

3.10 Public Art

There is a very successful historic mural program in Islington Village that animates the area and tells a story of the community's change over time, as well as a number of sculptures in front of private developments along Islington Avenue. Through the efforts of Mabelle Arts, Mabelle Park has been transformed into a creative hub and cultural destination that features temporary installations and community events that are very important to the neighbourhood.

Outside of these areas, however, there is very little public art in the Centre. Additionally, the mural program, though successful, only reflects the nineteenth and twentieth century European heritage of the community, omitting the stories of the many new Canadians that live in the Centre and their stories of migration.

Public art is an integral part of city building, enabling the built form to tell stories and pose questions. For the Centre to achieve the future envisioned for it, there must be much more.

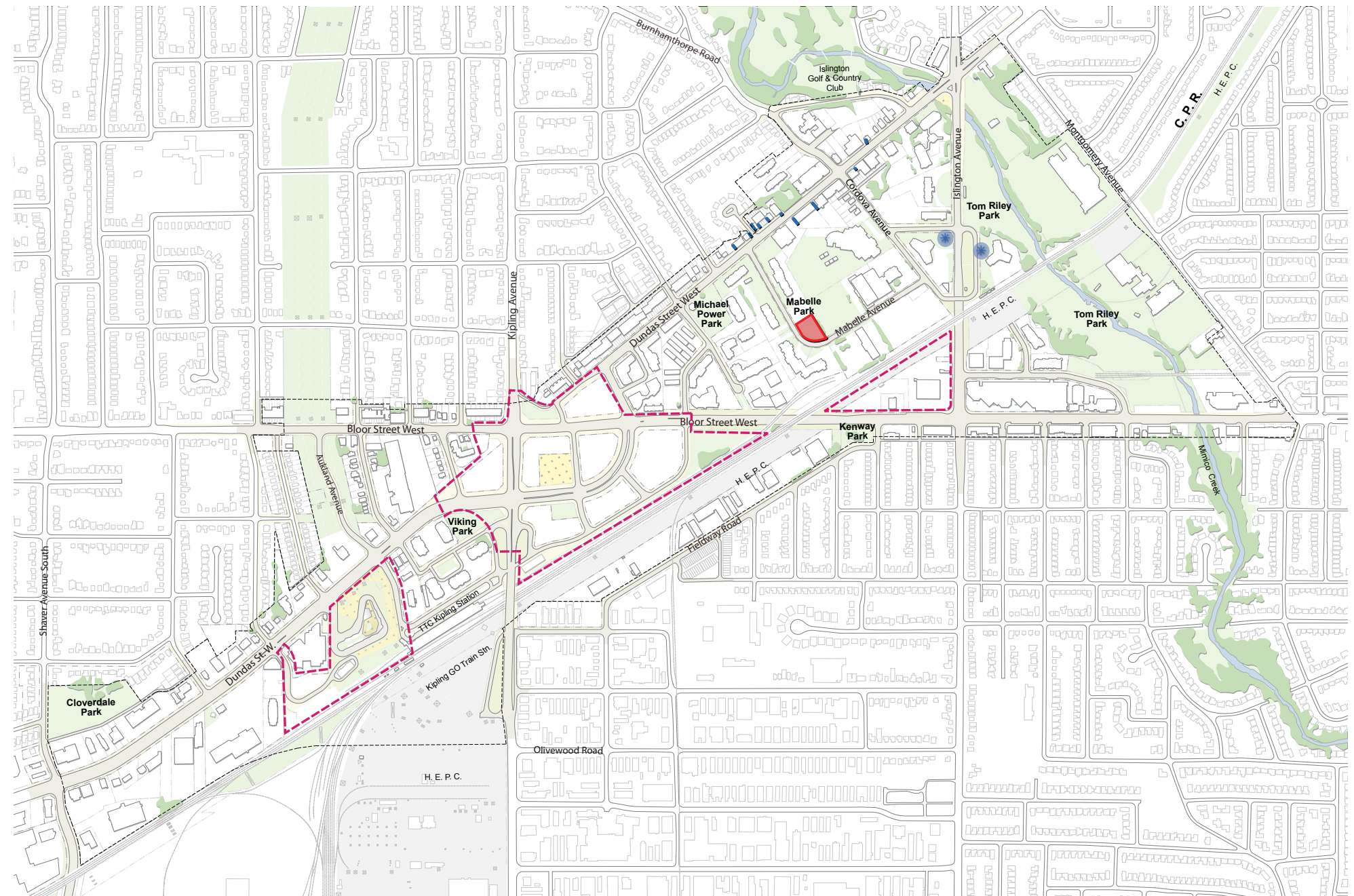


Public art on Islington Avenue



Dionne Brand mural poem off Dundas Street West (Islington Village)

Map 13: Existing Public Art



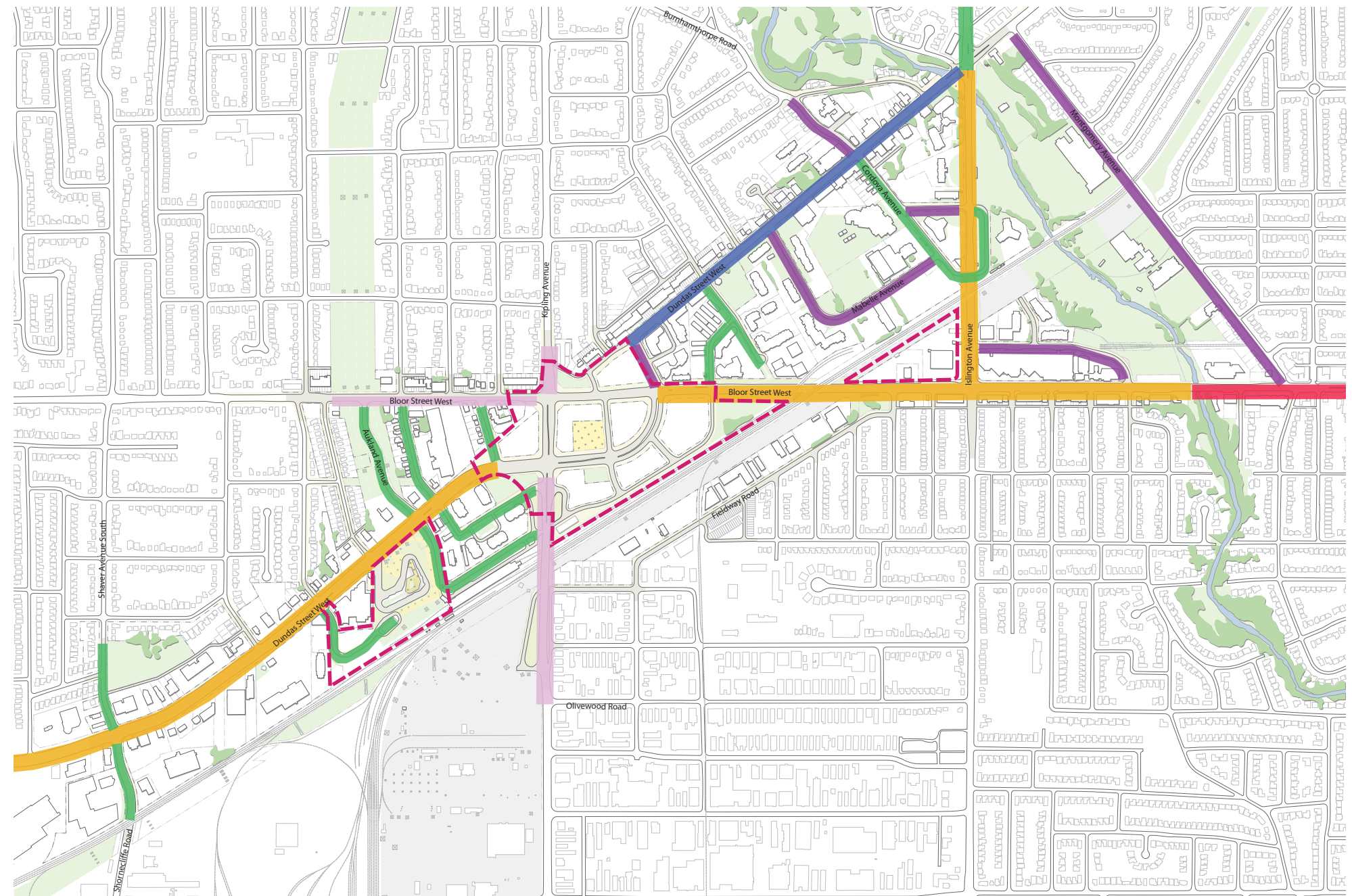
- Existing Mural
- Existing Public Art
- Mabelle Park Cultural Destination
- Area of major future change

3.11 Pavement

The paving through the Centre is currently disjointed, with a number of standards adopted in different areas. The effect is that the Centre does not feel like a single, unified place. Areas that should have pavement markings that identify their civic importance, such as transit stations, have no visible identity on the streetscape.

The Centre is a large area, and not every street should have identical streetscape treatments. However, a common paving detail along corridors would help unify the Centre and create a coherent sense of identity. Large portions of the Centre will be rebuilt in the coming years to accommodate new development and city building projects, presenting an opportunity to put a new streetscape in place that reflects the importance and identity of the Centre.

Map 14: Existing Pavement Treatments, (as per City of Toronto Streetscape Manual)



- P.1
- P.1, P.3
- P.1, P.7
- P.1, P.3, P.7
- P.7, P.8
- Special Area (TBD)
- - - Area of major future change



New streetscape on Dundas Street West



Existing streetscape in Islington Village



Existing Paving Conditions

P-1



Bloor Street, East of Islington Avenue

P-3



Bloor Street, East of Tom Riley Park

P-7



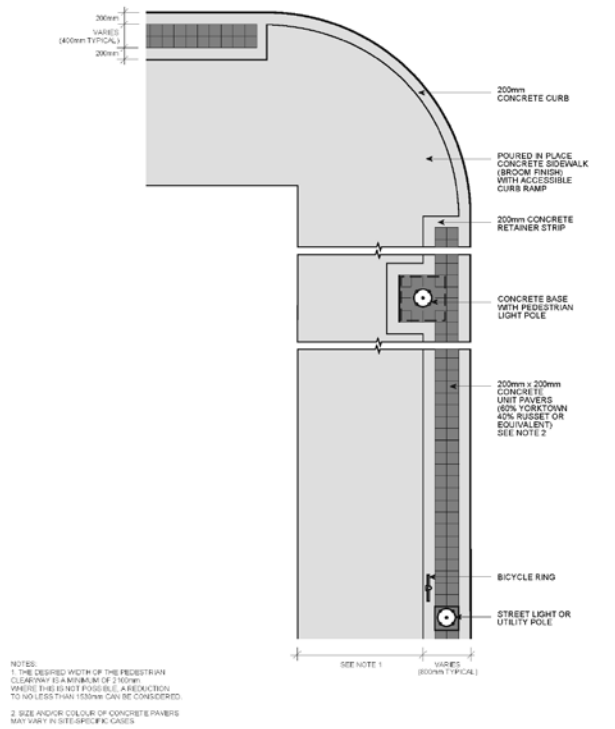
Bloor Street, West of Kipling Avenue

P-8



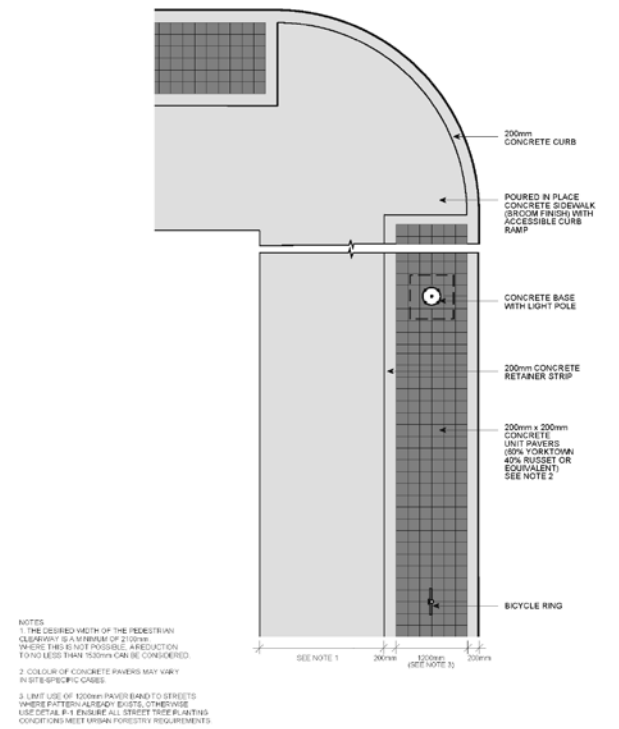
Bloor Street, East of Montgomery Road

PAVING



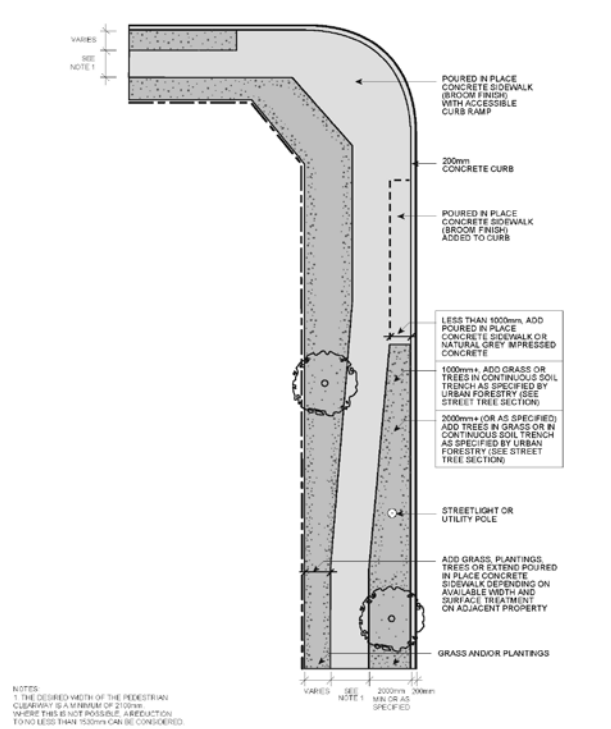
Toronto Urban Design	Concrete Paver Band (2 Rows)	
Streetscape Manual	Special Street, Major Street, Existing Main Street, Emerging Main Street	P-1

PAVING



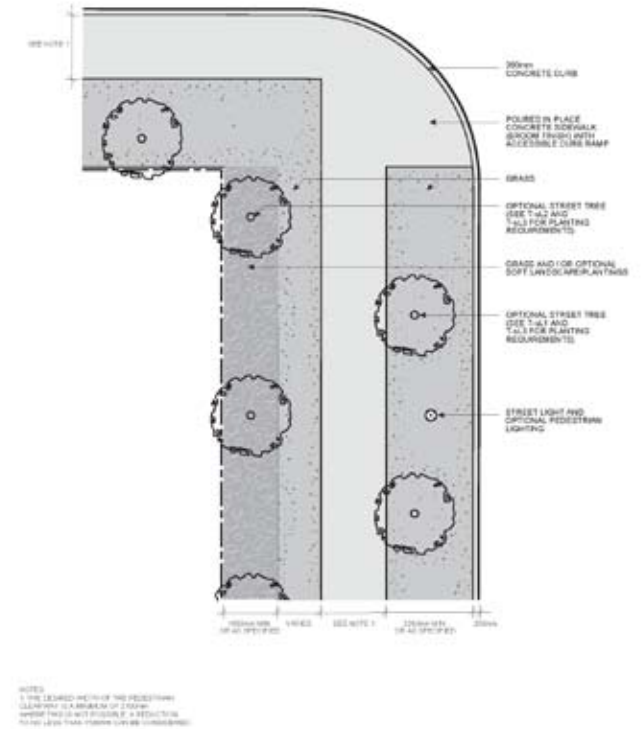
Toronto Urban Design	Concrete Paver Band (8 Rows)	
Streetscape Manual	Special Street, Major Street, Existing Main Street	P-3

PAVING



Toronto Urban Design	Hard/Soft Landscaped Boulevard	
Streetscape Manual	Emerging Main Street, Intermediate Street, Scaric Street	P-7

PAVING



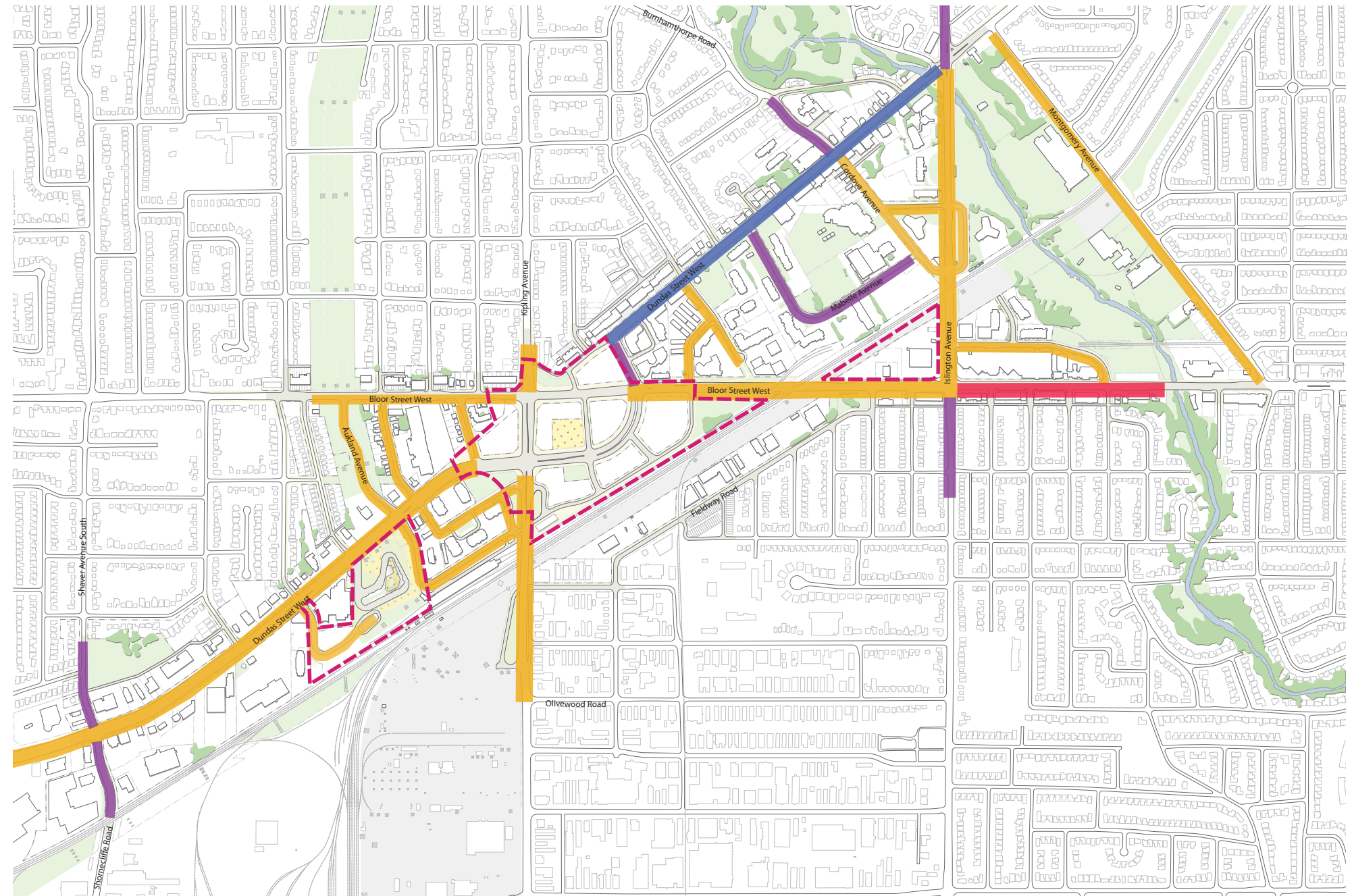
Toronto Urban Design	Soft Landscaped Boulevard	
Streetscape Manual	Emerging Main Street, Intermediate Street, Scaric Street	P-8

3.12 Lighting

A variety of lighting standards are applied throughout Etobicoke Centre. While not as disparate as the paving detail, the existing lighting is generic and does not create coherent sense of identity throughout the Centre. The lighting highlights only the roadways, with no attention dedicated to the pedestrian realm.

Substantial portions of the Centre will be rebuilt to accommodate new development. As this development moves forward, the City will need to replace street lights, creating an opportunity to replace the existing light standards with something more distinct and contemporary. The pedestrian realm can also benefit from dedicated lighting in areas that will ultimately accommodate the highest volumes of pedestrian traffic.

Map 15: Existing Lighting Treatments (as per City of Toronto Streetscape Manual)



Generic lighting on Bloor Street West

- Ls-20
- Ls-18
- L16 cobra
- Special Area (TBD)
- Area of major future change



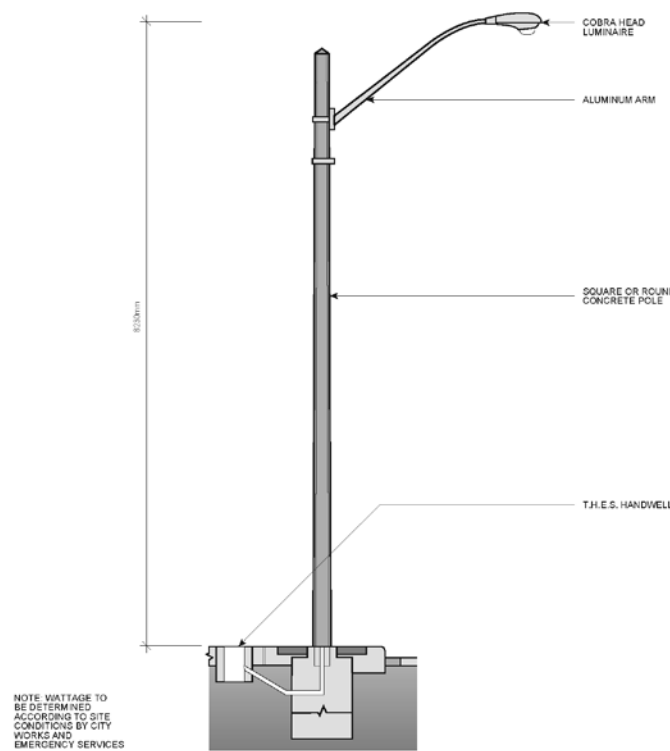
Existing Lighting Conditions

Ls-16



Near Dundas West in Islington Village

• LIGHTING •



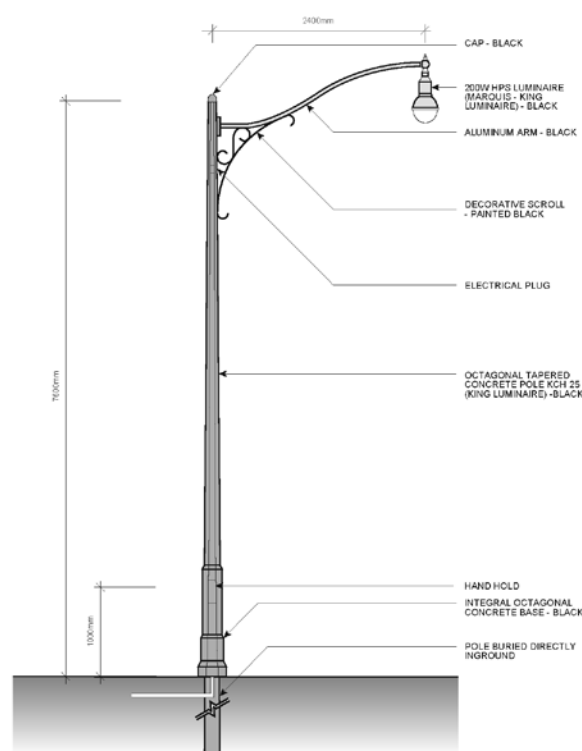
Toronto Urban Design Streetscape Manual	Cobra Head Street Light All Districts	L-16
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Ls-20



Islington Village

• LIGHTING •



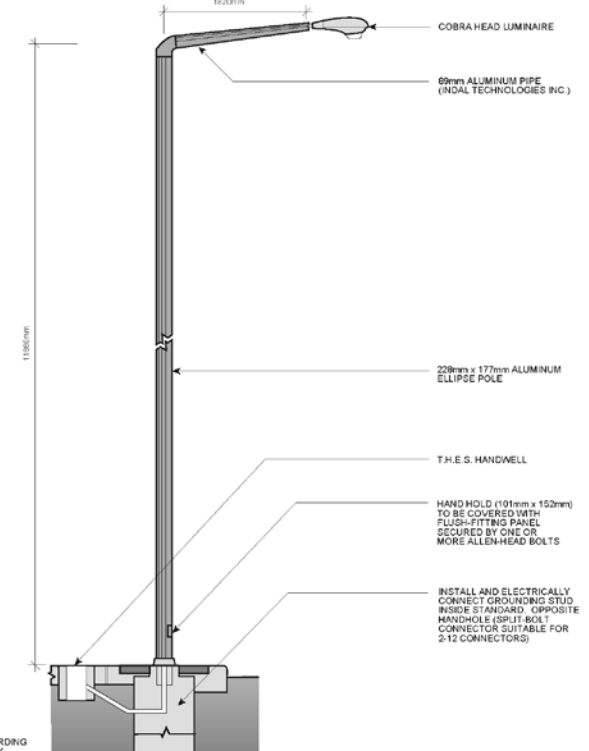
Toronto Urban Design Streetscape Manual	Street Light Etobicoke Centre Secondary Plan Area Sheppard East Subway Corridor Secondary Plan Area North York Secondary Plan Area (Aurville Area)	L-s20
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Ls-18



Six Points Interchange

• LIGHTING •



Toronto Urban Design Streetscape Manual	Street Light Bloor Street West (Islington Avenue to Yonge Street) Bloor Street East (Yonge Street to Don Valley Parkway) Danforth Avenue (Don Valley Parkway to Woodbine Avenue)	L-s18
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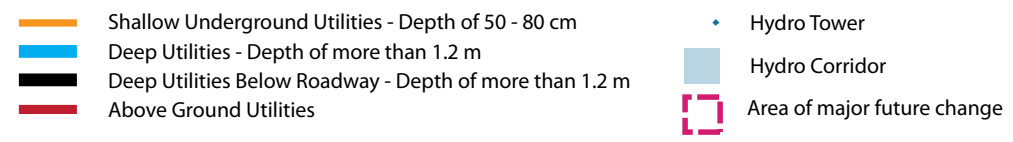
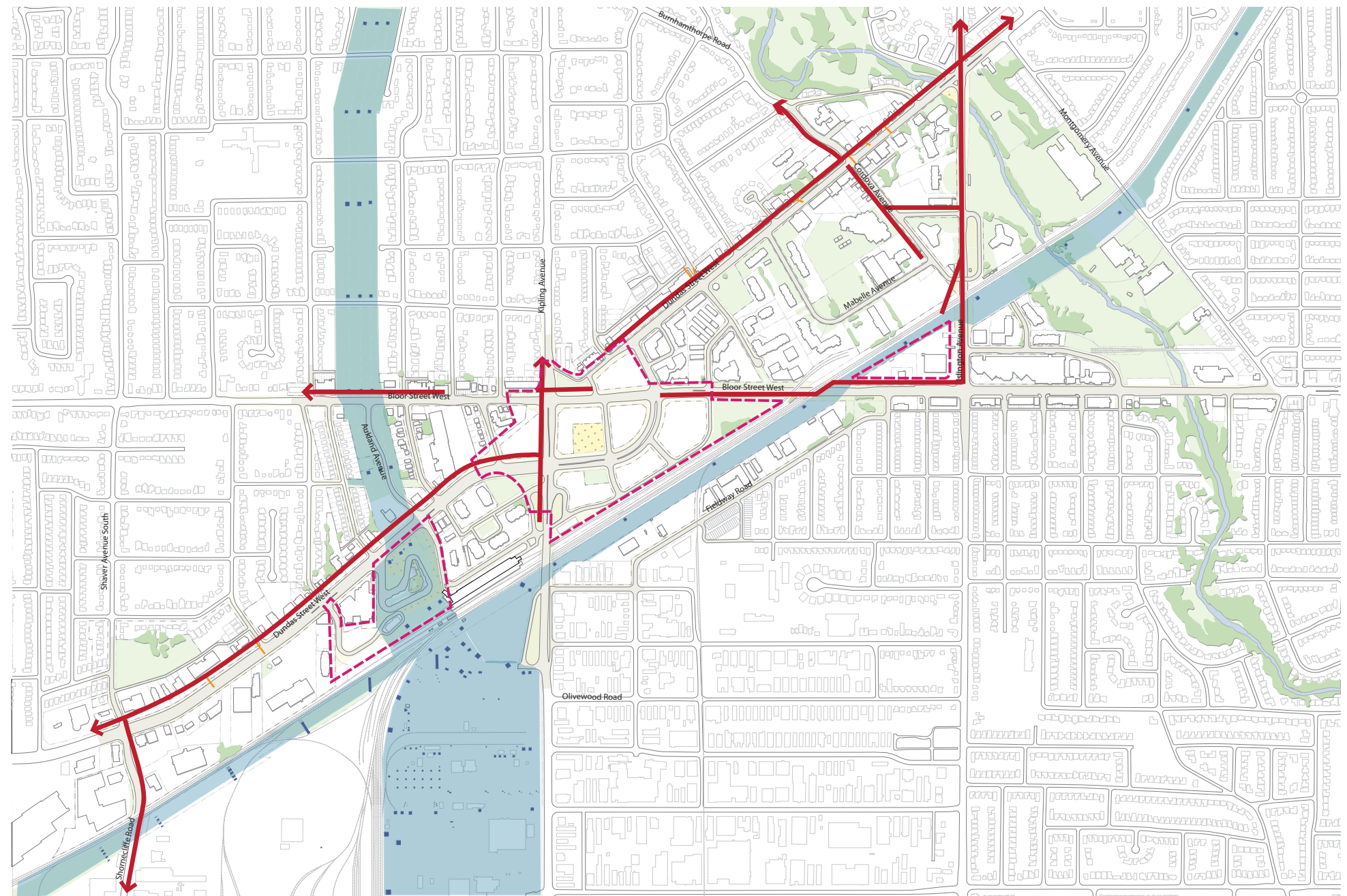
3.13 Utilities

The above- and below-grade utilities have both visible and invisible impacts on the public realm. Above ground, the utilities have a negative visual impact on the environment, obscuring and cluttering important view corridors. Below grade, the utilities present challenges to tree-planting in certain areas throughout the centre, as they are shallow and interfere with healthy tree growth.

In the areas where the roadway and streetscape will be substantially rebuilt, such as the Six Points Interchange, there is an opportunity to bury above-grade utilities to reduce visual clutter and improve the aesthetic experience of the built environment. In these areas, below-grade utility placement can also be coordinated with projected tree planting locations to stimulate healthy tree growth while remaining accessible to utility providers in case of maintenance.

Two Hydro corridors bisect the Centre, one running in parallel to the rail corridor and the other travelling north south to the west of the Six Points Interchange. Beyond the utilitarian function, these corridors also provide valuable spaces in the community in terms of green space and secondary transportation corridors. They might be re-purposed as bicycle routes or informal recreational space to serve as community amenities.

Map 16: Existing Utilities



Utility information compiled from:

- City of Toronto Technical Services, 1950 - 1990
- Telus, 2002
- Rogers, 2010

