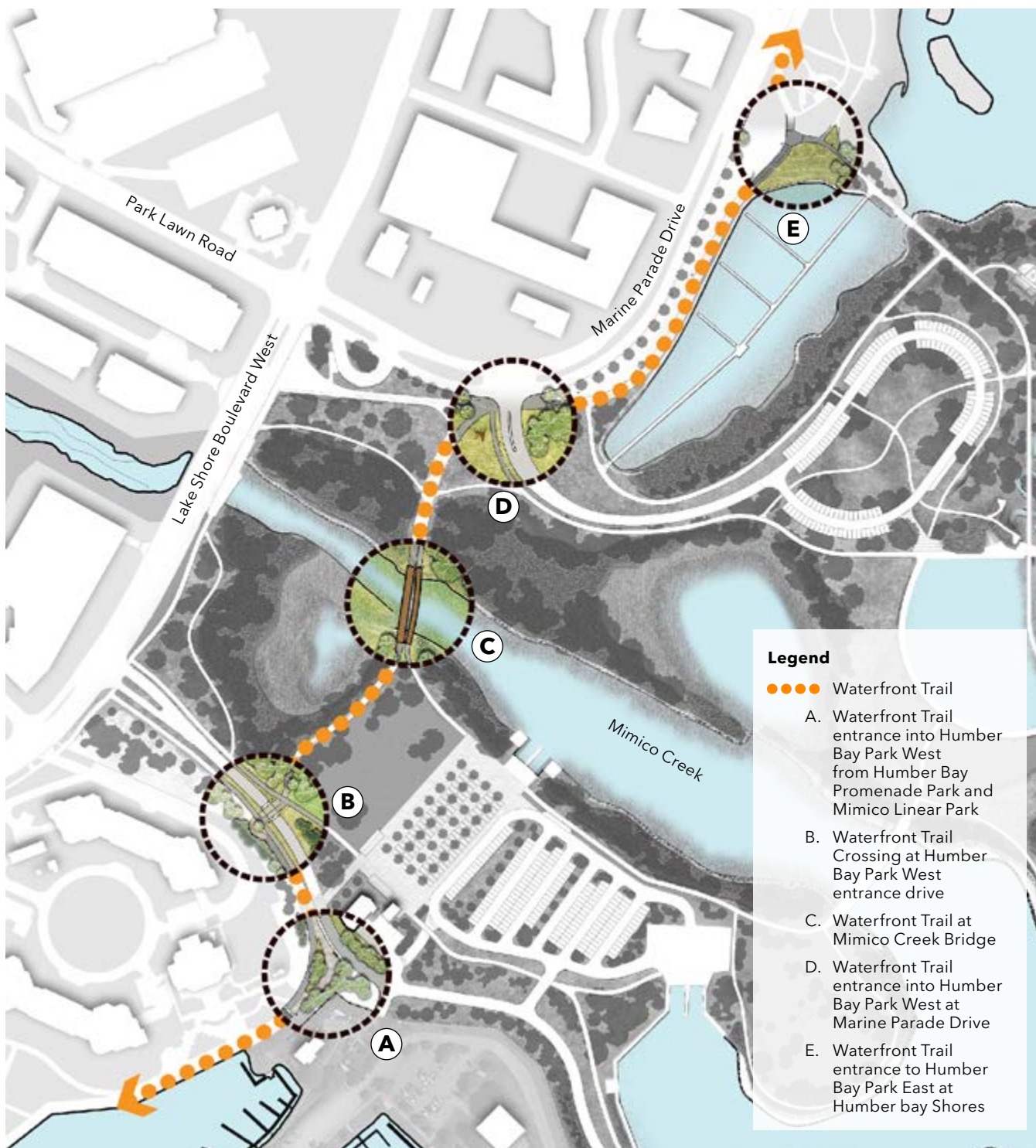
Bus stop access provides an alternative mode of transportation to and from the park. Bus stops are present near park entrances, however clear signage and access should be provided in coordination with the wayfinding and signage strategy.

Recommendations

- Clearly identify access points, stops and parking for alternative modes of getting to the park which include buses and bikes;
- Provide sufficient parking spaces for bikes in proximity to amenities within the park;
- Locate Bike Sharing Stations near the Waterfront Trail to promote connections to downtown by way of the trail.;
- Provide access and launch sites for non-motorized watercraft (canoes and kayaks);
- Ensure the process of getting to the park is accessible for all modes of transportation;
- Optimize public safety by minimizing potential conflicts between vehicles, cyclists and pedestrians.



TTC stops on the major adjacent streets provide access to the park



Waterfront Trail and key crossings through Humber Bay Park

6.4 PATHWAYS & TRAILS

Design a hierarchy of paths and trails that are safe, accessible, offer a range of experiences and are understandable to park users.

Pathway Hierarchy

Establishing a hierarchy of pathways and trails will allow users to experience Humber Bay Park's unique character while controlling access and providing protection for sensitive naturalized areas. The Master Plan proposes three levels of trail hierarchy as follows:

Primary Pathways

The Master Plan identifies primary loops that integrate the core area of the park and a portion of the Western Peninsula. Primary paths within the park will be range from 2.5m to 3.0m wide and be accessible to all users. The paths will be well lit and able to support regular vehicular loading for maintenance purposes.

Secondary Pathways

Branching out from the primary pathways, the secondary routes will connect and transition into all areas of the park, linking shorelines, outlooks and open spaces. Secondary paths will designed to accommodate a range of users, while maintaining a more natural character. They will be a minimum of 2.1m in width and will include the wetland boardwalks, as well as the crushed limestone pathways.

Trails & Nature Paths

The trails and nature paths will take users through the more intimate and naturalized areas of the park. Trails may be compacted ground, or wood chip surfacing and are intended to have a minimal impact within the landscape. These trail may be seasonally inaccessible or blocked off to protect species during nesting periods. These trails will require periodic maintenance for levelling as well as pruning at the base of plant material to maintain sight-lines and sufficient clear overhead height.

Circuits & Loops

The Master Plan will establish a range of options and accessible pathways, providing different experiences throughout the park. They can also address seasonal needs, both and operational requirements, as well as protecting habitat during nesting and establishment.

Orientation & Information

Through strategically placed signage and the naming of paths and trails, users will be able to orient themselves and make more informed decisions regarding which paths to take to access different features and amenities within the park.

Distance & Route Planning

Proposed signage should include information regarding distances to connections and features within the park. This information will aid users in route planning to their destination.

Accessibility

Accessible paths and routes will be clearly identified at all pathway intersections and at key points of arrival. Wayfinding signage will to be designed with accessibility in mind and be aligned with the City's Parks Parks and Trails Wayfinding Strategy.

Recommendations

- Re-evaluate existing physical access and circulation patterns;
- Safeguard existing sensitive habitats;
- Establish a hierarchy of pathways and connections that meet AODA criteria for accessible routes;
- Connect to existing routes on adjacent parkland and upgrade pathways as required to accommodate increased pedestrian and cyclist travel;
- Improve routes and walking and cycling experiences through Humber Bay Park;
- Improve visual connectivity within the park;
- Create a universally accessible sensory trail including wayfinding, habitat and nature interpretation;
- Optimize public safety by minimizing potential conflicts between vehicles, cyclists and pedestrians.



Asphalt surface for primary paths



Limestone surfaces for secondary paths



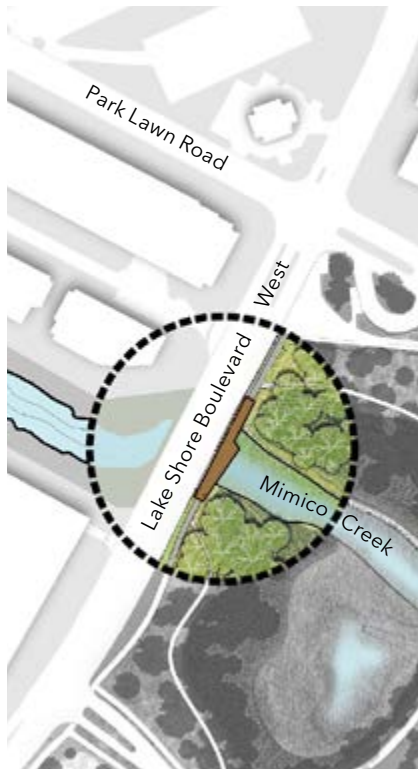
Potential network of pathways and trails within Humber Bay Park

6.5 BRIDGES & CROSSINGS

The experience of the water crossings are central to the concept of an integrated Park Core and will transform the two halves of the park into a greater whole.

Lake Shore Boulevard West Bridge

The existing Lake Shore Boulevard West crossing along the south sidewalk should be upgraded to provide a more generous pedestrian connection and a potential lookout over Mimico Creek. A reconfigured sidewalk and lookout would strengthen the identity of the park along Lake Shore Boulevard West and provide enhanced pedestrian connections to better integrate into the Park Core.

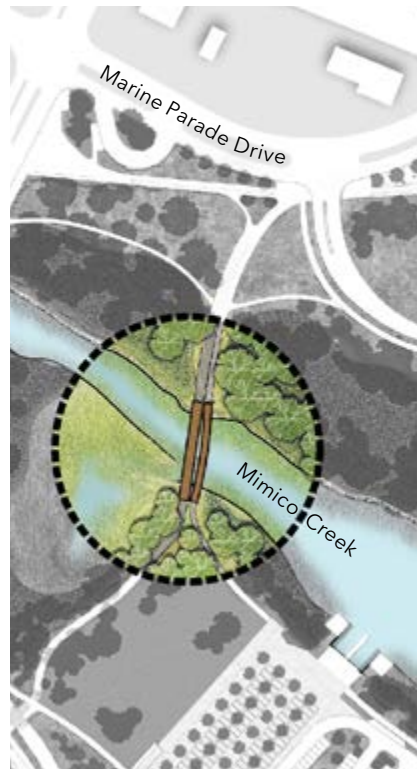


Lake Shore Boulevard West bridge lookout

Twinned Mimico Creek Bridge

The existing pedestrian bridge is a signature architectural feature that should be saved, restored and protected. Upgrades should include an audit of the existing bridge structure and replacement/improvement of bridge decking and lighting. This bridge should be used as the primary pedestrian connection.

Construction of a new bridge should be considered immediately adjacent to the existing signature structure, provide a separate facility for cyclists and other users and to minimize conflicts along this segment of the Waterfront Trail. The proposed new bridge should have a simple and minimalist design to avoid visually competing with the existing signature structure.

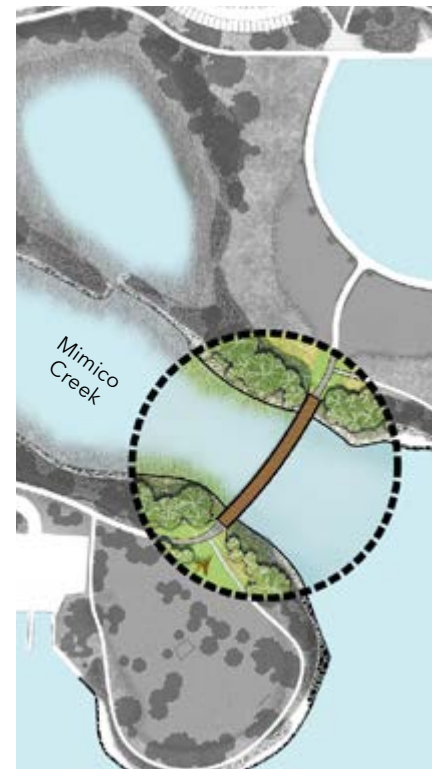


Twinned Mimico Creek bridge

New Mimico Creek Bridge

At the mouth of Mimico Creek, a new pedestrian crossing is proposed to further integrate and reinforce the idea of the Park Core. The new connection would provide improved access between the main parking lots in Humber Bay Park West and the recreational amenities in Humber Bay Park East. It would also alleviate the conflicts caused by the large numbers of users crossing at the existing Mimico Creek Bridge and offer dramatic views to the Lake.

Shoreline edge treatments could also consider habitat enhancements and a recreational node near proposed bridge abutments.



New mouth of Mimico Creek bridge

Humber Bay Park East Crossings and Boardwalks

Toronto Water Stormwater Management Facility Crossing

The existing bridge at the City of Toronto stormwater management facility (A) is in good condition, however the bridge approaches should be redesigned to provide adequate visibility and lookout space to alleviate congestion in this area.

The limestone pathways leading to the bridge between Humber Bay Park and Humber Bay Shores Park should be upgraded with a wider asphalt surface to reflect the increasing pedestrian and cyclist traffic over the bridge.

Water Channel Crossing

The bridge over the water channel & waterfall (B) should be refurbished to provide a safe and even walking surface that is wide enough to accommodate maintenance and emergency vehicles.

Recreational Pond Weir Crossing

Similar to the water channel crossing, the bridge over the recreational pond weir (C) should be refurbished to meet accessibility requirements and provide adequate width and loading capacity to accommodate maintenance and emergency vehicles.

Wetland Boardwalks

Boardwalks (D) should meet all accessibility requirements and provide all-season access to the new recreational pond and an intimate experience of new wetland habitats.

Design & Materials

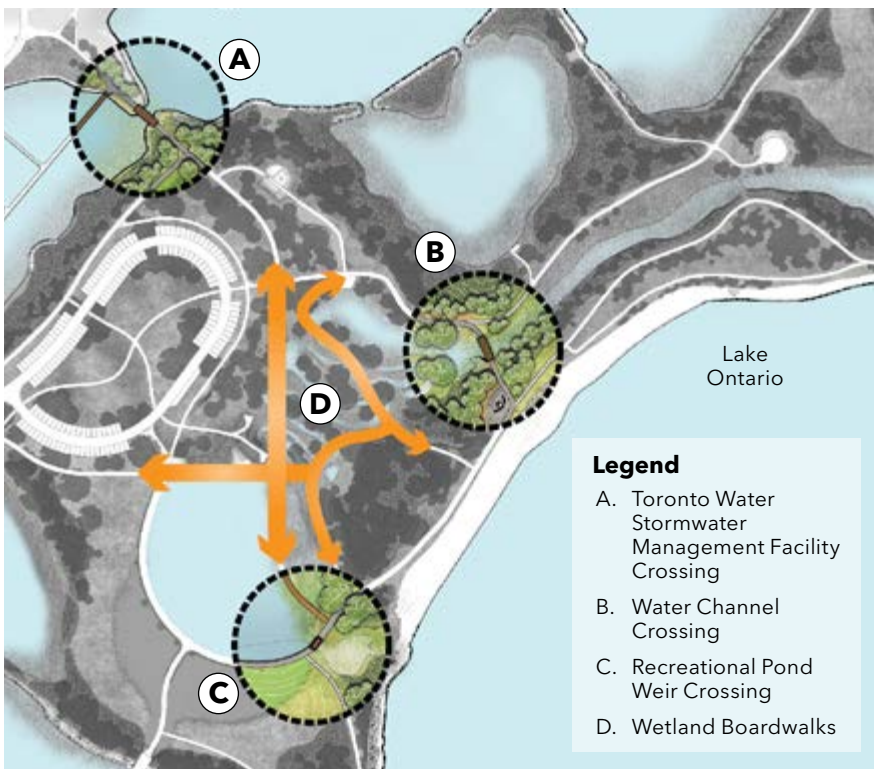
All bridges should be designed to meet TRCA permitting requirements, accessibility requirements and structurally capable of supporting maintenance and emergency vehicle loading.

Any new bridge design should have a clean, minimalist appearance and be compatible with existing structures within the park. New structures should not overwhelm their setting, or compete with the existing signature bridge over Mimico Creek.

Where possible, bridges and bridge approaches should offer views to the water by means of widened lookouts or viewing decks.

Recommendations

- Provide increased connectivity across Mimico Creek;
- Provide enhanced views to Mimico Creek, Lake Ontario and the ponds in Humber Bay Park East;
- New structures should accommodate future user needs and vehicular use;
- Upgrade existing structures to meet most current accessibility standards.



Bridges and boardwalks in Humber Bay Park East

6.6 PONDS & LINEAR WETLAND

Create a functional design for the artificial ponds and water channel that improves their ecological and recreational functions while reducing maintenance and operation requirements.

Inland Water Features

Recreational Pond

The main recreational pond (A) (most westerly pond) will be deepened to better accommodate programmed activities such as model boating in the summer months and informal ice-skating in the winter. The increased depth will also help to mitigate ongoing algae issues by reducing water temperature.

In order to raise the water level within this pond, the existing pond liner will be extended and the elevation of the existing outlet weir will be increased to maintain the required water levels.

Linear Wetland

The central pond will be reconfigured into a narrow serpentine linear wetland (B) to improve water flow and circulation and reduce stagnant water.

The linear wetland will be created by infilling the existing ponds to create a sinuous berm that will subdivide the ponds into a series of channels. The outlet of the linear wetland into the recreational pond, will be fitted with a weir to allow for water level control. Overall water quality within the system will be improved by increasing the length of the wetland system, reducing the surface area of the water and increasing water depths to reduce water temperatures and prevent the potential for algae blooms.

Open Water Online Habitat Pond

The easterly pond will be reconfigured into a broad, open water habitat pond (C) with a naturalized riparian edge.

Existing Water Channel

The easterly water channel (D) will remain in its existing configuration, with localized adjustments and modifications to improve water flow.

Pump System

The implementation of pond and water channel improvements will include alterations to the pump system aimed at enhancing the function of the system and improving water quality in the pond/wetland environment. These alterations will include:

- Retrofitting the pump inlet to draw water from a minimum of 2.0m below the surface of Lake Ontario;
- Providing a flow splitter at the 'summer' outlet from the pump system to enable the re-direction of flows from the pond system to the channel system as required.

Maintenance actions will include:

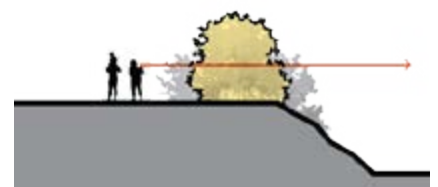
- Monitoring the pump inlet to identify obstructions;
- Removal of debris from the pump inlet and from the outlet weirs within the pond/channel system.
- Maintenance of the pumps and associated control and ventilation systems;
- Water level monitoring to identify water loss that could indicate the presence of a breach in the liner;
- Winterization and conversion of the system from summer to winter operation annually.

Access and Lookouts

A network of accessible boardwalks is proposed throughout the new wetland habitat and at the perimeter of the recreational pond, to provide year-round access.

New viewing opportunities will be provided through strategic vegetation management (D1) to create views into the established wetland habitats at the amphitheater space as well as at the more formal lookouts, boardwalks and platforms (D2).

In addition, the new building for Humber Bay Park East (D3) will be accessible from the waters edge boardwalks, offering access and viewing opportunities to activities on the recreational pond and for wildlife observation into the more naturalized wetland habitats.



Strategic Vegetation Management (D1): Adaptively manage vegetation in strategic areas to facilitate viewing opportunities to water bodies and create a natural visual observation point.



Accessible Wetland Lookout (D2): Create an accessible platform that allows physical interaction with the water edge, but not access into the water.

Recommendations

- Improve water quality and enhance existing habitats within the ponds and existing water channel;
- Improve habitat within ponds and consider habitat requirements when designing the edge conditions in the naturalized channels;
- Provide enhanced multi-season programming opportunities and access in and around the ponds and waterway;
- Address long-term sustainability objectives;
- Observation decks along the edges of these water bodies should consider long term effect on the water quality;
- Ensure the safety of users at all lookout locations;
- Consider sustainable materials for all look outs;
- Maximize opportunities for unique experiences at each of the lookouts;
- All platforms and lookouts to be integrated with a minimal impact to the site and habitat.



Potential improvements to the ponds and water channel within Humber Bay Park East

6.7 SHORELINE EXPERIENCES

Improve visitor interface at the shoreline through the creation of viewpoints, platforms and lookouts for passive recreation, observation and contemplation.

Shoreline Experiences

Humber Bay Park has an extensive shoreline edge that offers a variety of lookout points both into the park and onto the lake towards the downtown skyline. To this end, the Master Plan makes recommendations for enhancing the access, both physical and visual, of this striking and defining part of Humber Bay Park. The Master Plan does not recommend modifications or maintenance of the shoreline itself, as this is a TRCA regulated area.

Furthermore, all lookouts and shoreline interventions will be subject to TRCA review as well as feasibility studies, including geotechnical investigations.

Visual Access

There are a number of interventions that are proposed to provide new or enhanced views to the lake and Mimico Creek.

These interventions will take a number of different forms that will be designed to be site specific to the shoreline/edge condition, access requirements, safety and desired experience or views. See thumbnail images along the edge of the page for details.



Provide formal transition to water's edge

Physical Access

The Humber Bay Park shoreline is a dynamic and at times, a hazardous environment. Due to the nature of the materials used in the construction of the park, access into the water cannot be made safe. Where demand is greatest, stepped platforms (B1) that can withstand the wind and constant wave action of Lake Ontario are recommended to facilitate physical access across the rough shoreline terrain.

Each lookout or access point will be designed specifically for the shoreline condition that it relates to.

Recommendations

- Ensure the safety of users at all lookout locations;
- Consider sustainable materials for all look outs;
- Maximize opportunities for unique experiences at each of the lookouts;
- All platforms and lookouts are to be integrated with a minimal impact to the site and habitat.



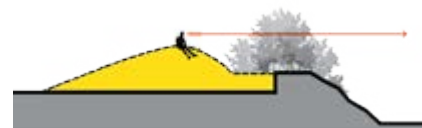
Create unique viewing platforms



Strategic Vegetation Management (A1): Adaptively manage vegetation in strategic areas to facilitate viewing opportunities to water bodies and create a natural visual observation point.



Revetment Lookout (A2): Raise ground level to create an even observation point at edges where the revetment is higher than the parks level.



Raised Landform Lookout (A3): Create berms above the visual edge along the shoreline to create unobstructed views across Lake Ontario.



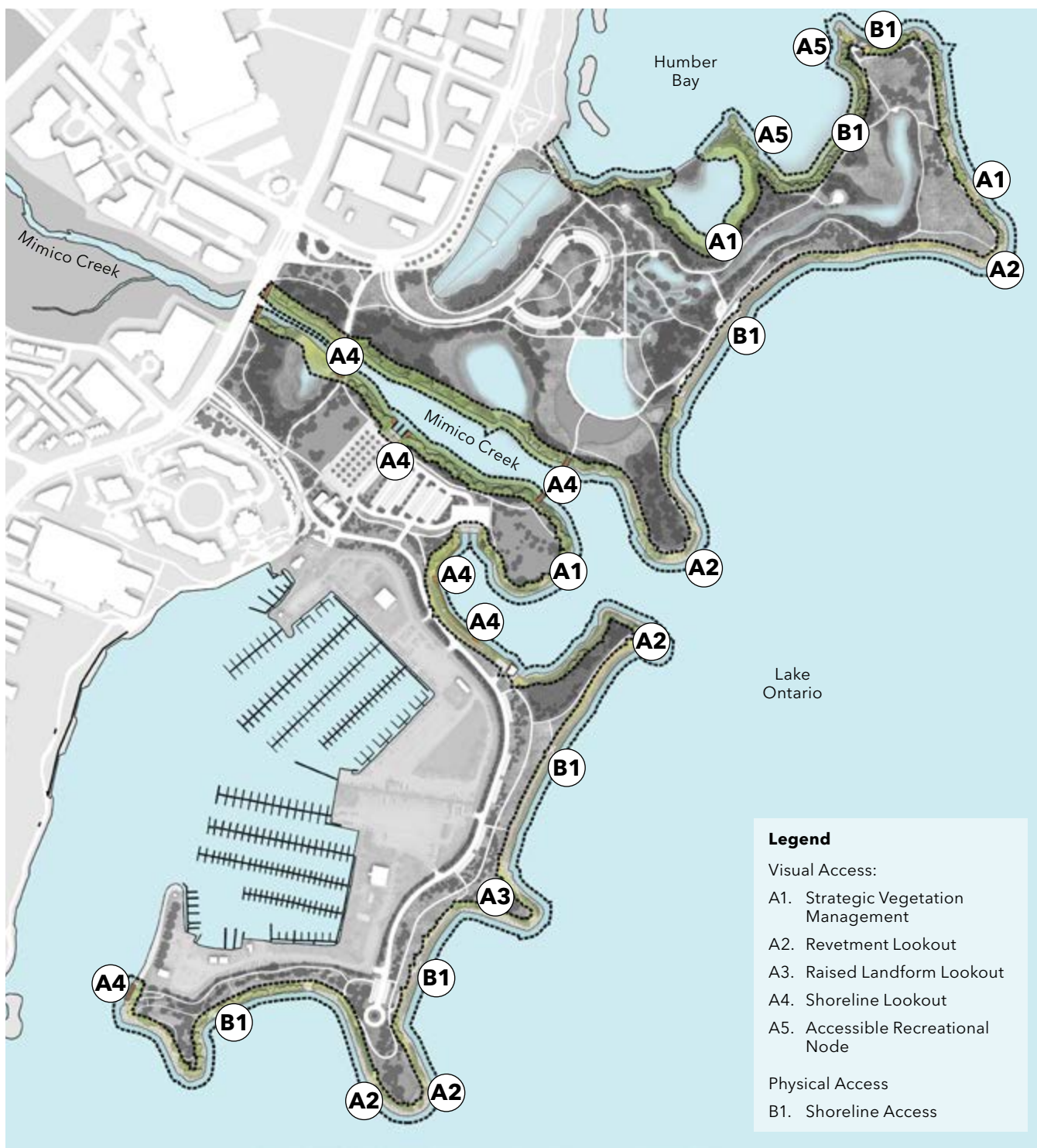
Shoreline Lookout (A4): Install a designed observation platform that allows a closer visual interaction with the water at strategic locations.



Accessible Recreational Node (A5): Design platforms suitable for observation & fishing requirements that do not allow access into the water.



Shoreline Access (B1): Design platforms that allow water access into the lake or pond where permissible.



Potential improvements to the shoreline of Humber Bay Park

6.8 NATURAL ENVIRONMENT

Explore opportunities to expand and enhance the natural ecologies within the park.

Pollinator Meadow Habitat

The pollinator meadow habitat enhancements will sustain a variety of native plant species that attract pollinators (e.g. bees, butterflies, moths and birds) and increase ecological function and overall biodiversity in the park.

Recommendations

- Create nodes of pollinator meadow/prairie restoration areas within the existing open meadow habitats;
- Seed new habitat with a high diversity of native wildflowers, grasses and shrubs to attract pollinators and increase the ecological function of this habitat type;
- Reduce, where possible, invasive non-native plants (e.g. Dog-strangling Vine) from the park;
- Create habitat features for wildlife including Barn Swallow structures and bat box/colony structures.



Pollinator Meadows



Wetland Habitat

The existing and proposed wetlands will be enhanced by improving water quality and creating habitat features that attract birds, turtles and frogs.

Recommendations

- Create a wetland feature in the centre and east pond that reduces open water area, includes a higher diversity of native emergent and floating vegetation that supports a higher diversity and abundance of wildlife;
- Introduce logs or boulders to provide basking and refuge for turtles and frogs;



Wetland Habitats



Open Aquatic Habitat

The new open water online habitat pond within Humber Bay Park East will provide a range of habitat at the heart of the park.

Recommendations

- Introduce logs for turtle basking and as a refuge for waterfowl;
- Explore opportunities to increase emergent vegetation and improve nesting opportunities for waterfowl;
- Increase riparian cover and structural diversity to provide opportunities for reproduction and foraging for birds and other wildlife;
- Create deep pockets for overwintering herpetiles;



Open Aquatic Habitats



Woodland Habitat

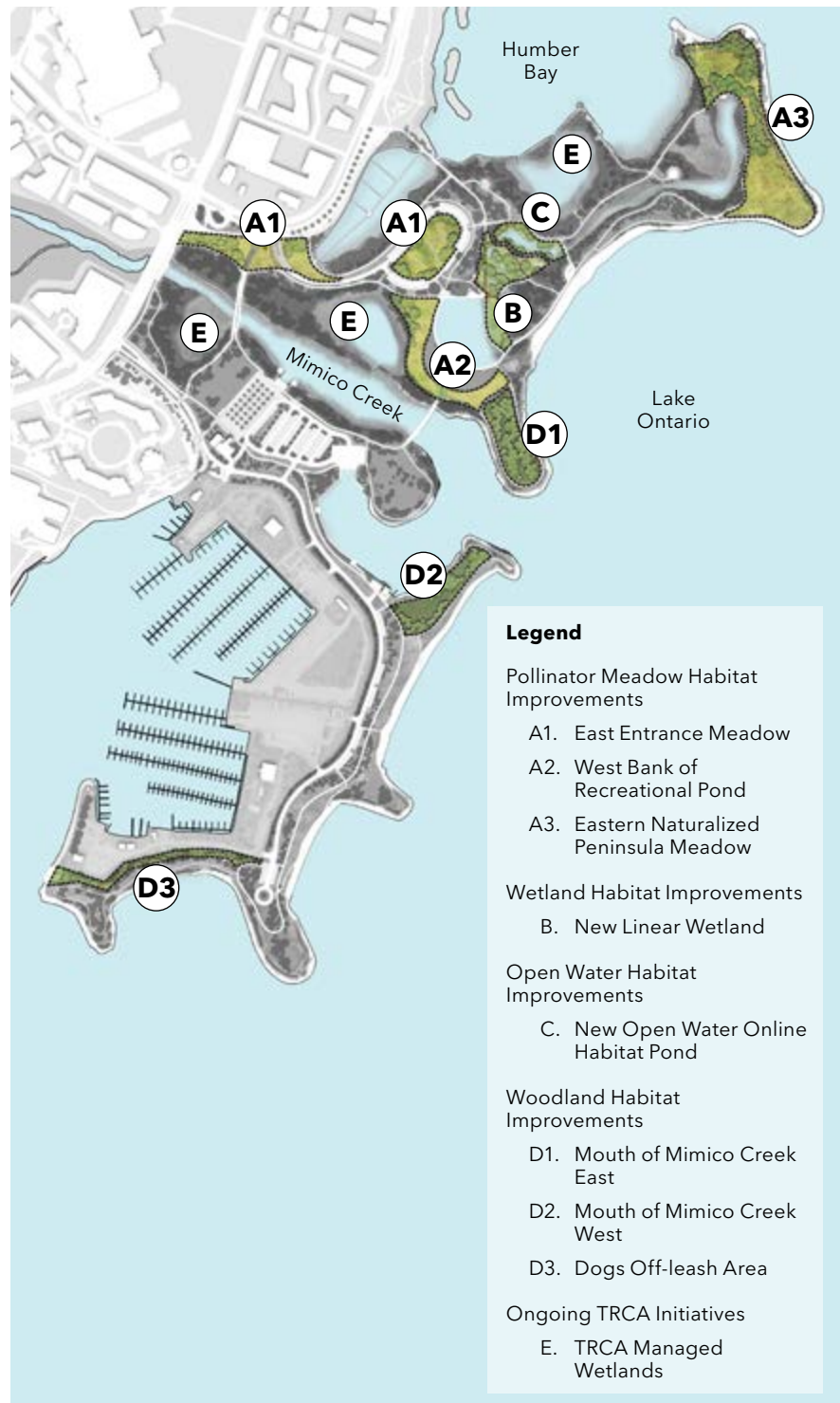
The wooded habitats in Humber Bay Park can be enhanced to improve habitat for migrant and breeding birds and increase the overall biodiversity in the park.

Recommendations

- Improve existing soil conditions in areas where tree planting is proposed;
- Plant a diversity of native tree and shrub species that are tolerant of exposed conditions;
- Remove/manage invasive tree and shrub species that may prevent the successful establishment of planted trees;
- Increase the area of woodland habitats;
- Reduce/prevent the damage to trees by park users by restricting access to restored/planted areas.



Woodland Habitats



Potential improvements to the vegetation communities of Humber Bay Park

6.8 NATURAL ENVIRONMENT

An important objective set forth in the Master Plan is the establishment and protection of habitat for a range of breeding fauna species.

Birds and Bats in the Park

Chimney Swift

A false chimney should be constructed as part of any new building construction and should be constructed to appear as part of that building. There are no sensitivities to this structure with respect to proximity to people/trails or timing sensitivities, other than interference with the entry point to the false chimney.

Barn Swallow

Barn swallow nesting opportunities should be explored as part of the design of new building and bridges (e.g. nesting cups under eaves).

Bat Box/Colony Structure

These structures should be placed at least 5 meters from any trail. Similar to the Barn Swallow structures, interpretive/educational signage can be used to explain the value of bats, the purpose of the structure and the sensitivity of the bat structure to disturbance.

Cliff Swallow

The design of bridges will provide opportunities to increase habitat for Cliff Swallow. Cliff Swallow are not sensitive to proximity to trails/pedestrians as the nests, typically built beneath these structures, are typically not accessible to humans and direct contact.

Red-necked Grebe

The embayment containing Red-necked Grebe nesting platforms is considered sensitive to motorized watercraft (e.g. jet ski). However, viewing platforms or trails leading to viewing locations around the embayment can be considered. The viewing platform should be designed to blend into the shoreline with a minimal height (under 1 meter).

Remote Places in the Park

Throughout the park, there are several areas that exemplify the naturalized character of Humber Bay Park. These areas are visible from pathways, but have limited physical access due to the surrounding topography and vegetation. The lack of significant disturbance from foot traffic has allowed these areas to support an interesting mix of habitat and foraging opportunities for a number of aquatic bird species. Although these places are not completely free from the impacts of their urban setting, they provide a rare glimpse of wildlife activity that adds to the richness of Humber Bay Park.

The Master Plan recommends that these areas be protected by maintaining the current, limited level of physical access that has allowed these landscapes to thrive. These areas should also be celebrated by providing improved viewing opportunities from adjacent pathways, bridges and outlooks and should include interpretive and educational signage to further facilitate the appreciation of these special landscapes.



Chimney Swift tower, Ann Arbor, Michigan

Recommendations

- Enhance existing habitat size and diversity;
- Protect sensitive habitat;
- Enhance viewing opportunities for key naturalized character landscapes;
- Create new aquatic and terrestrial habitat;
- Restrict watercraft access to embayments;
- Enhance habitat opportunities for Chimney Swifts, Barn Swallows, Cliff Swallows and bats;
- Establish a management plan for habitat protection and monitoring;
- Coordinate initiatives with TRCA for Red-necked Grebe platforms and viewing locations;
- Provide informational and interpretive panels at key locations in the park;
- Coordinate formal and informal bird watching areas.



Educational and interpretive panels at key habitats within the park



Potential location for habitat structures within Humber Bay Park

6.9 ARCHITECTURAL IMPROVEMENTS

Recommend locations for architectural improvements within Humber Bay Park East and West, including integration within existing buildings and natural ecologies.

Buildings & Structures

There are two existing buildings in Humber Bay Park. One within the east and one within the west peninsula. Both facilities are necessary and there is a need for a building to service the needs for each park.

Buildings and structures within the park should aim to implement green building strategies where possible, including green roofs, rainwater harvesting and even possibly, the use of cisterns and grey water recycling, in the case of occupied buildings.

Humber Bay Park East Building

A separate process initiated by the City of Toronto Parks, Forestry and Recreation identified the need for a new park building in Humber Bay Park East. The selection of a site for this new building was included as a part of the Master Plan. With this in mind, the architectural design process for the building has been undertaken as a separate and complimentary consultation process.

The preferred location for the Humber Bay Park East building (A) is located centrally near the reconfigured ponds, with direct access to parking and drop-off. In addition, this location provides better opportunities for integrating the architecture within the site and innovative sustainable design and future program opportunities.

Humber Bay Park West Building

The Master Plan recommends that the existing building and service yard (B) in Humber Bay Park West will be maintained with future consideration for modernization and yard consolidation.

The Master Plan also recommends that a more complete audit and study of the existing services, uses, spatial requirements and impacts is completed as a separate project. The project will need to consider the operational needs of Humber Bay Park as a whole - as well as in the context of other Parks needs for the West District.

New Shade & Shelter Structures

At several locations, shade structures are proposed to be provided to function as wind covers or rain shelters. They should be designed in coordination with the way-finding strategy and located only in areas identified for passive recreational use.

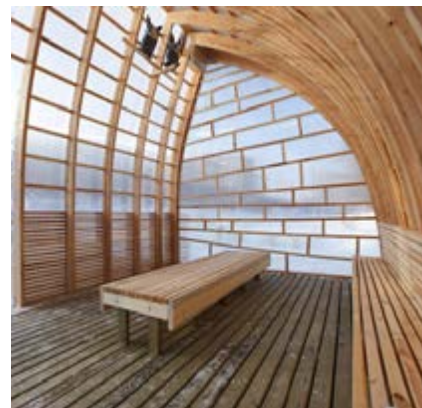
Seasonal or temporary installations should also be considered, including warming huts during winter months and bird blinds for bird-watching.

In all instances proposed designs are to be complementary and sensitive to the character of Humber Bay Park and will have minimal negative impacts.

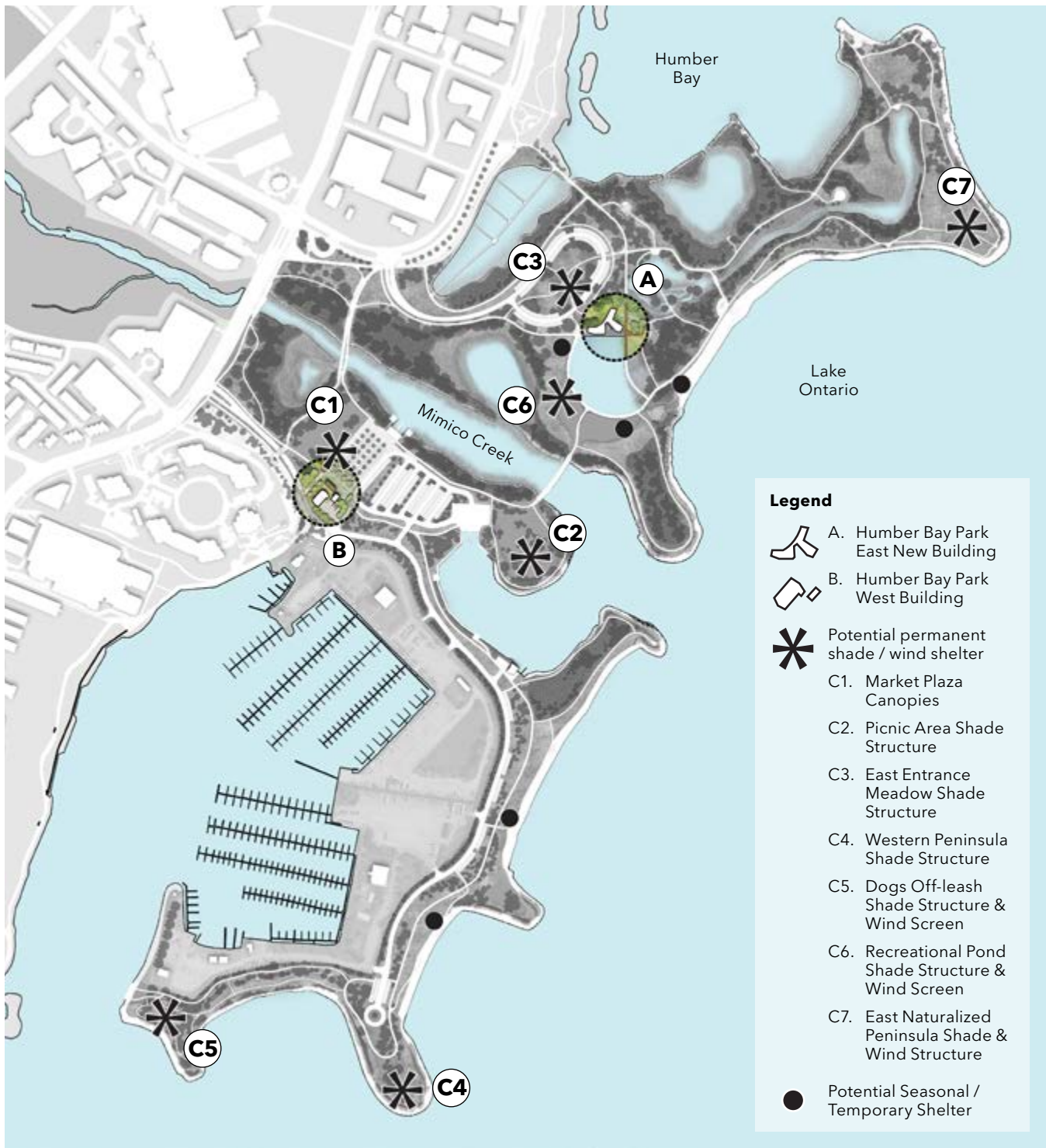
These include: Large canopies for rain and shade at the new East Market Plaza (C1), shade structures at the picnic area near the mouth of Mimico Creek (C2), in the East Entrance Meadow (C3) and at the western point of the West Peninsula (C4), wind and rain shelters in the dogs off-leash area (C5), adjacent to the recreational pond (C6) and in the Eastern Naturalized Peninsula (C7).

Recommendations

- Program for proposed new building to meet the needs expressed through the architectural consultation process;
- New building size is to be sufficient to support the proposed program;
- The new building site is to meet ecological, regulatory, cost and infrastructure criteria approved by the TRCA and the city;
- Built form for new building is to be integrated with the landscape character of Humber Bay Park;
- All proposed shade structures and other architectural improvements are to be constructed using robust, durable, vandal proof sustainable materials;
- All architectural improvements should integrate low-impact development (LID) strategies and best management practices for stormwater management as an integrated component of the design;
- Architectural improvements, including building and shade structures are to consider the overall site lighting strategy for Humber Bay Park.



Seasonal warming stations allow for experiencing site through all seasons



Potential architectural improvements within Humber Bay Park

6.10 WAYFINDING & SIGNAGE

Establish a clear and accessible wayfinding strategy that communicates key connections, landmarks, park features or amenities, trail hierarchy and rules and regulations to park users.

Signage and Wayfinding within the Park

Central to improving wayfinding in Humber Bay Park is the implementation of the City's Parks and Trails Wayfinding Strategy.

From the Toronto Parks and Trails Wayfinding Strategy's Report: "The City of Toronto's Parks, Forestry & Recreation team has initiated an ambitious project to improve wayfinding across the City parklands. The project aim is to implement a unified wayfinding system for parks and trails that provides consistent identification, orientation and navigation across parklands."

Park Identity and Gateway Signs

Located at the main entrances to the park, these large signs will establish a presence on adjacent roadways, include a map of the park as well as information on important park features, rules and regulations and emergency contact information. The gateway signs are recommended at the Lake Shore Boulevard West Entrance into Humber Bay Park West (A1), at the Marine Parade Drive Entrance into Humber Bay Park East (A2), at the Waterfront Trail entrance into Humber Bay Park West (A3) and the Waterfront Trail entrance into Humber Bay Park East at the Butterfly Habitat and Home Garden in Humber Bay Shores Park (A4).

Major Wayfinding & Park Hubs

Located at significant places such as ponds, path intersections & pedestrian access from parking areas, these signs will provide directional information as well as an added level of interpretive and interactive information about the park. Signs will also include distance & time to the next park feature (e.g. pond, bridge, beach) and information related to trail etiquette, accessibility and difficulty level for each route.

Educational Signs & Interpretive Panels

These signs will provide interpretive information at lookouts, view points and significant places of natural, historical or cultural interest within the park.

Minor Wayfinding Signs & Trail Markers

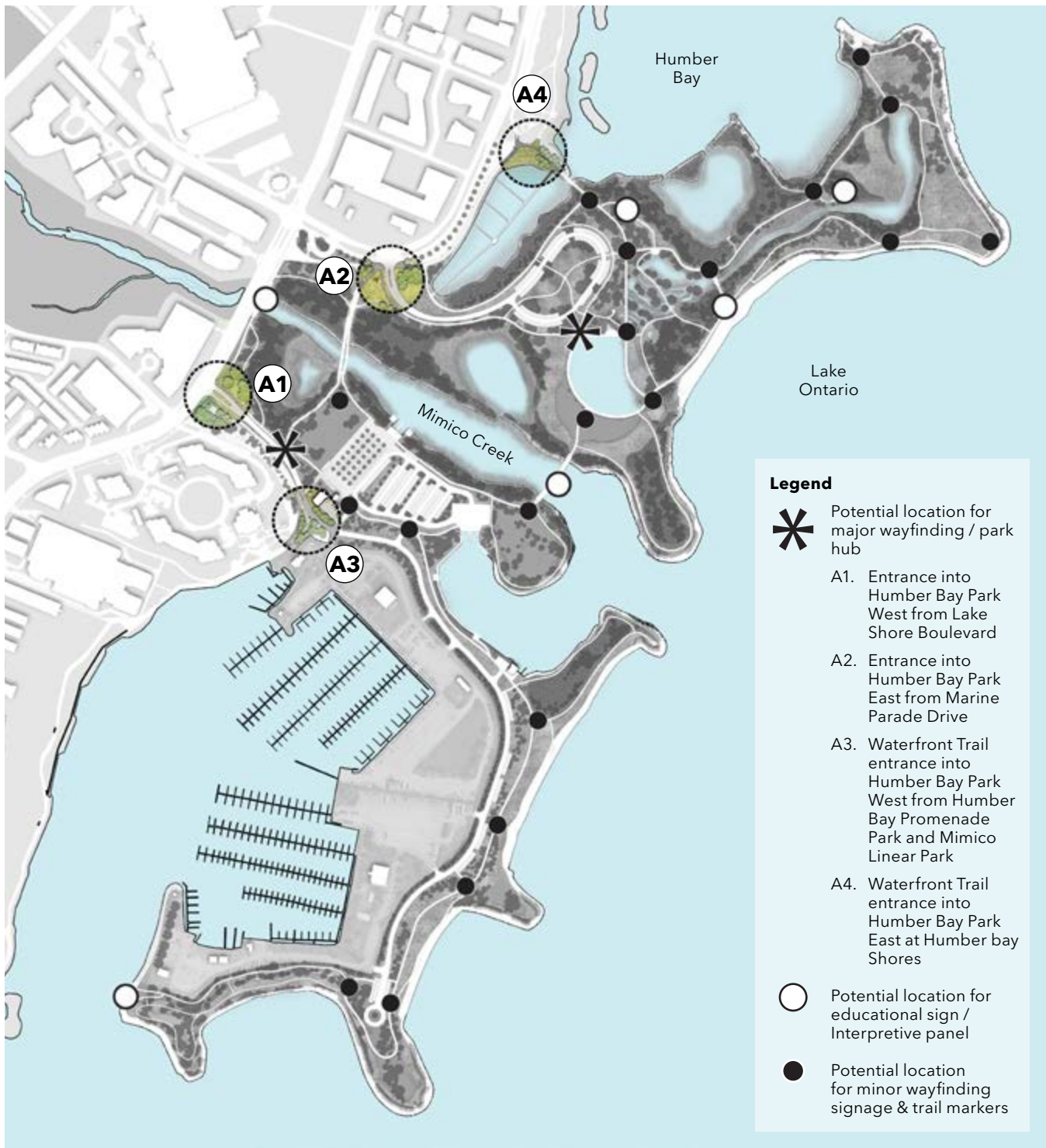
These signs will be located at trail entrance-exit points, along trails, at frequent intervals and/or related to memorable places such as bridges and tunnels and at on-street segments of trails. These markers will provide trail identification as well as directions, distance & time to the next park feature (e.g. pond, bridge, beach), trail etiquette, accessibility/route difficulty levels.

Regulatory Signage

Regulatory signage should be posted at all park entrances and throughout the park as required to inform visitors of a required code of conduct and to deter illegal activities (e.g. signage at dogs off-leash area, signs indicating the prohibition of fires, etc.). Any regulatory signs must be reviewed and approved by the City and TRCA for applicable regulations and by-laws and in the context of available resources for enforcement.

Recommendations

- Implement the City's Parks and Trails Wayfinding Strategy;
- Encourage visiting, exploring and appreciation of the park and its natural features;
- Through the wayfinding strategy, raise awareness of what the park has to offer;
- At main entrances, establish a stronger presence and a visual identity for the park;
- Improve visitors' confidence to walk/explore by providing information on distances, circuits and loops;
- Ensure a variety of signage types are available to address navigation throughout the park and programming elements, as well as safety and restricted access;
- Establish key messages to remind users of park objectives and principles;
- All restoration efforts should be combined with interpretive signage to inform the public about ongoing activities and, where possible, invite their participation;
- Educational signage near habitat areas should not be visually dominant and should allow adequate separation of users and habitat for observation;
- Ensure all signage relating to new facilities, park amenities and trails and pathways is accessible;
- Consider alternate means for information sharing in the park landscape that may be more universally acceptable to all users (e.g. self-guided audio tours, etc.)



Potential locations for signage and wayfinding within Humber Bay Park

6.11 PARK PROGRAMS & FEATURES

Provide amenities to accommodate, formal and informal, passive and active activities as well as opportunities to integrate public art.

Site Furniture

Upgraded site furnishings should be deployed in key areas of the park, including the spaces created by rearranged pathways and ponds. Furnishings should include park benches, picnic tables and an increased number of waste and recycling receptacles, to accommodate increasing numbers of visitors.

Benches should be distributed along all pathways and trails, at key gathering places and lookout locations, including the dogs off-leash area. Picnic areas should be focused in the newly created lawn areas, adjacent to farmers market, large recreational pond and along the Western Peninsula.

All new seating and picnic areas will be designed to meet AODA accessibility requirements.

Waste and recycling receptacles must be located along routes that are accessible by waste management or parks maintenance vehicles, but should be located frequently enough to discourage littering. All furniture should be accessible, functional and constructed of high quality, robust material, with consideration given to vandal-resistant materials and finishes.



Site furnishings should be made of robust site furnishing materials

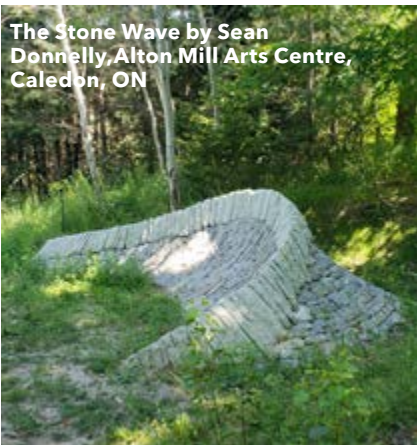
Public Art

Given the size of the park, the diversity of spaces and sequence of thresholds and dramatic views, there are great opportunities to integrate public art throughout the park.

Possible areas for consideration would be at gateways & entrances to the park, areas adjacent to the farmers market, the existing promontory south of the existing boat large launch and areas along the Western Peninsula.

Locations for public art should take into consideration the scale of the site, integration with topography and relationship to existing features and habitat, in addition to access for maintenance.

The preparation of a separate Public Art Master Plan for Humber Bay Park is recommended. Selection and use of public art for gateway features or educational purposes will be subject to TRCA and City of Toronto guidelines for public art.



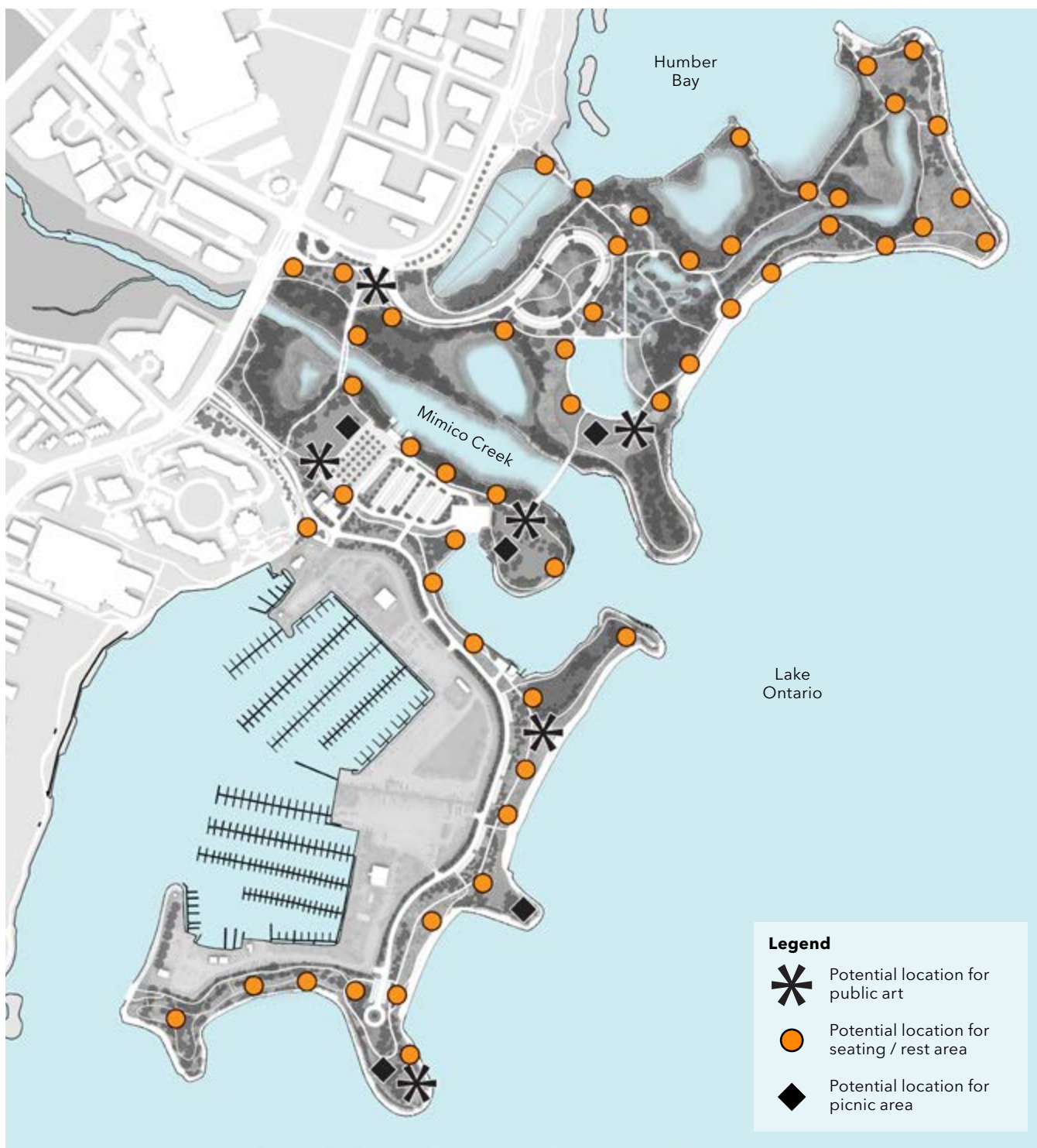
Create opportunities for integrated public art within the park

Recommendations

- Enhance existing program elements and improve functionality as required;
- Allow additional amenities to be added as required by park user needs;
- Rationalize and improve relationships between programmed spaces, transit, parking and pathways;
- Use durable, robust, vandal-resistant materials, to meet ongoing operational needs, while minimizing maintenance requirements;
- Select ecologically sustainable materials for site furnishings and public art;
- Locate site furnishings and public art with consideration to natural habitat.



Provide new lawn areas for picnics and passive recreation



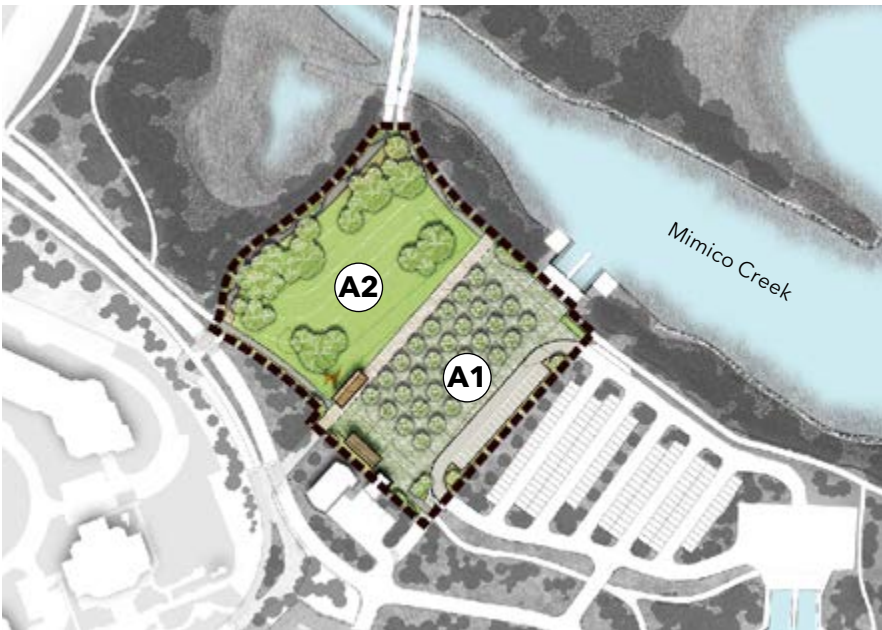
Potential locations for site furnishings and public art within Humber Bay Park

6.11 PARK PROGRAMS & FEATURES

Provide an overall strategy to increase recreational opportunities within the park while protecting sensitive habitats and preserve the character of the park.

Humber Bay Park West

The following amenities and programming opportunities for Humber Bay Park West are not presented in any particular order of importance or priority.

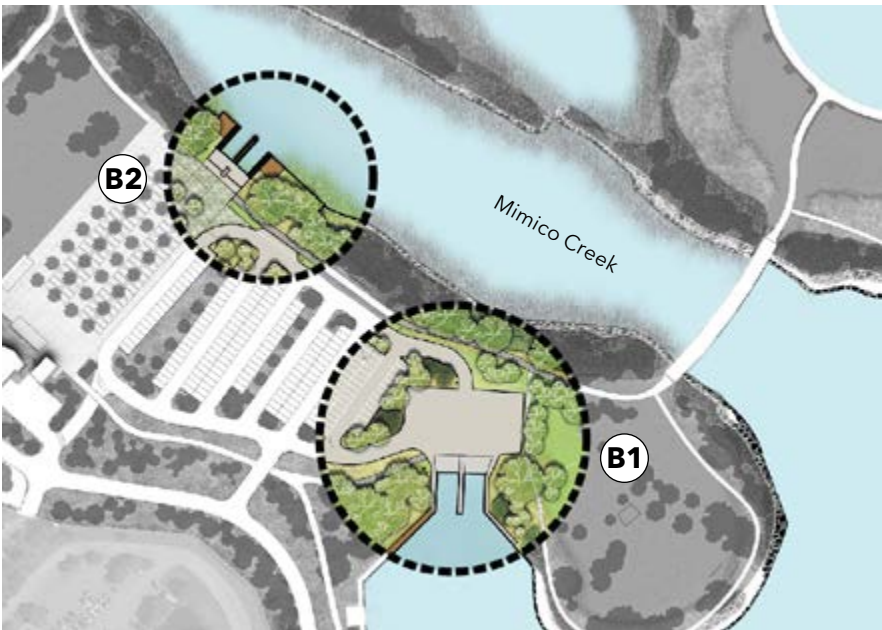


New flexible market space and open lawn

Re-Imagined Market Space

One of the fundamental recommendations in the Master Plan involves reconfiguring the large existing parking at the Western Peninsula. By reducing the overall paved surface, creating a flexible market space (A1) and sloping open lawn area (A2), a more hospitable area for visitors is created.

The market space will be in close proximity to the existing west park building /washrooms, transit and the main West Park entranceway. The reconfigured market space will become an important amenity space for the adjacent community, for the existing Farmer’s Market and other appropriately sized events.



Refresh the existing boat launch and introduce a new kayak launch on Mimico Creek

Enhanced Marine Amenities

The existing large boat launch (B1) on the west side of the park will be maintained, including existing boat parking, with minor improvements and enhancements as required.

Additionally, a formal kayak and canoe launch (B2) will be added along Mimico Creek near the market plaza, transforming an old boat launch into a new hub, part of a larger network of boat launches. Vehicular access, drop-off and staging areas will continue to be located immediately adjacent to both these marine activity access points.



Children's playground and picnic space



Reconfigured dogs off-leash area and surrounding pathways

Children's Playground

The design of a new children's playground should be developed and integrated within the open space adjacent to the existing large boat launch, and in proximity to the proposed new Mimico Creek crossing. The Master Plan suggests a nature-based play area that integrates themes of ecology, habitat and wildlife, to complement the character of the park.

Dogs Off-Leash Area

The Master Plan proposes improvements to the Dogs Off Leash Area in Humber Bay Park West. Any future improvements would need to be developed in coordination with local community groups and is subject to TRCA, City approvals and funding. The reconfigured dogs off-leash area may be designed to respond to current issues and changing patterns of uses that would be part of a separate detailed design process.

- The total off-leash area will be increased in size from 6,500m² to 9,900m² with the potential for sub division of off-leash area for smaller dogs and the provision of space for multiple fetch runs;
- A reconfigured fence line will provide enhanced habitat and improved separation between dogs and naturalized areas;
- The primary entrance to the off-leash area will be moved closer to the enlarged parking area, with additional access points provided along the north fence line;
- Upgrades to lighting, seating and provision of new shelter will promote year-round and off-peak use.

6.11 PARK PROGRAMS & FEATURES

Support and enhance existing programs within the park and provide opportunities for new recreational opportunities that are complimentary to the character of Humber Bay Park.

Humber Bay Park East

The following amenities and programming opportunities for Humber Bay Park East are not presented in any particular order of importance or priority.



A rehabilitated recreational pond should provide amenities for all seasons

Recreational Pond

During the summer months, the pond will accommodate the annual model-boating activities. The creation of a sloping lawn immediately adjacent to the pond will allow for passive viewing.

The recreational pond (A1) will have a dual programming for summer and winter months. During winter the pond will function as an informal ice-skating rink. Proposed new walkways, boardwalks and seating (A2) adjacent to the recreational pond will enhance this amenity. Special consideration will be given to the integration and placement of UV resistant recycled rubber matting over boardwalks during winter months.



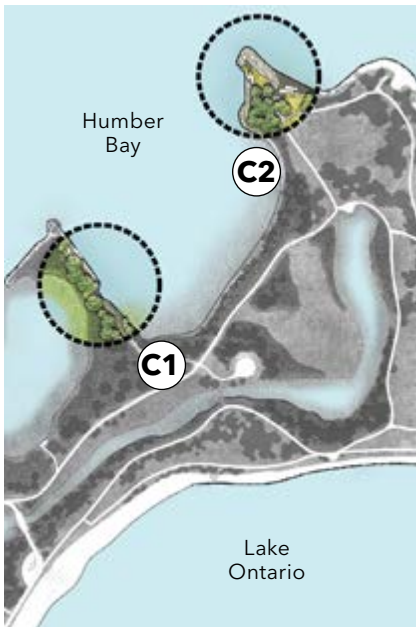
Memorial integration with pathway strategy

Air India Memorial

To commemorate the lives of the victims of the Air India Flight 182 of 1985, a memorial was built in 2007 on the East side of the park.

The Master Plan for Humber Bay Park recommends improvements to access and a better integration of the main memorial site (B1) and secondary memorial (B2) at the water's edge. The path connecting the two memorial areas will be reworked in order to provide a clear accessible route, with improved pavements, materials and signage. This processional path will be lined with perennial planting that will bloom in June, to coincide with the date of the tragic event.

A new main path will be located west of the main memorial to allow pedestrian movement during memorial services.



Recreational nodes can be located at key locations within the park

Recreational Nodes

Recreational nodes support a number of recreational opportunities such as fishing and nature viewing. Recreational nodes are located away from the primary paths of travel to help to reduce user conflicts by providing generous, safe and accessible space at the water's edge.

In coordination with the TRCA, two accessible recreational nodes have been constructed in Humber Bay Park East. The node on the west side of the east embayment (C1) takes advantage of a previous lookout location on a sheltered riparian edge, while the node at the north east tip of the east embayment (C2) offers a more exposed, rocky shoreline experience. A third recreational node is proposed at the refurbished kayak and canoe launch on the east bank of Mimico Creek (C3).



The creation of several open areas for outdoor education

Outdoor Education & Nature Observation

Although the whole park lends itself to nature observation, several spaces in Humber Bay Park East are proposed for outdoor education, including the new building (D1) that overlooks the recreational pond and linear wetland and the refurbished stone amphitheater (D2) that overlooks the water channel.

Additional opportunities also exist for smaller, more informal groups to gather and observe wetland habitats at the eastern end of the Water Channel (D3) and at the Eastern TRCA Wetlands (D4). Observation of the dynamic shoreline could occur at the south Air India Memorial space (D5), as well as on the tip of the Eastern Naturalized Peninsula (D6).

6.12 STORMWATER MANAGEMENT STRATEGY

Implement a sustainable approach to stormwater management, drainage and energy that will benefit the ecology of Humber Bay Park.

Site Drainage

A stormwater management strategy consisting of design approaches and details based on sustainable best practice, should be incorporated into the design of the stormwater management system.

Green Design and Innovation

Architectural improvements in the park should be tied into the overall stormwater management strategy for the park and consideration should be given to educational opportunities relating to the innovative approaches and green design initiatives.

Buildings and structures within the park can implement strategies to intercept stormwater and to reduce surface runoff, including green roofs, rainwater harvesting and even possibly, the use of cisterns and grey water recycling, in the case of occupied buildings.

Bioswales, Planting Islands and Low-impact Development

The park should minimize its reliance on traditional stormwater management infrastructure and pipes to handle stormwater flow.

Low-impact development solutions may include the use of planted bioswales and biofiltration, particularly adjacent to all vehicular access routes and incorporated into parking layout.

Where possible, the incorporation of spillways, forebays and smaller infiltration galleries will aid in the management and filtration of storm water.

Permeable Surfaces

The Master Plan encourages the use of permeable materials for new surfaces, such as parking areas and roads where possible, to promote the infiltration of stormwater into the ground and to reduce erosion associated with overland flow.

Durable precast concrete pavers can satisfy drainage requirements while providing usable surface for programming. The selection and placement of permeable surfaces will be require coordination with snow removal and other maintenance and operations requirements.

Recommendations

- The quantity of stormwater runoff discharged to the local system should be reduced or eliminated where possible;
- Areas of poor drainage within Humber Bay Park should be eliminated;
- The quality of runoff discharged into Lake Ontario should be improved;
- Incorporate bioswales, planting islands, low-impact development (LID) and best management practices for stormwater management into the design of roadways, parking lots and other and paved surfaces.
- All architectural improvements should integrate stormwater management as an integrated component of the site design;
- Provide educational opportunities relating to innovative approaches to stormwater management and green design initiatives.



Permeable swales at roadways



Incorporate naturalized bioswales



Provide permeable pavement surfaces



Potential improvements to the stormwater management system within Humber Bay Park

6.13 SITE SERVICING STRATEGY

Recommend program and locations for improvements to existing site services within Humber Bay Park.

Site Services

Electrical Systems

Electrical systems throughout the park require upgrading to provide adequate power for park lighting as well as to support proposed programmed spaces.

In particular, improved lighting will be required at the new building and reconfigured ponds in Humber Bay Park East, as well as along the roadway in Humber Bay Park East and around the dogs off-leash area.

All new lighting must be dark sky compliant and be designed with consideration of the park's importance as a migratory flyway for birds.

Alternative Power Sources

Park buildings are equipped with solar panels, which should be upgraded as needed to support the power requirements of park staff.

Where possible, the use of solar power should be used to support the broader electrical needs throughout the park, including park lighting and wayfinding components. Other forms of sustainable power should be explored and the use of sustainable energy sources should be highlighted in the educational signage within the park.

Sanitary

Upgrade park washrooms to provide year-round access. Washroom upgrades are currently planned as part of the new building project in Humber Bay Park East and should be considered in Humber Bay Park West as part of the East Market Entrance improvements.

Upgrades to below-grade sanitary infrastructure should be coordinated with Master Plan initiatives, including road realignments and parking reconfiguration.

Water Service

Provide upgraded water connections and service to new amenity spaces and within the park as a whole.

Replace decommissioned water fountains in Humber Bay Park East and West with water bottle filling stations, and introduce additional stations at the east and west extents of the park, including at the dogs off-leash area and in the Eastern Naturalized Peninsula.

Recommendations

- Provide improved electrical and service at the east and west extents of the park.
- Consider providing water fountains or bottle filling stations at key amenity spaces and at the east and west extents of the park.
- Provide year-round washrooms in the buildings in Humber Bay Park East and West.
- Utilize alternative sources of energy, where possible, for park infrastructure;
- Coordinate maintenance or upgrades to site servicing infrastructure with Master Plan phasing;
- Ensure that site servicing is adequate to support proposed Master Plan programming.



Solar Panels on the maintenance building in Humber Bay Park West



Water bottle filling station



Potential improvements to site servicing within Humber Bay Park

6.14 LIGHTING STRATEGY

The lighting strategy for the park will enhance public safety while achieving the highest standards for energy efficiency and habitat protection through reduction of light pollution.

Safety and Security

The lighting strategy is aimed at striking a balance between providing a safe experience of the park, while protecting its natural characteristics.

Areas of Increased Lighting

Light levels at the entrance from Lake Shore Boulevard West into Humber Bay Park West (A1) should be increased to provide safe light levels for visitors travelling into the park. Lighting should provide uninterrupted visibility from the road to the Waterfront Trail and into the Market Plaza, which could allow potential evening and night-time animation of the Market Plaza.

The dogs off-leash area (A2) attracts visitors at all times of the day, during all seasons. Its continued night-time use is important to minimizing unwanted activities taking place in the park. It is recommended that lighting within the dogs off-leash area be increased to provide safe light levels along the length of the enclosed area, as well as for the pathway that runs parallel to the boat club fence.

Dark Areas

The lack of illumination in the Eastern Naturalized Peninsula (B1) should be maintained. The lack of lighting is beneficial to migratory birds, but also provides a unique and rare opportunity to experience darkness along Toronto’s Waterfront. A clear indication of the lack of lighting in the eastern portions of the park should be provided at entrances to the park, to ensure that visitors do not venture into these areas unprepared.

Primary Pathways and Park Core Lighting

Light levels for the Park Core and along primary paths should prioritize visibility, accessibility, safety and security. It is anticipated that the core of the park will have higher levels of lighting that other areas, to ensure accessible safe usage.

Secondary Pathway Lighting

Areas of the park along secondary routes outside the core programmed areas will be kept at minimum to ensure safety. This includes wetland boardwalks and at wayfinding stations or trail markers.

Low-level Feature Lighting

Areas adjacent to the building and recreational pond in Humber Bay Park East, the Air India Memorial, as well as the bridges and crossings will be serviced using low-level lighting to highlight ground-level features while maintaining a dark-sky and reducing the prevalence of visible light sources.

Recommendations

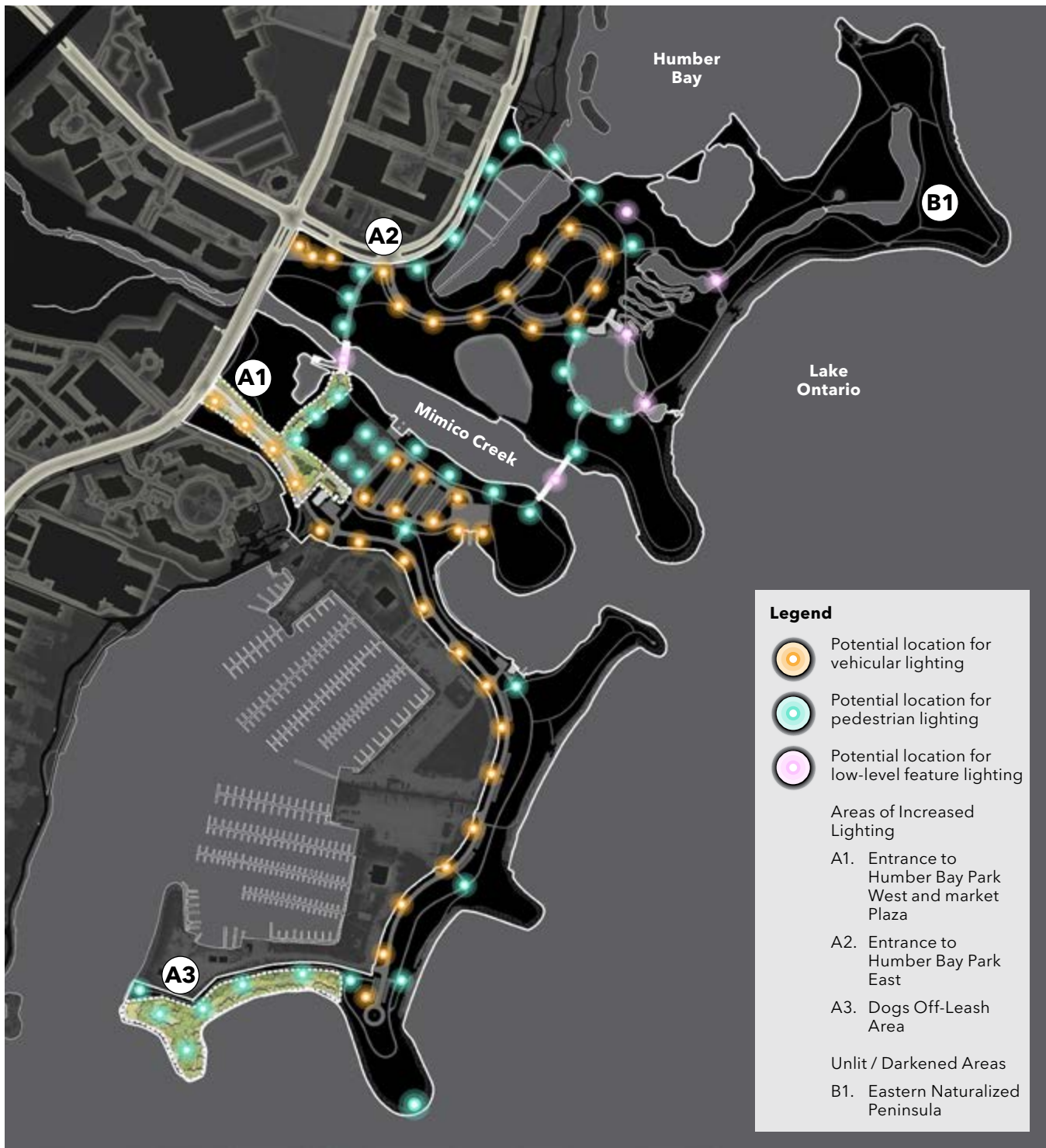
- Lighting strategy to meet City of Toronto Green Development Standards and Bird-friendly guidelines;
- Lighting strategy to contribute to the experience of Humber Bay Park at night by maintaining darkness in portions of the park;
- Where possible, alternative sources of energy should be used for park infrastructure.



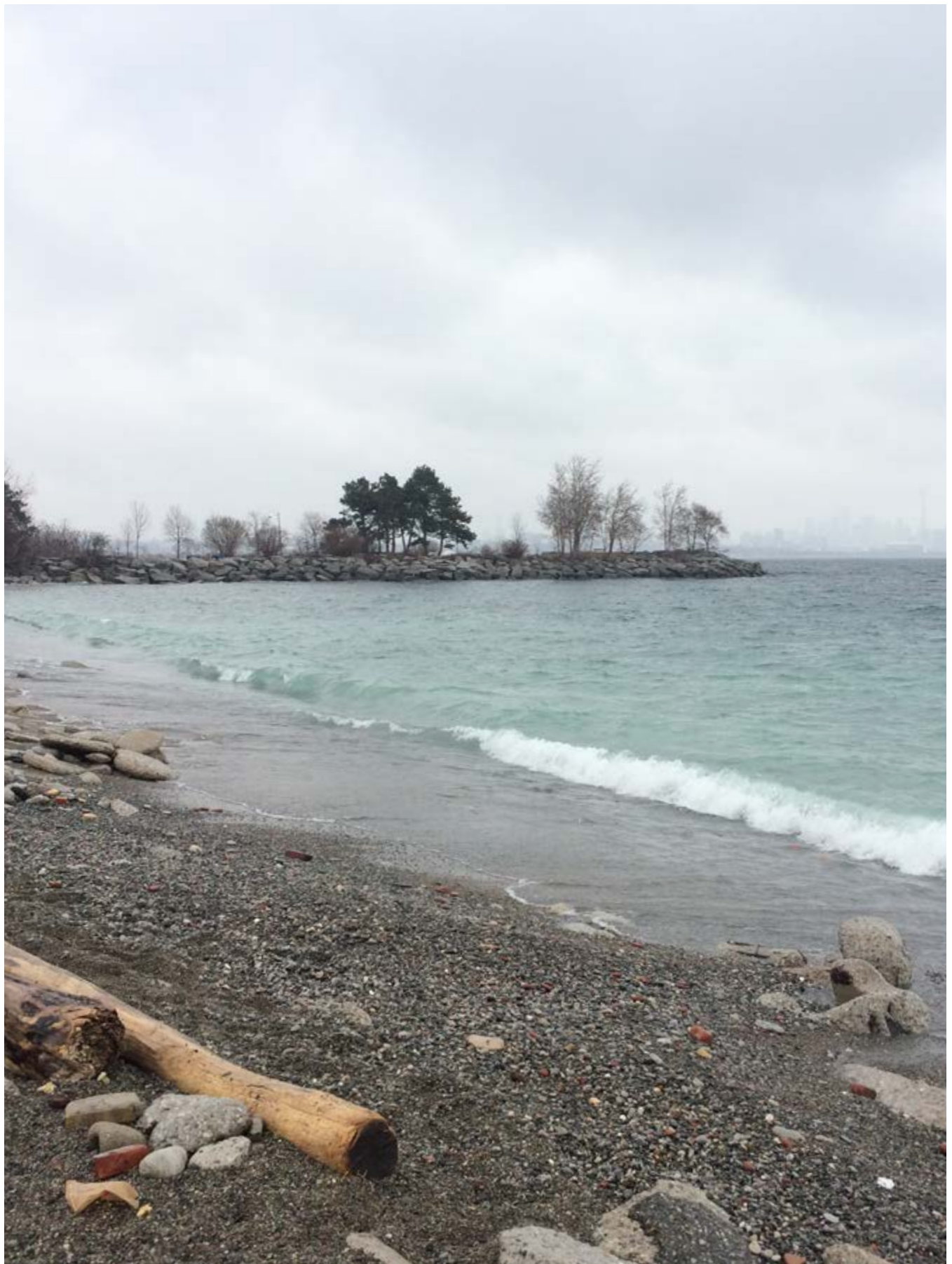
Subtle feature lighting of site elements



Low-level lighting of a seating area



Potential lighting strategy for Humber Bay Park



View of Humber Bay Park East Shoreline

MANAGEMENT PLAN



7.1 MANAGEMENT PLAN

The management plan for Humber Bay Park must address ongoing, routine maintenance as well as periodic, event-based maintenance requirements.

Routine Maintenance

Maintenance of Park Infrastructure

The ongoing maintenance of Humber Bay Park will be critical in the success of the majority of Master Plan initiatives. The increasing number of visitors has already resulted in increased wear and tear on the park and with the increases expected to continue, an increase in the frequency and type of maintenance level of service will be required to maintain the existing park infrastructure in working condition as well as to service new and improved park programs and amenities.

Maintenance of Plant and Wildlife Habitat

Although Humber Bay Park has hosted a number of wildlife species with little to no intervention to date, the continued success of habitats in Humber Bay Park will depend on careful management of vegetation communities to protect and renew sensitive plant communities and control invasive species.

The seasonal assessment of plant material, and particularly trees, is important for habitat establishment and for the safety and enjoyability of the park users.

Maintenance of Inland Water Features Equipment

The proposed modifications to the inland ponds in Humber Bay Park East will reduce the requirement for water quality management due to algae blooms. However, due to the artificial nature of the water features, electrical and mechanical equipment, pond liners and weirs must still be carefully maintained and seasonally operated to ensure a functional system and provide the programming opportunities proposed in the Master Plan.



Aerial view of Humber Bay Park

Periodic Maintenance

Special Maintenance Requirements in Response to Weather Events

Due to its exposed location on Lake Ontario, Humber Bay Park is subject to severe storm events that impact both the shorelines and inland features of the park. The maintenance plan identifies features that will require additional attention in the aftermath of unusual weather conditions or a heavy storm event.

Special Maintenance Requirements in Response to Social Events

Throughout the year, a number of events attract large crowds of visitors to Humber Bay Park. These events cause a sharp increase in pedestrian, cycling and vehicular traffic resulting in increased strain on the park's facilities. Additional waste removal, repairs to pathways and lawn areas may be required after such events.

Seasonal Access Restrictions

A key recommendation for Humber Bay Park is to implement localized seasonal access restrictions in order to allow damaged or deteriorated vegetation to be restored in the more remote areas of the park. Locations for access restrictions should be coordinated with the TRCA and with the programming initiatives outlined in the Master Plan. Access restrictions should also be accompanied by educational signs and suggestions for alternate routes within the park for visitors to enjoy during the closures.



7.2 MAINTENANCE RECOMMENDATIONS

The maintenance of Humber Bay Park must keep pace with the increased levels of use and demand for access to waterfront open spaces in the city.

Maintenance guidelines and Standards

The maintenance items listed on the following pages represent best practices guidelines, specific to the improvements described in the Master Plan. Implementation of projects must be accompanied by a detailed management plan, which will be subject to review by the TRCA and the City and subject to identification of collective priorities, funding sources and regulatory and budget approvals.

Minimum maintenance operations should be consistent with the most current City Parks Operations delivery standards. These standards should be reviewed by the City and updated as required to ensure an ongoing adequate level of service within this important City park.



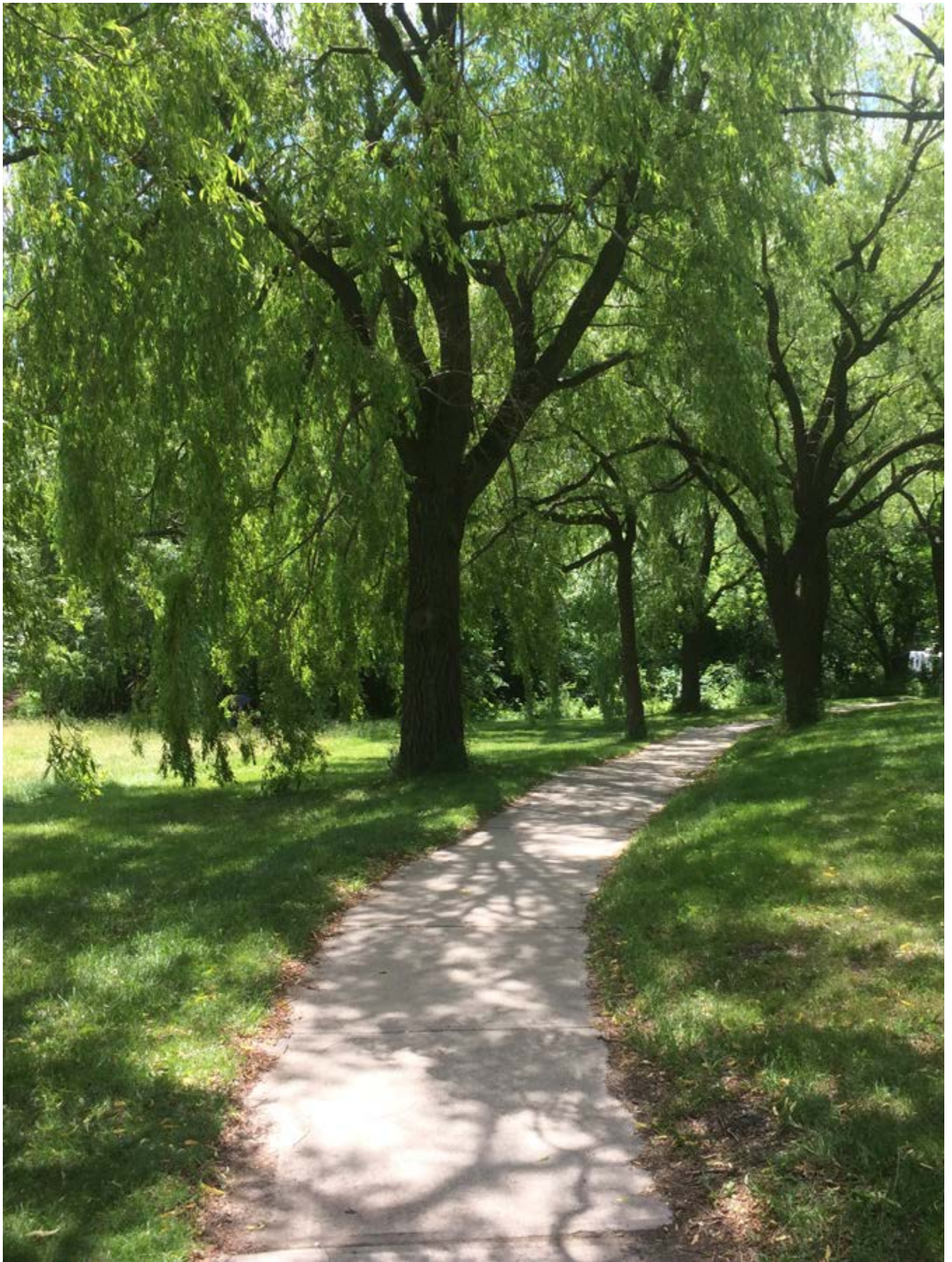
Visitors at the east pond in Humber Bay Park East

Maintenance Item	
A. Habitat	
A1.	Remove / manage invasive tree, shrub and herbaceous plant species that may impede the successful establishment of newly planted vegetation.
A2.	Periodically inspect Barn Swallow structure and bat box colony structures.
A3.	Water meadow areas during periods of extended drought to ensure survival of species and to ensure that diversity is maintained.
A4.	Establishment of meadow areas can be phased/implemented over several years. Limit access during period of establishment.
A5.	Remove/manage invasive tree, shrub and herbaceous plant species that may impede the successful establishment of newly planted trees.
A6.	Inspect / adjust beaver guards / rodent guards to protect newly planted trees from damage.
A7.	Water trees during periods of extended drought / high temperatures.
A8.	Establishment of wooded areas can be phased/implemented over several years. Limit access during period of establishment.
B. Planting	
Trees / Plantings (Non Woodland)	
B1.	Ongoing inspection and maintenance required.
B2.	Inspect / adjust beaver guards / rodent guards to protect newly planted trees from damage.
B3.	Check for winter damage in mid-March.
B4.	Water trees during periods of extended drought / high temperatures.
B5.	Add any soil amendments in early spring.
B6.	Inspect to identify presence of potential pests and diseases.
B7.	Prune to remove rubbing and or damaged trees.
B8.	Limb trees located in pavement or near paths. Remove all damaged and crossing limbs. Keep natural form.
Shrub Plantings	
B9.	Prune only to remove rubbing or damaged branches.
B10.	Never shear shrubs. Leave in a natural shape.
B11.	Grouped plants should be pruned together, never as individuals.
Lawn Areas	
B12.	Limit driving heavy vehicles on lawn areas in order to minimize compaction of soil.
B13.	Water lawn areas during periods of extended drought (21 days or more).
B14.	Remove excess leaves and debris, inspect for winter damage to lawns in mid-March. Adjust grades to minimize areas of excessive ponding/re-seed.
B15.	First spring cutting, set blade height to 5-6 cm.

7.2 MAINTENANCE RECOMMENDATIONS

Maintenance Item
C. Ponds & Pumping System
Water Intake Pipe
C1. Inspect and clean water intake of all debris/obstructions.
Electrical system
C2. Check and tighten terminals.
C3. Inspect and test control system operations.
C4. Test telemetry / alarm system.
C5. Record voltage and monitor power consumption.
C6. Inspect overtemperature and leakage sensors.
C7. Test amperage and record readings - compare with manufacturer's specifications.
Mechanical system
C8. Inspect oil / coolant for level and moisture contamination.
C9. Inspect motor for cracks / wear.
C10. Inspect impellers for damage / wear.
C11. Drain and change lubricants in accordance with manufacturer's recommendations.
C12. Check operation of valves and piping.
Ventilation System
C13. Inspect intake / exhaust and remove any blockages / debris.
C14. Inspect and test exhaust fans.
Winterization
C15. Remove pump conduct routine maintenance in accordance with manufacturer's recommendations.
C16. Switch pump system from summer outlet to winter outlet / operation (fall) and vice-versa (spring).
C17. Drain and blow-out transfer line from pump station to upstream outlet that is opposite to winter/summer operation mode.
C18. Cap upstream in operative outlet to mitigate rodent habitation.
<i>* Note: Confined space and lockout / tagout procedures must be followed for works that are performed inside of pumping station.</i>
Ponds & Linear Wetland
C19. Complete annual review / monitor plant material.
C20. Inspect ponds and wetlands for accumulated litter / garbage & remove as required.
C21. Monitor water level to ensure minimize design water level is maintained - if water levels recede, inspect pond liner for breaches.

Maintenance Item	
Control Structures & Weirs	
C22.	Complete bi-weekly visual review/ inspection to ensure weirs and waterways are free from obstructions and are clean and operating as per design parameters.
C23.	Inspect weir structures to identify potential breaches / cracks.
C24.	Inspect weir structures for accumulated litter / garbage & remove as required.
C25.	Monitor for beaver activity and remove obstructions / dams as they are constructed.
C26.	Monitor and adjust weir elevations as required to optimize pond function. Periodic drawdowns may be desirable to maintain desired plant communities.
D. Paved Surfaces	
Paved Pathways and Trails	
D1.	Complete periodic inspection to ensure pathways are safe, stable, accessible and have positive drainage.
Farmers Market Modular Surface	
D2.	Complete periodic inspection to ensure pavement is structurally stable and has positive drainage. Replace damaged modular unit pavement as required.
Roadways and Parking	
D3.	Complete periodic inspection to ensure roadways and parking surfaces are stable and have positive drainage.
Bridges	
D4.	Complete visual inspection of all footings, decking and guard rails to ensure structures are stable and sound. Ensure deck surfaces are level and waterways are clear of debris.
E. Infrastructure	
Stormwater / Site Drainage	
E1.	Inspect all CB's, inlets, and outlets to ensure that stormwater systems are fully operational with minimal obstruction. Ensure that swales are free from obstructions, and that biofiltration areas are functioning as per specifications.
Electrical / Site Lighting	
E2.	Conduct yearly inspections of all fixtures to ensure that they are operating as per specification. Clean and replace lenses and lamps as required.
F. Architectural Elements	
Park Buildings	
F1.	Complete ongoing inspections of mechanical and electrical systems and seasonal inspections of structures and direct maintenance / repair as required. (Refer to architectural design drawings/specifications for detailed information and maintenance requirements for park buildings)
Canopies & Shade Structures	
F2.	Check for seasonal damage as required. Undertake annual review and inspection of roof and structural supports.



Pathway from Lake Shore Boulevard West into Humber Bay Park West

IMPLEMENTATION & PHASING



8.1 MASTER PLAN IMPLEMENTATION

Phasing

The projects identified for implementation in the Master Plan are divided into three categories: small-scale or incremental projects, medium-scale projects and large-scale projects.

Projects are not presented in a priority sequence but rather as a palette of options that can be considered subject to a detailed design process and review by the TRCA and the City and subject to identification of collective priorities, funding sources and regulatory and budget approvals.

Small-scale or incremental projects

These are improvements that are not site specific and that can be

implemented strategically over time throughout the entire park. Some of these projects have previously been identified by the TRCA and /or the City and could be funded through Parks and Capital Projects annual Parks Plan and state of good repair budgets.

Medium-scale projects

These projects are those that will require project-specific funding as well as some coordination to ensure that they are staged to have minimal impact on the operation of the park.

Cost sharing, partnership funding or resource sharing for implementation of these projects may be required

Large-scale projects

These improvements include most of the Master Plan's most significant and substantial recommendations. These projects will go the furthest in defining the future character of Humber Bay Park and include the implementation of the redefined West Market Area, the Humber Bay Park East Building Project and the Ponds & Linear Wetland Reconfiguration and Improvements, among others.

These projects would require significant funding and coordination to implement.



Tree planting and habitat creation in Humber Bay Park West

Staging

A number of the projects identified in the Master Plan are currently funded and are underway. This presents opportunities to stage related works to take advantage of constructor mobilization in a particular area of the Park.

As projects are implemented, it is important to consider the opportunities to stage the improvements to ensure that some areas of the park remain usable and accessible for visitors and that important or sensitive habitats are disturbed as little as possible.

Staging of projects should consider consideration of “in-water”

construction activities during bird nesting seasons, where regulations may require moratoriums on construction activity, which may impact timelines and construction schedules.

There are also economies of scale that can be achieved if several related projects are implemented in close succession, reducing the duration of disturbance within the Park, and minimizing costs for mobilization, materials and labour.

The Master Plan identifies projects that could benefit from concurrent implementation.

Partnerships

Implementation of individual projects is contingent on TRCA and City priorities, approvals, additional consultation process (if required), funding and budget approvals from the City and its partners.

Potential funding or implementation partners have been identified for each project. These include the TRCA, City departments, other public agencies and private or volunteer organizations.



8.2 SMALL-SCALE & INCREMENTAL PROJECTS

High priority interventions designed to make an impact quickly.

A1. Pathway Improvements

This item includes the resurfacing & realigning of pathways and trails to meet accessibility requirements. Improvements can be implemented incrementally as budgets allow and should be considered in conjunction with all medium and large-scale projects in the park.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A2. Integrated Park Signage & Wayfinding

This item includes the Implementation of the City's Parks and Trails Wayfinding Strategy including new elements of interpretation and education throughout the Park.

The Park's wayfinding elements should be coordinated with adjacent amenities, including the Waterfront Trail and Butterfly Garden in Humber Bay Shores as well as the new Parks and Wayfinding strategy being led by Ravine and Natural Feature Protection and Urban Forestry.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A3. Shoreline Experiences

This item includes improvements to the non-motorized boat launch near the Market Plaza as well as localized vegetation removal for viewpoints, and improvements to shoreline access.

All improvements to the shoreline itself, including debris removal and revetment repairs are the purview of the TRCA and are not included within the scope of this Master Plan.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A4. Shoreline Lookouts

This item includes the construction of shoreline lookout structures, landforms and localized vegetation clearing.

Feature lookouts could be implemented in conjunction with Pathway Improvements (A1).

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A5. Habitat Enhancements

This item includes incremental improvements to vegetation communities throughout the Park, in order to enhance habitat.

A number of habitat enhancement initiatives are currently ongoing and managed by the TRCA, including the removal of invasive Burdock in Humber Bay Park East, and the management of wetland embayments along the Mimico Creek and Humber Bay Park East shoreline.

Habitat Enhancements could be implemented in conjunction with Pathway Improvements (A1), Improvements to the Dogs Off-Leash Area (B2), with the Ponds & Linear Wetland Reconfiguration and Improvements (C6) and the reconfiguration of the Western Peninsula Parking and Circulation (C7).

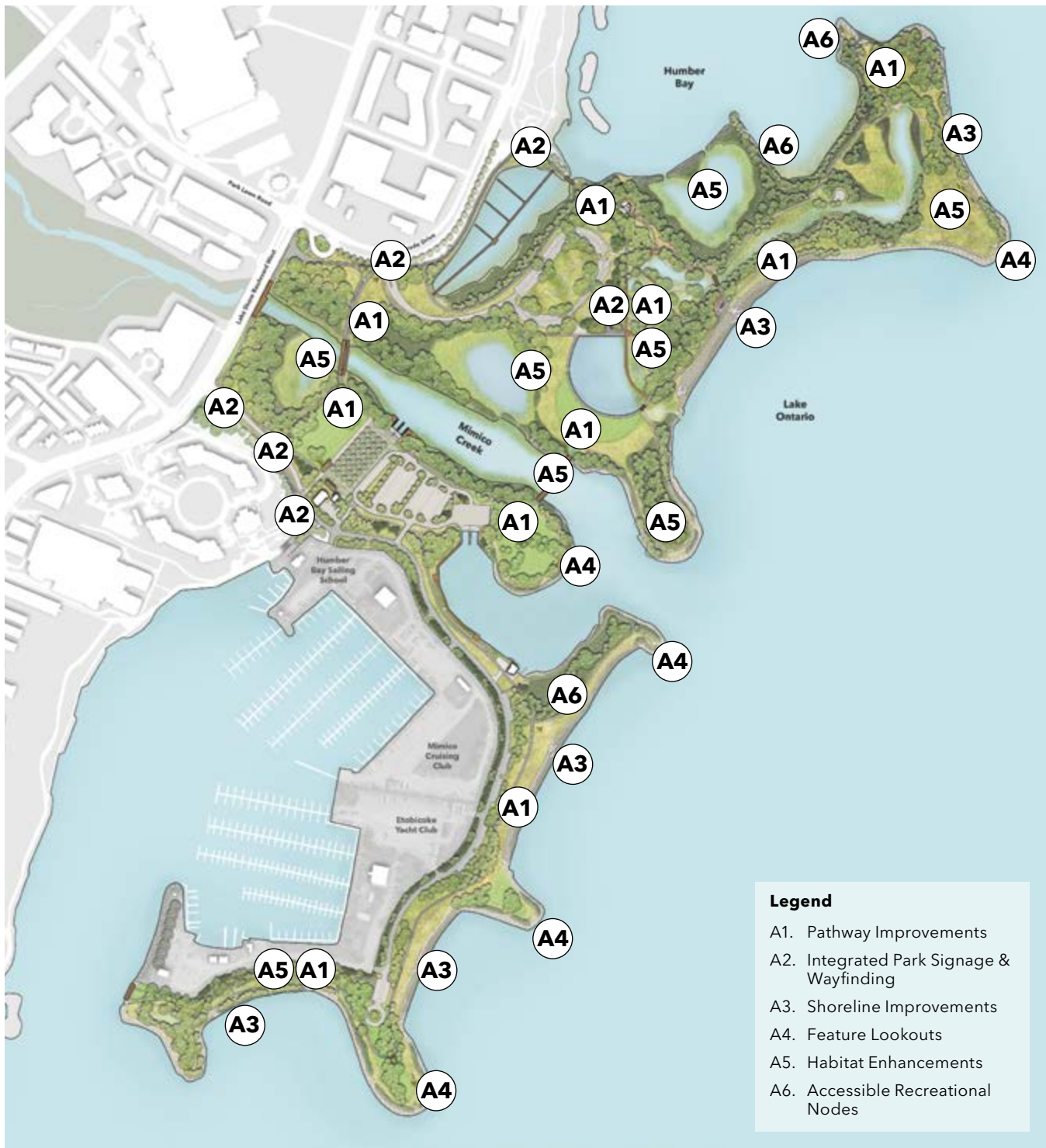
Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A6. Accessible Recreational Nodes

This item includes the construction of recreational nodes and access pathways in Humber Bay Park East.

Two nodes were funded and constructed by the TRCA and completed in the summer of 2018.

Partners: TRCA.



Small-scale & incremental projects key plan

8.3 MEDIUM-SCALE PROJECTS

Improvements that require funding, coordination and phasing to be implemented in the short to mid term.

B1. Park Shelters and Structures

This item includes the construction of shade structures and windscreens throughout the Park, as well as any seasonal or temporary structures.

The installation of new park shelters can easily be implemented as stand-alone projects, however the construction of shelters in the Redefined West Market Area (C3) and in the Dogs Off-Leash Area (B2) are important to the success of these upgraded park spaces.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B2. Dogs Off-Leash Area Improvements

This item includes the expansion of the off-leash area toward the parking lot, reconfiguration of fences, and pathways, improvements site furnishings, shelters, lighting and new plantings.

Habitat Enhancements (A5) to areas adjacent to the off-leash area should be undertaken concurrently to minimize impacts to existing plant and wildlife communities.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA, private clubs and volunteers.

B3. Children's Playground

This item includes the construction of a new children's playground in Humber Bay Park West.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B4. Feature Lookout at Humber Bay Park West

This item includes the construction of a new lookout structure at the end of the western peninsula, as well as pathway improvements and naturalization of the area along the boat club property line.

Habitat Enhancements (A5) to areas adjacent to the off-leash area should be undertaken concurrently to minimize impacts to existing plant and wildlife communities.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B5. Humber Bay Park West Boardwalk

This item includes the construction of a new boardwalk at the shoreline between the existing boat launch and the Police Marine Unit building in Humber Bay Park West, as well as associated access paths and lookout platforms at each end.

The boardwalk could be implemented in conjunction with Pathway Improvements (A1).

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B6. Air India Memorial Improvements

This item includes the reconfiguration and resurfacing of pathways and seasonal plantings between the two portions of the memorial, as well as improved seating and lighting and interpretive signage.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B7. Enhanced Marine Amenities

This item includes the rehabilitation of the small boat launch adjacent to the Market Plaza and will include localized removal of debris at the launch site and reconstruction of structures to facilitate the launch of non-motorized craft into Mimico Creek, as well as the construction of a small pick-up and drop-off area adjacent to the boat launch. This item also includes the provision of new accessible viewing platforms adjacent to each boat launch, resurfacing of accessible pathways and new site furnishings.

Enhanced marine amenities could be implemented in conjunction with the Redefined West Market Area and Parking Reconfiguration (C3).

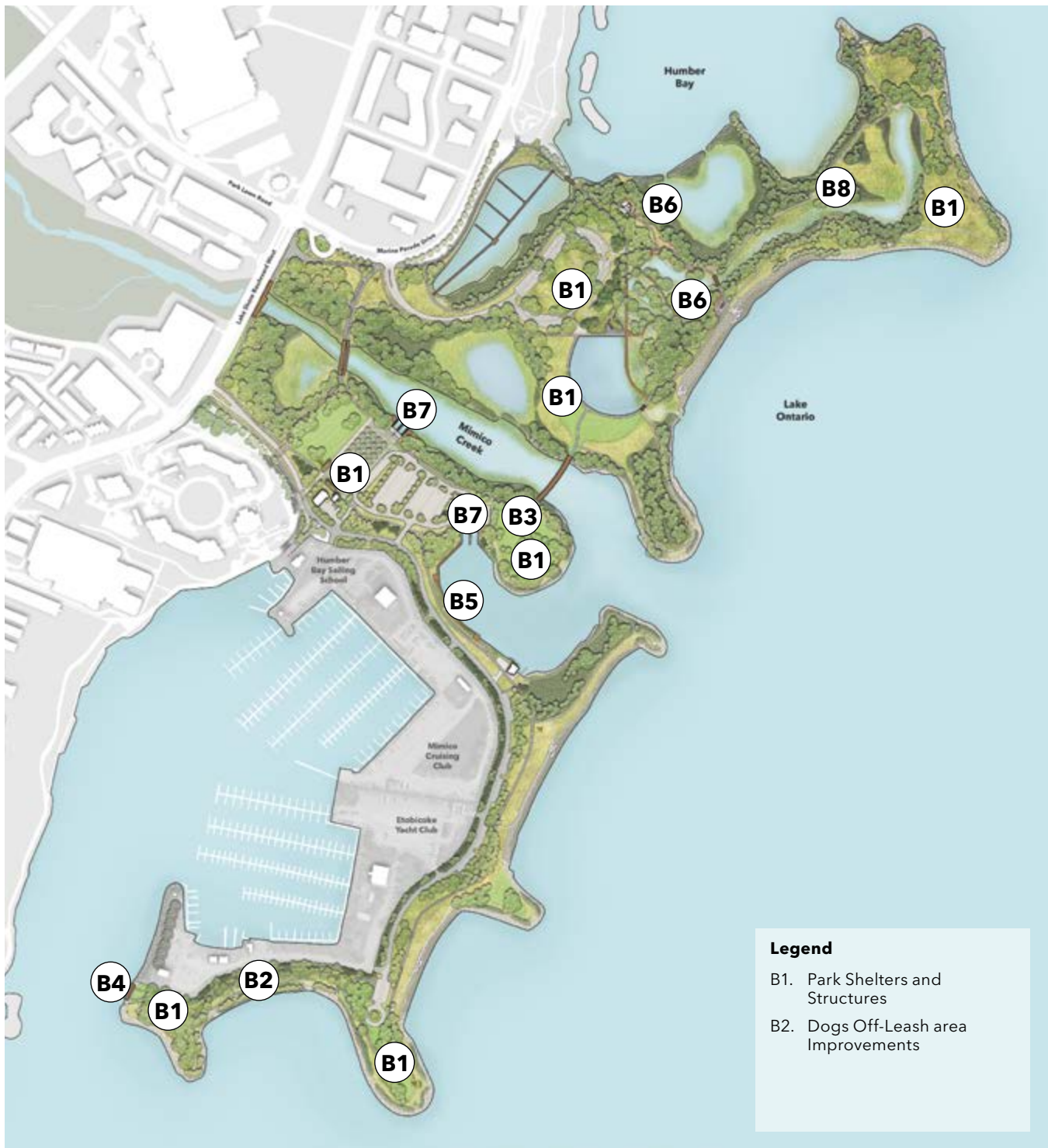
Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B8. Outdoor Education & Nature Observation Amphitheatre

This item includes the rehabilitation of the outdoor amphitheatre in Humber Bay Park East and associated seating and localized vegetation removals adjacent to the existing water channel.

The rehabilitation of the amphitheatre can be implemented in conjunction with Pathway Improvements (A1), Integrated Park Signage & Wayfinding (A2).

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.



Medium-scale projects key plan

8.4 LARGE-SCALE PROJECTS

Improvements that require significant funding & coordination of phasing to be implemented the short to long term.

C1. Mimico Creek Bridge, Pond Bridges & Lake Shore Boulevard Bridge Improvements

This item includes rehabilitation of the deck surface and the widening or twinning of the existing Mimico Creek, as well as the widening of the south sidewalk and creation of a lookout area on the Lake Shore Boulevard bridge. It also includes the rehabilitation and widening of the bridges over the pond weirs in Humber Bay Park East to accommodate maintenance and emergency vehicle requirements.

Partners: City of Toronto (Transportation Services, Parks, Forestry and Recreation), TRCA.

C2. New Mouth of Mimico Creek Bridge

This item includes the construction of a new bridge over the mouth of Mimico Creek, south of the existing bridge to complete a pedestrian loop within the Park Core.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

C3. Redefined West Market Area and Parking Reconfiguration

Includes the removal of the northernmost parking lot and creation of the Market Plaza and Market Green, as well as the reconfiguration of existing parking lots to maximize parking spaces.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

C4. Humber Bay Park East Entrance Meadow and Parking Reconfiguration

This initiative includes the removal of the existing parking lot and the creation of a new entrance drive and loop road with reconfigured parking, as well as the new pollinator meadow plantings, pathways, site furnishings and lighting.

Implementation of the East Entrance Meadow could be staged in conjunction with the new Humber Bay Park East Building Project (C5), as the two are intrinsically linked.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

C5. Humber Bay Park East Building Project

This item includes the demolition of existing building in Humber Bay Park East and the construction of a new building, integrated into the landscaped berm north of the new recreational pond.

It is recommended that the New Building be staged concurrently with the Ponds & Linear Wetland Reconfiguration and Improvements (C6), as construction of the building would be directly impacted by changes to the north pond edge and adjustments of pond water levels.

Design and construction of the new building is currently funded through the City's Capital Improvements budget, and implementation is ongoing.

Partners: City of Toronto (Capital Improvements, Parks, Forestry and Recreation), TRCA.

C6. Ponds & Linear Wetland Reconfiguration and Improvements

Updated interior ponds and channels are included along with habitat area enhancements around this area.

It is recommended that the implementation of the Ponds & Linear Wetland Reconfiguration and Improvements be staged concurrently with the new Humber Bay Park East Building Project (C5), as construction of the building would be directly impacted by changes to the north pond edge and adjustments of pond water levels.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

C7. Reconfigured Western Peninsula Parking and Circulation

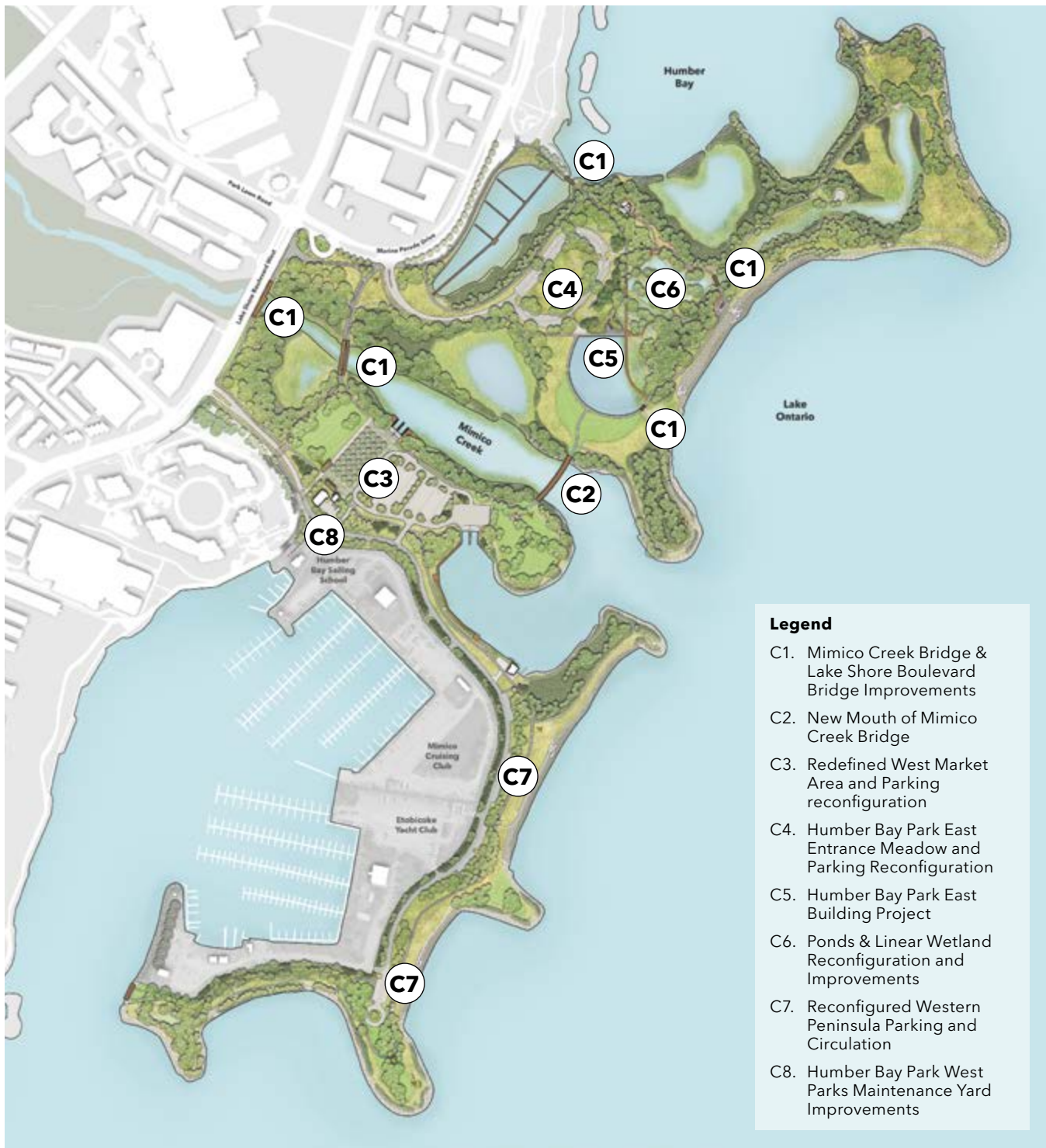
This item includes the removal of the parking lots on the points of the Western Peninsula, the realignment of the roadway reconfiguration of parking, as well as the reconstruction of the multi-use pathway, upgrades to site furnishings, and site lighting along the Western Peninsula.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

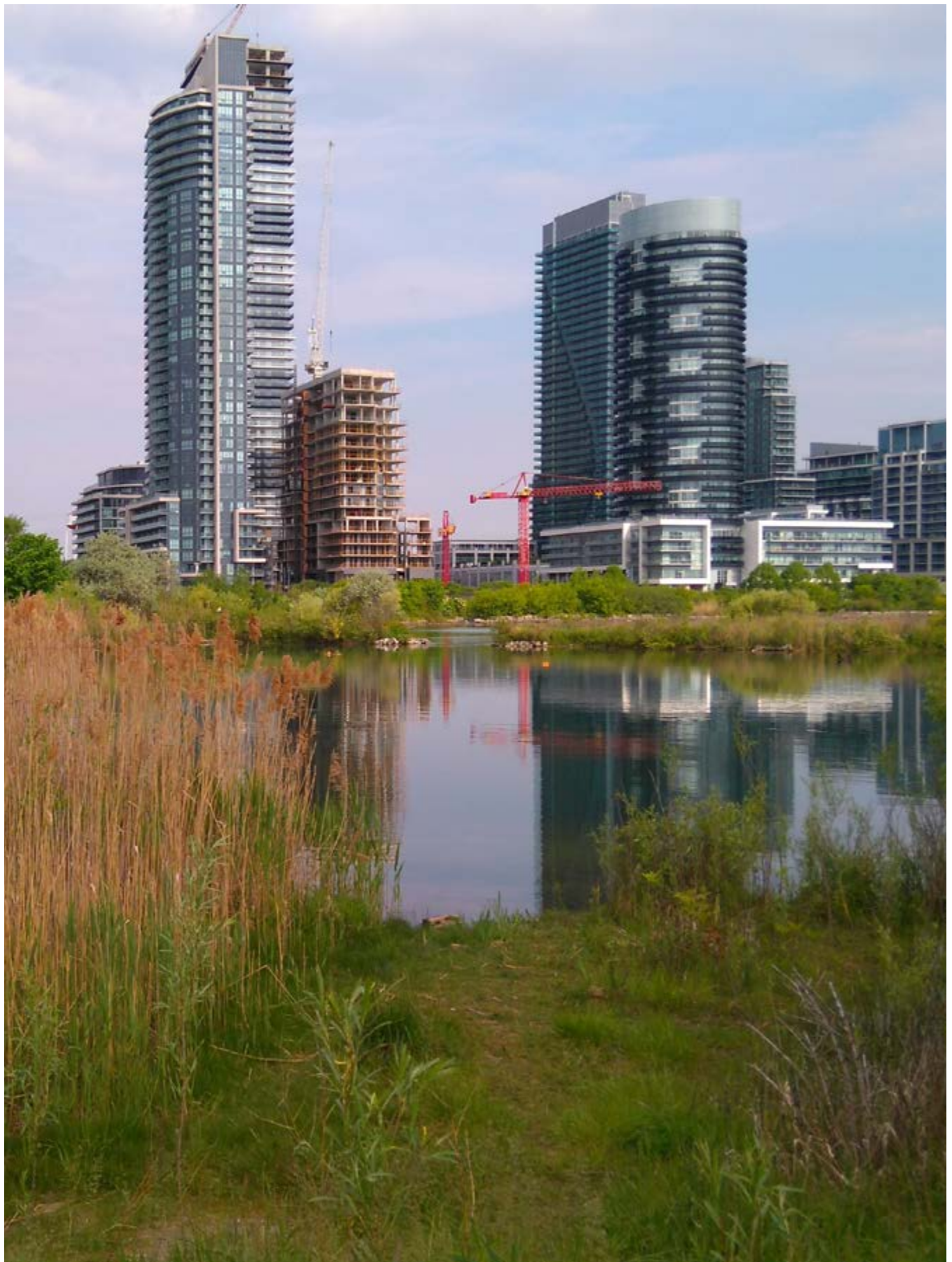
C8. Humber Bay Park West Parks Maintenance Yard Improvements

This item includes the possible expansion of the maintenance yard, with improvements to the existing building to better meet the requirements of Parks staff.

Partners: City of Toronto (Parks, Forestry and Recreation).



Large-scale projects key plan



View to emerging Humber Bay Shores neighbourhood from Humber Bay Park East