



# Hanlan Boat Club

June 21, 2017

## Introduction

- Hanlan Boat Club last presented to DRP in March 2017
- The team will be presenting Schematic Design today

### **Key Dates for Hanlan Boat Club:**

- Construction start is scheduled for the fall 2017

## Policy Context - Central Waterfront Secondary Plan

### Creating Dynamic and Diverse New Communities

(P37) Innovative approaches for providing the necessary community infrastructure will be explored, including shared use of schools, community services and facilities.

(P49) Boating opportunities will be expanded to draw city residents, workers and tourists to the waterfront.

# Site Context



— Designated Design Review Area  
— Hanlan Boat Club

## Background

- Hanlan Boat Club is one of several boating clubs that lease parkland south of Regatta Rd.
- All the lands South of Unwin are part of one undivided park parcel. The lands in green are subject to TRCA planning controls and regulations.



## Background

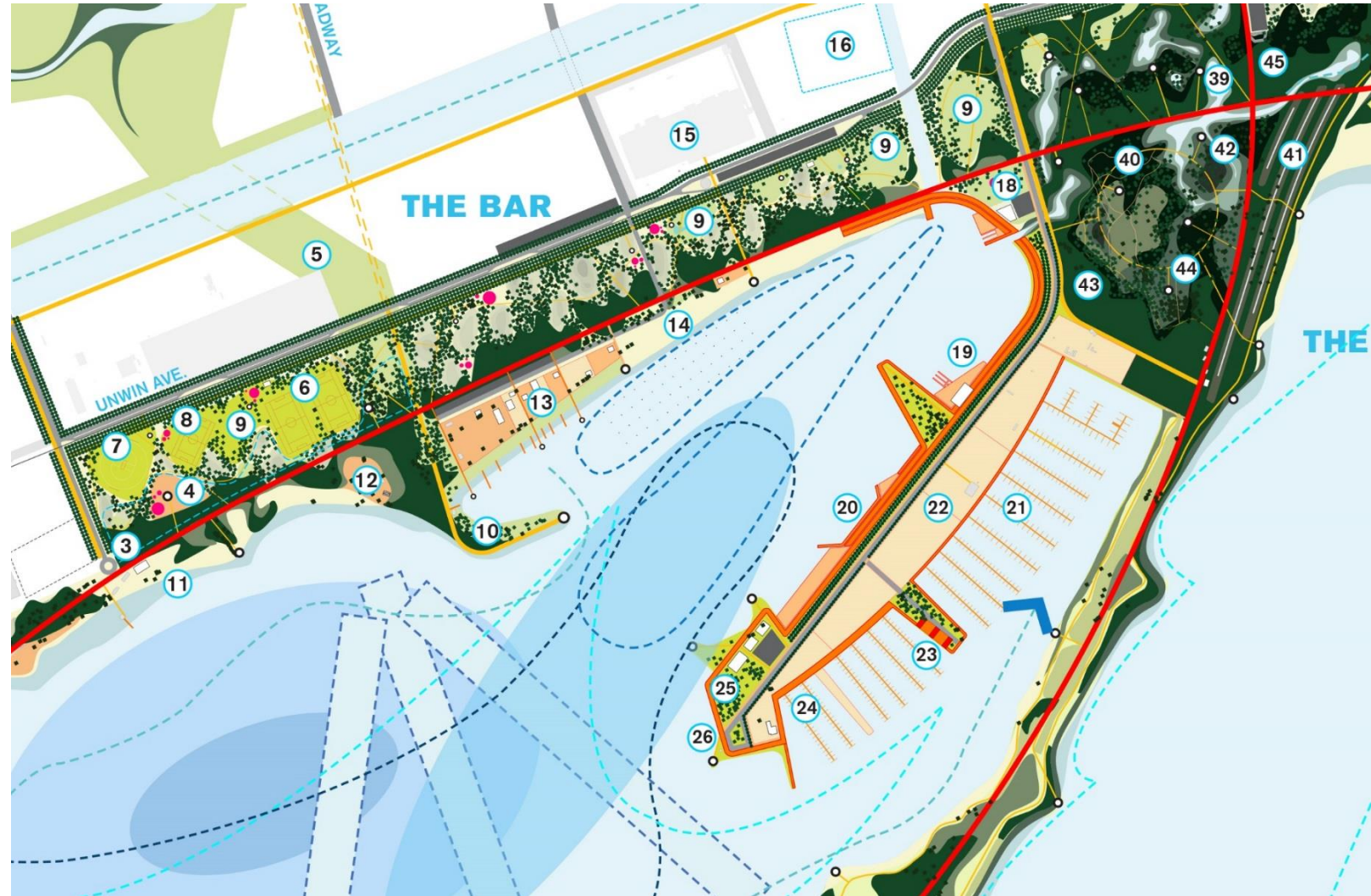
Regatta Road is an un-serviced park road, with a rural cross-section, +/- 20m south of the Martin Goodman Trail.



# Background

The LOP Master Plan contemplated:

- Realigning Regatta Rd. and formalizing its cross-section
- Moving Hanlan Boat Club to another location (19)
- Re-organizing Boat Clubs (13) to allow public access to peninsula (10)
- Creating a main pedestrian/cycling transect that would run parallel to Regatta Rd.
- Keeping boat clubs as far from the shoreline as possible



# Recap

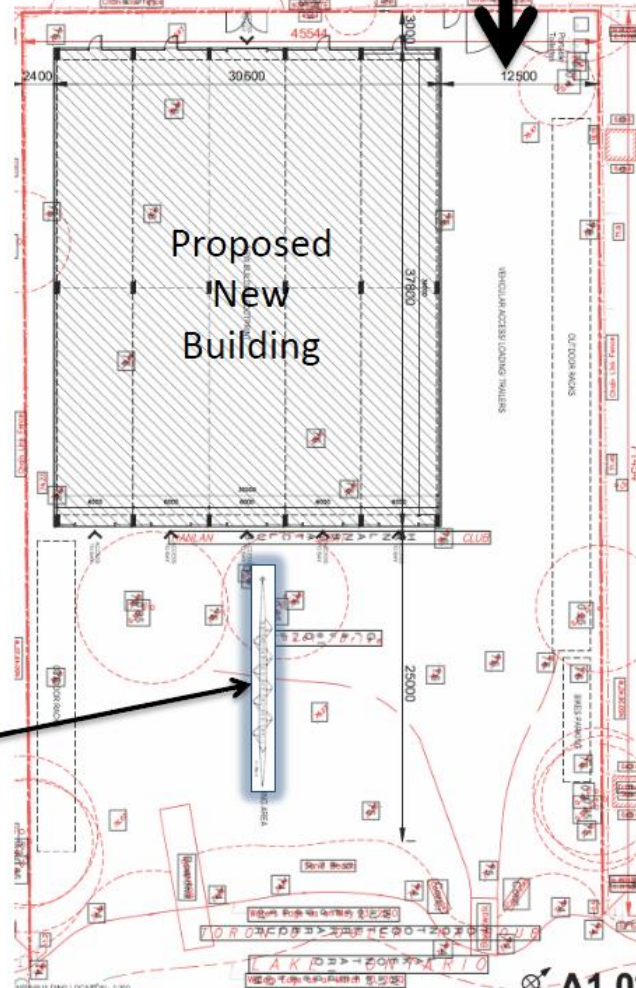
Site Plan from March 2017

## Diagram

Regatta Road and Parking



Access for  
trailers,  
cranes,  
bicycles,  
pedestrians



Rowing Eights  
approx. 20m.  
Need room to  
maneuver!



Lake Ontario

Hanlan Boat Club

Proponent: Hanlan Boat Club

Design Team: Lieux Architects

Review Stage: Schematic Design




## Recap

### Panel Comments from March 2017:

- The simplicity of the “industrial greenhouse” concept is good.
- Explore the possibility of having a weather protected waiting area, whether it be an overhang or garage doors on the north side of the building.
- There needs to be a presence on Regatta Road through signage, windows on the north side, or a “front” door.
- Public realm is key - work around the existing landscape features and think about strategically planting more trees onsite.
- The building design should not be a pure “catalogue” product that is driven solely by budget, but needs some design moves.
- Consider using the building to provide some indoor amenity space.

## Areas for Panel Consideration

- Appropriateness of the materiality and colour of the weather protected waiting area
- Materiality and colour (opacity and transparency) of the building
- The treatment of the landscape / ground plane
- Revised building location



**HANLAN BOAT CLUB, NEW BOAT HOUSE**

**WATERFRONT TORONTO, DESIGN REVIEW PANEL**

**STAGE 2 - SCHEMATIC DESIGN / PRELIMINARY DRAFT PLAN**

**June 2017**

Site History

Site Usage

Existing Site

Response Stage 1

Precedents

Site Program

Concept Design

Public Realm

Materials

Sustainability

Conclusion



Photo by Brian Summers

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## **Policies and Guidelines:**

### ***Connecting the city to the lake***

## **Hanlan Boat Club Proposal**

**A small piece of a larger environment**

**Recreational use of the waterfront**

**Clean up and revitalize the site**

**Low, translucent building to maximize the view of the lake from Regatta Road**

**Be a facility to support the existing and future communities**

**Provide bicycle parking (30 spots)**

**Maintain historical use of the site**

**Enhance the quality of the site through building and amenity layout and location**

**Set building further back from the water**

**Diverse and native planted habitat, to encourage flora and fauna biodiversity on and around the site**

**Improving the site improves the experience of the growing community of rowers**

**Expanding the storage facility allows for growth of the club**

Site History

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**1970**

**Site being used for boating activities**

Aerial photographs from City of Toronto Archives, series 12

Site History

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**1975**  
Hanlan Boat Club and Regatta Road developed

Aerial photographs from City of Toronto Archives, series 12

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**1977**  
**First Quonset hut at Hanlan Boat Club**

Aerial photographs from City of Toronto Archives, series 12



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**1983**

**Increasing activity and new docks around the site**

Aerial photographs from City of Toronto Archives, series 12

Site History

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**1989**  
Second Quonset hut at Hanlan Boat Club

Aerial photographs from City of Toronto Archives, series 12

Site History

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**1991**

Ongoing development of the now established boat clubs

Aerial photographs from City of Toronto Archives, series 12

Site History

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Present Day

Site History

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Founded in 1975 by Sam Craig to establish the Upper Canada College Rowing Program.

Hanlan Boat Club is home to Havergal College, Upper Canada College, the University of Toronto Rowing Team, a thriving Competitive Club Membership, and a growing stable of Community Programs.



Photo by Brian Summers

# Hanlan



Havergal  
COLLEGE



Photo by Brian Summers



Site History

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Photo by Brian Summers

Site History

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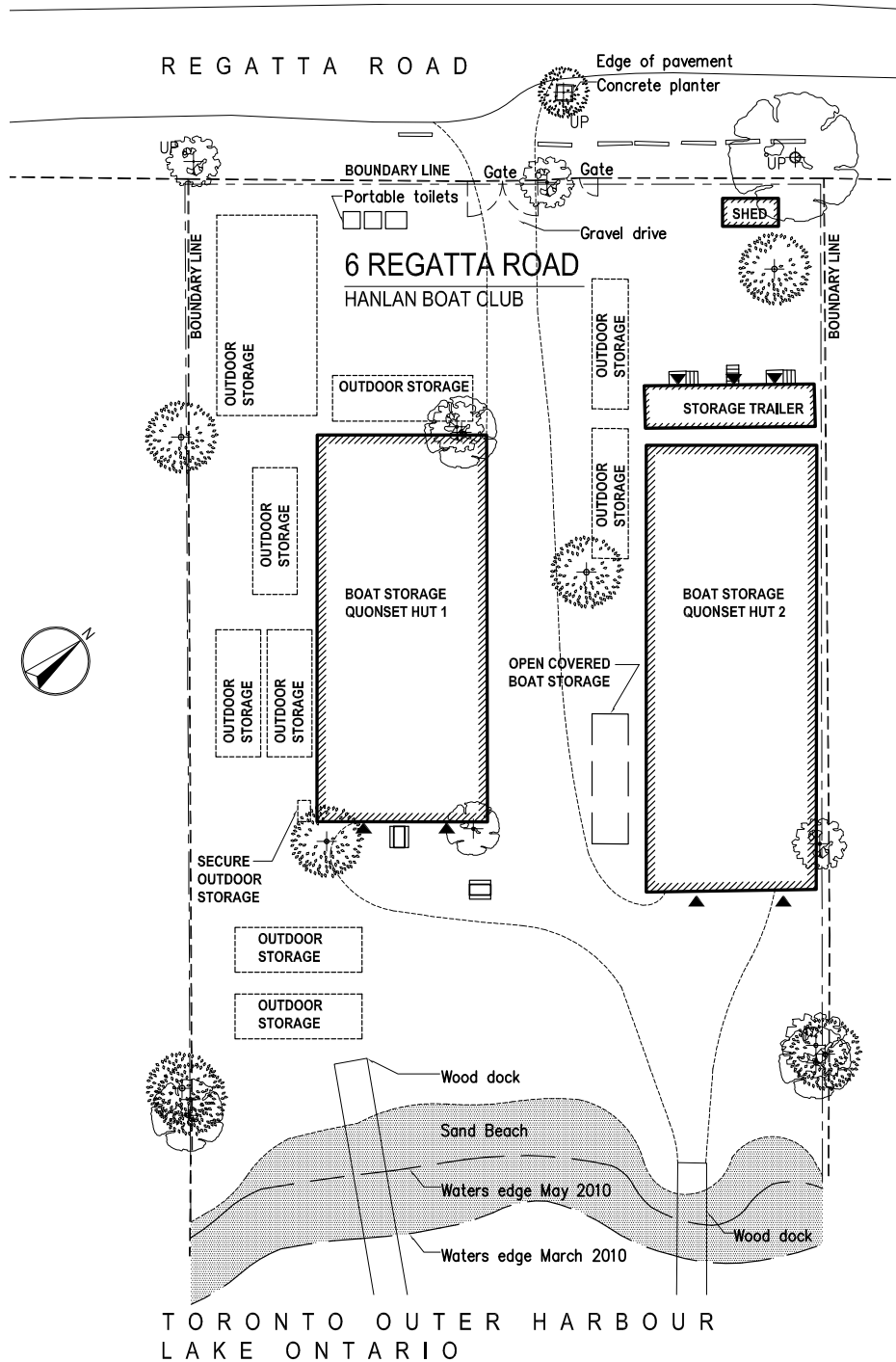
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## Existing site

**Zoning By-law No. 438-86**

**District map 51F-3269**

**Section 5 - Park Districts**

**Zoned: Gm**

### Permitted use

“recreation boating use including, but not limited to: a boating club, school, rentals, launchings and storage”

### Regulations

Density:	none
Setbacks:	none
Open space:	none
Parking:	none
Loading/Storage:	none
Signs:	none

Access to boats and equipment

Secure site with locked gates

Portable toilets, no city water or sewage to site

Storage sheds for various club needs

Outside storage messy and disorganized

Space to manouver boats and trailers inadequate

Outside storage of rowing and other boats

Garbage and recycling bins

Maneuverability of boats difficult close to the water

Docks for access to Lake Ontario

Row

Site History

Site Usage

Existing Site

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## Existing site issues

Access to site for vehicles and boat trailers is difficult

Portable toilets too visible from the street



Low point in the grade at the portable toilets, water drainage issues



Debris around the buildings, not enough storage space



Site History

Site Usage

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## Existing site issues

Limited access to the Quonset huts, different fleets gear and equipment intermingled, 2 doors per hut



Quonset huts at capacity, not efficient storage of boats due to the shape of the structures, gear being stored outside



Quonset huts dark, need electric lighting even during the day

Site History

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**Design Review Panel - Waterfront Toronto Stage 1 Consensus Comments:**

**“The simplicity of the ‘industrial greenhouse’ concept is good.”**

**Economical, quick construction critical to minimize rowing downtime**

**“Explore the possibility of having a weather protection area, whether it be an overhang or garage doors on the north side of the building.”**

**Weather protection provided inside the greenhouse and along the perimeter**

**“There needs to be a presence on Regatta Road through signage, windows on the North side, or a “front” door.**

**Observed, signage provided**

**“Public realm is key - work around the existing landscape features and think about strategically planting more trees on site.”**

**Observed, native plantings proposed**

**“The building design should not be a pure catalog product that has driven solely by budget, as this will set the precedent for built form along Regatta Road.”**

**Observed, building will be customized**

**“Consider using the building to provide some indoor amenity space.”**

**Observed, space is provided**

Site History

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Capital Rowing Club, Washington D.C.



Community Rowing Boathouse, Boston MA



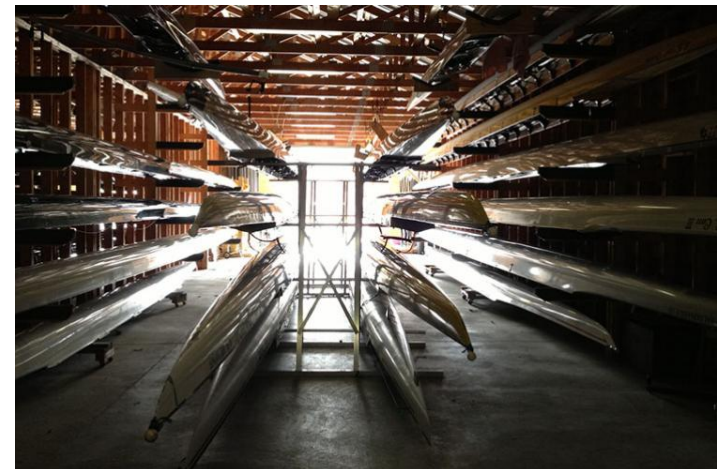
WMS Boathouse, Chicago IL



Community Rowing Boathouse, Boston MA



Community Rowing Boathouse, Boston MA



Boat storage facility, Shenendehowa Crew

Site History

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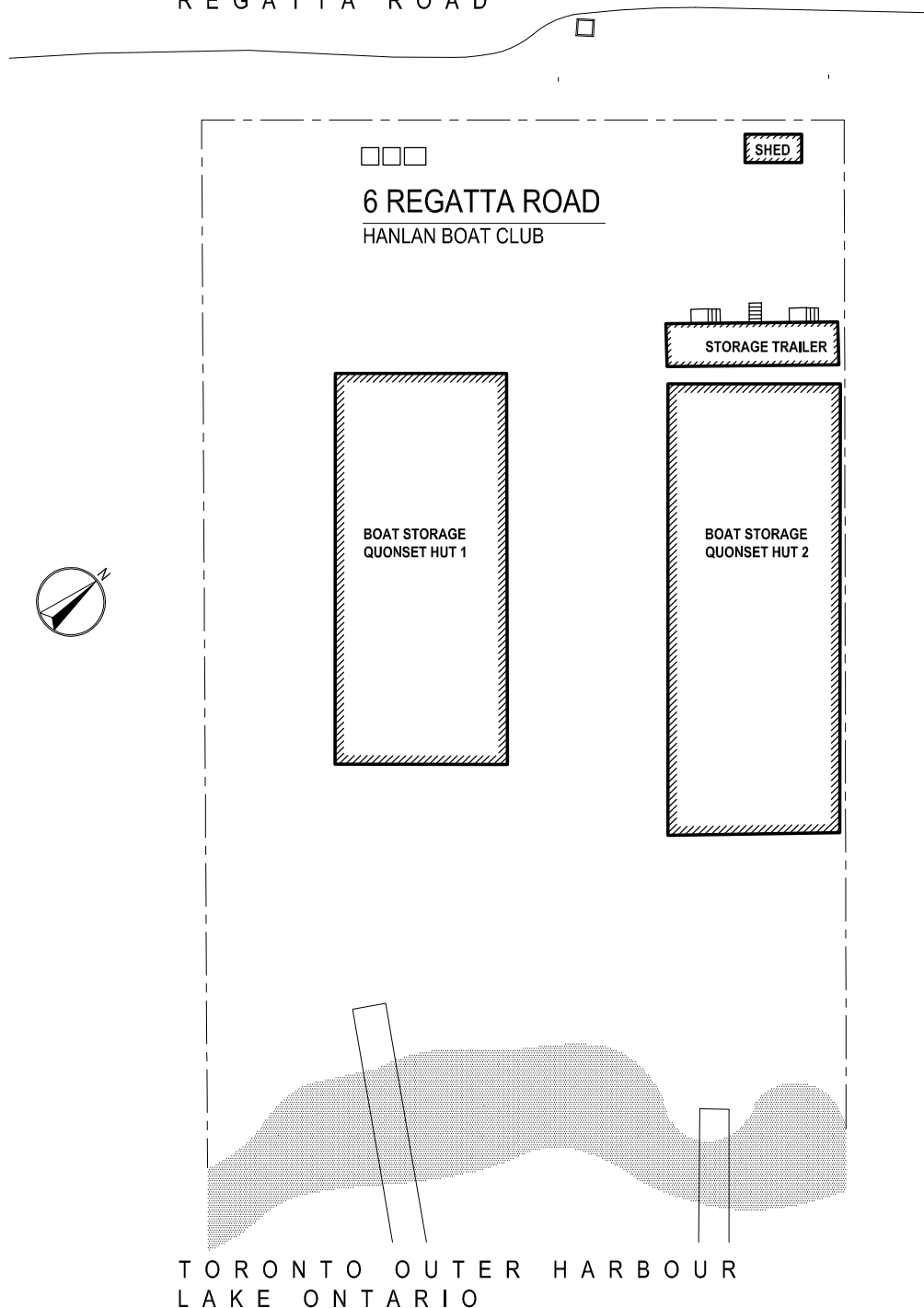
Materials

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REGATTA ROAD

Arrive



Get boat

Set up

Row

Site History

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Site Program

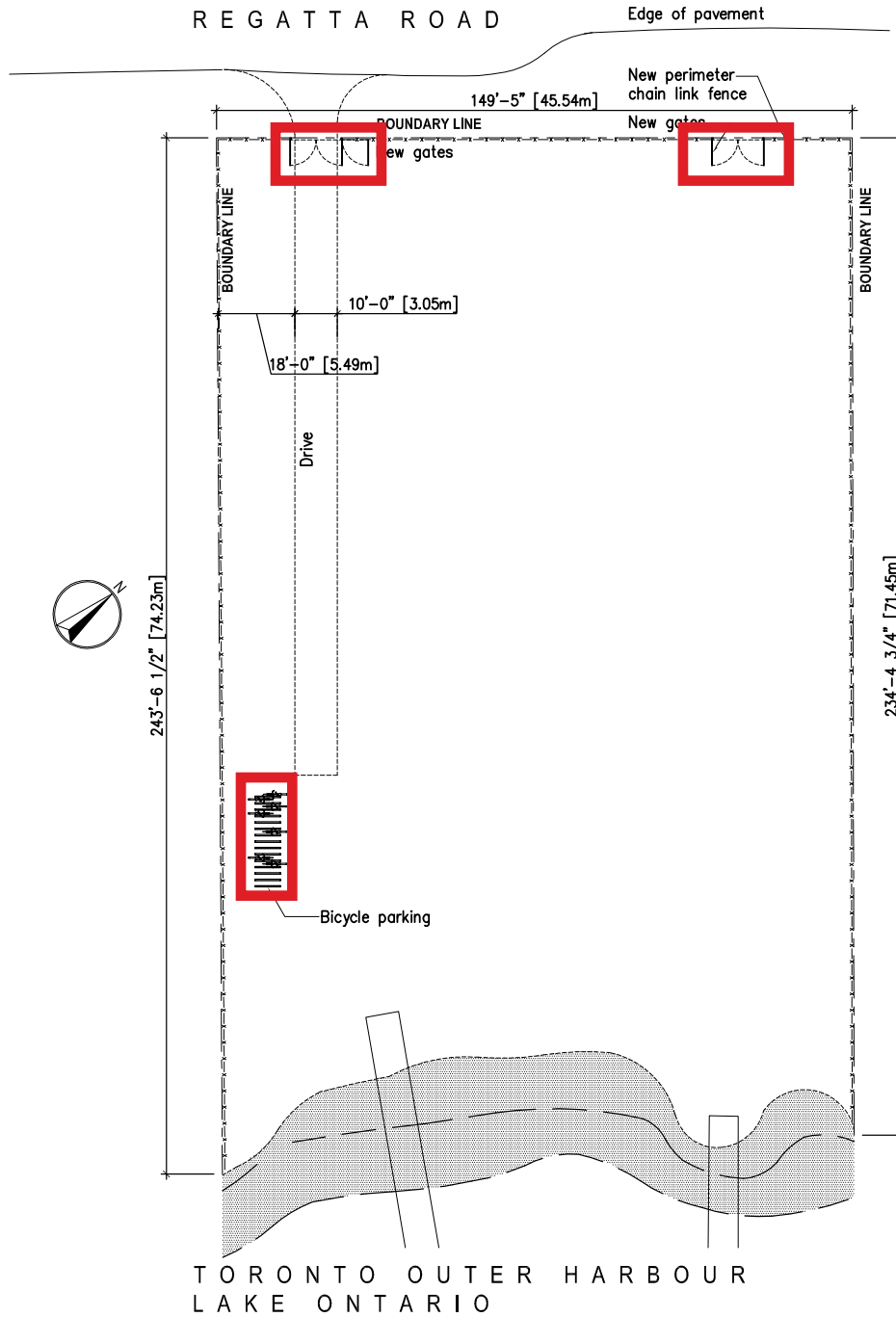
Concept Design

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## Site access

Secure access to site through gates with a keypad lock for people, vehicles and boat trailers

Bicycle parking

Maintenance access to portable toilets

Driveway relocation and widening for better access for boats and trailers

Site History

Site Usage

Existing Site

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Site Program

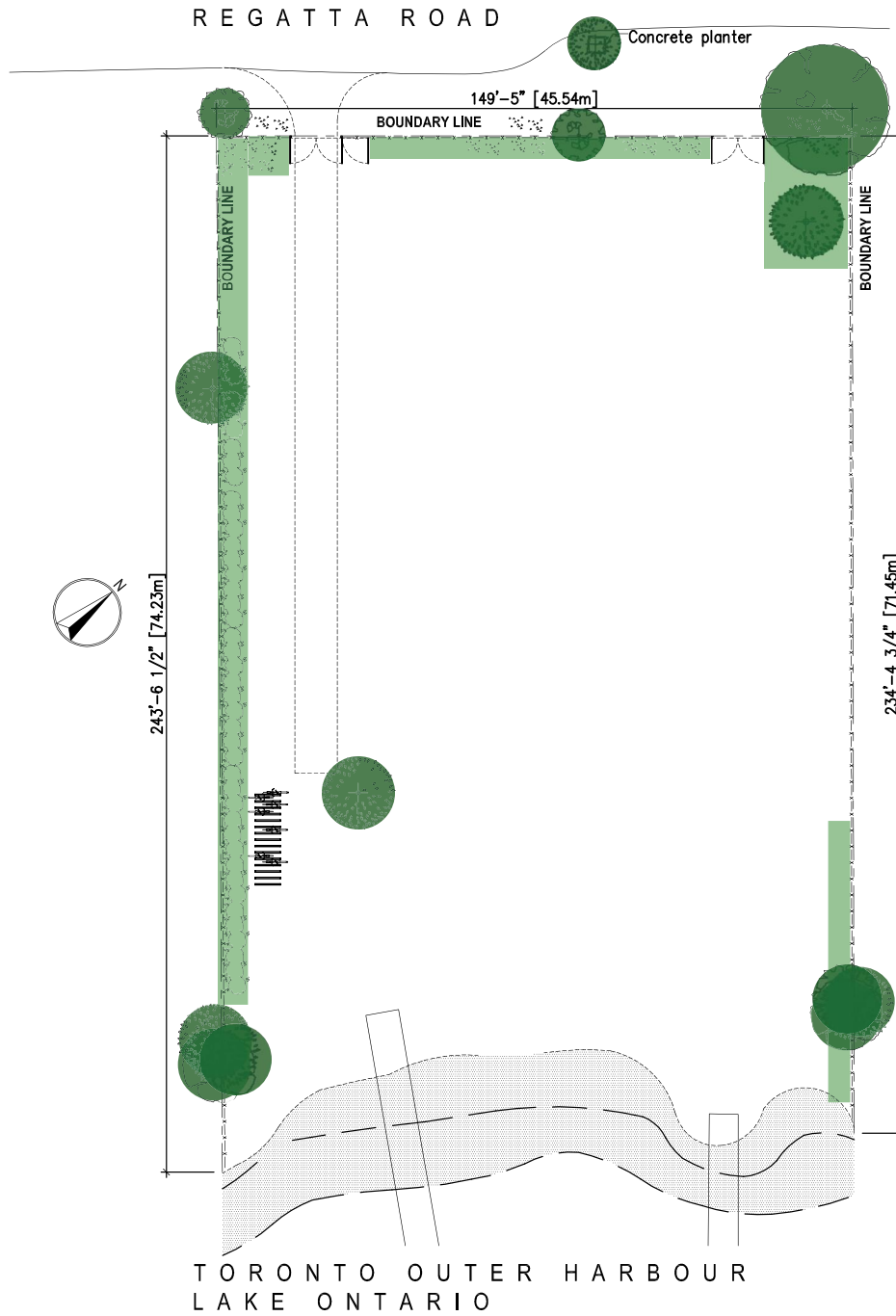
Concept Design

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# Vegetation & Grading

Maintain existing plantings as much as possible

New plantings to be native

Site to connect the land to the lake

Maintain existing grading, low slope to Lake Ontario

Existing vegetation

Proposed vegetation

Site History

Site Usage

Existing Site

Response Stage 1

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Site Program

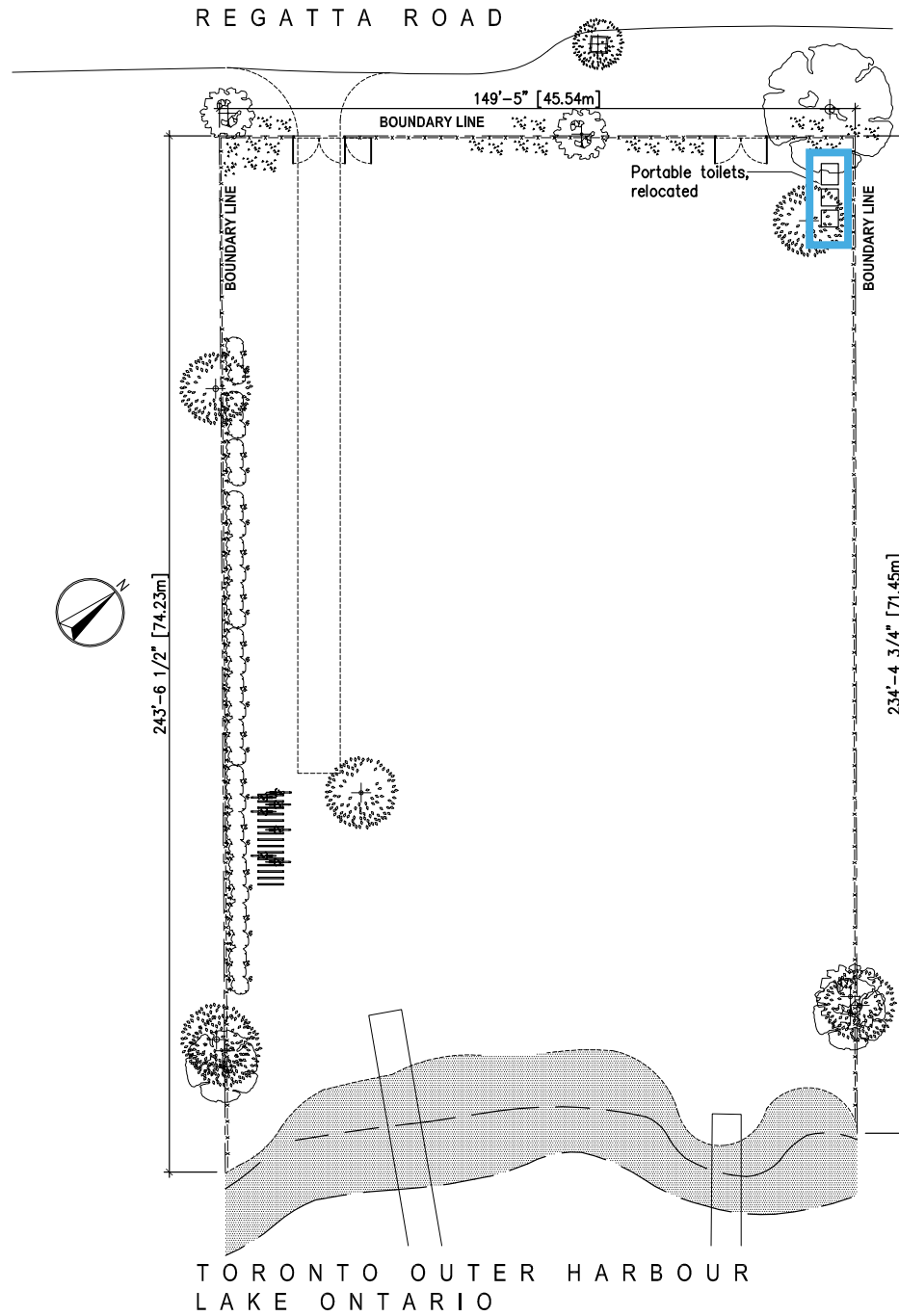
Concept Design

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## Portable toilets

Moved away from site entrance, screened by new plantings



Site History

Site Usage

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Site Program

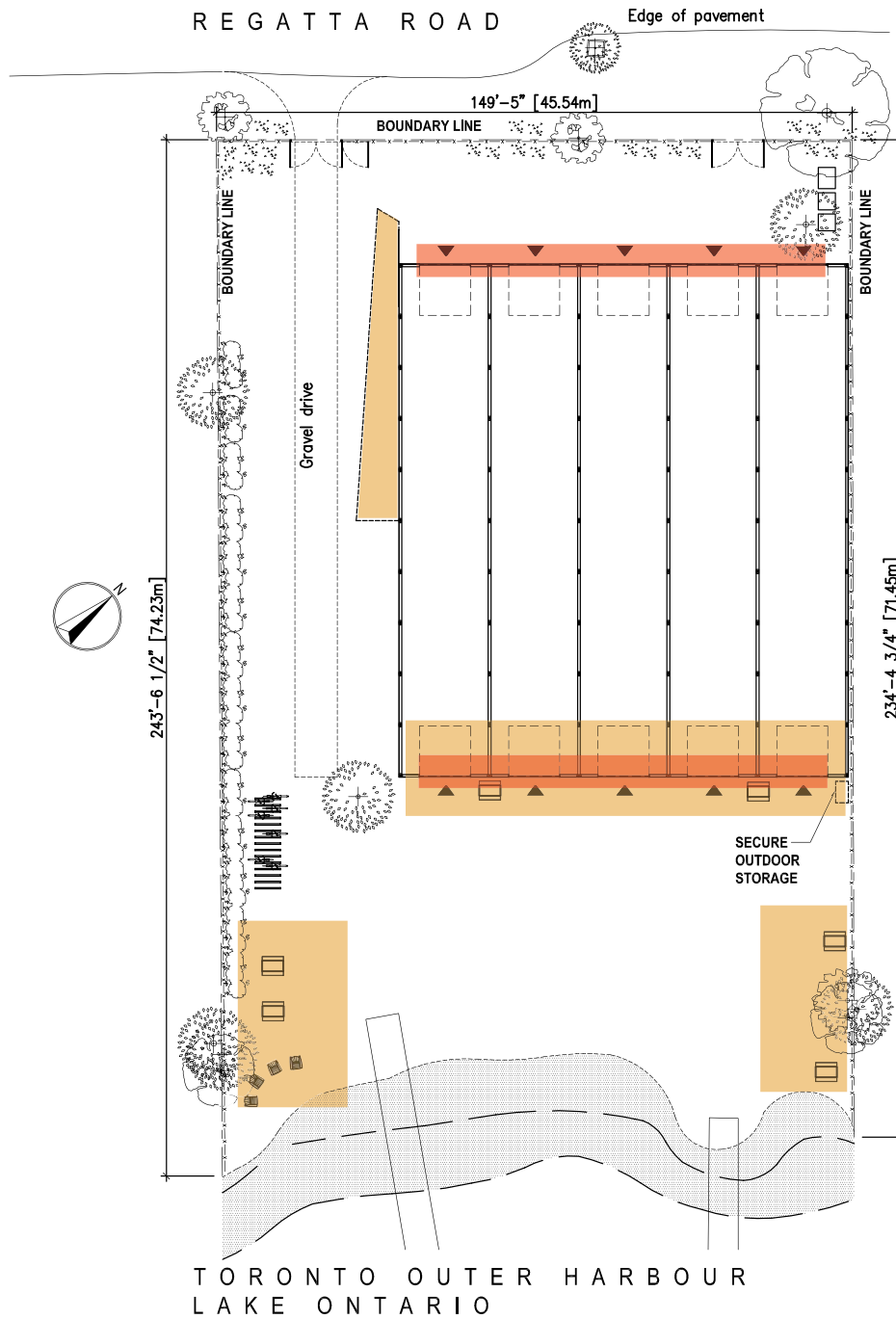
Concept Design

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## Building access & amenity space

Multiple access points

Amenity spaces for the club

Paving to be considered

Site History

Site Usage

Existing Site

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Site Program

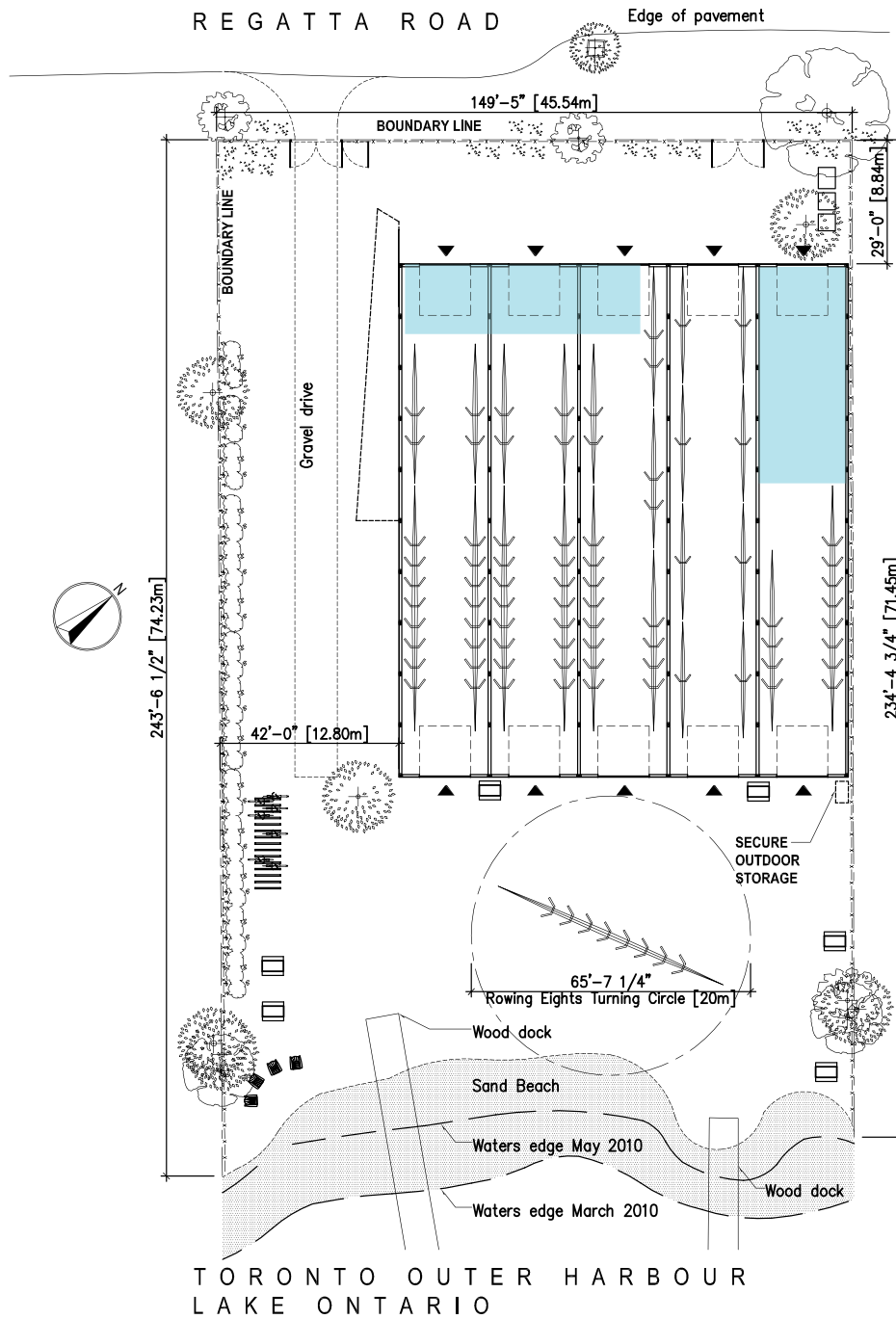
Concept Design

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## Storage & Expansion

Storage provided inside the building

Future expansion of the club is anticipated and accommodated

Site History

Site Usage

Existing Site

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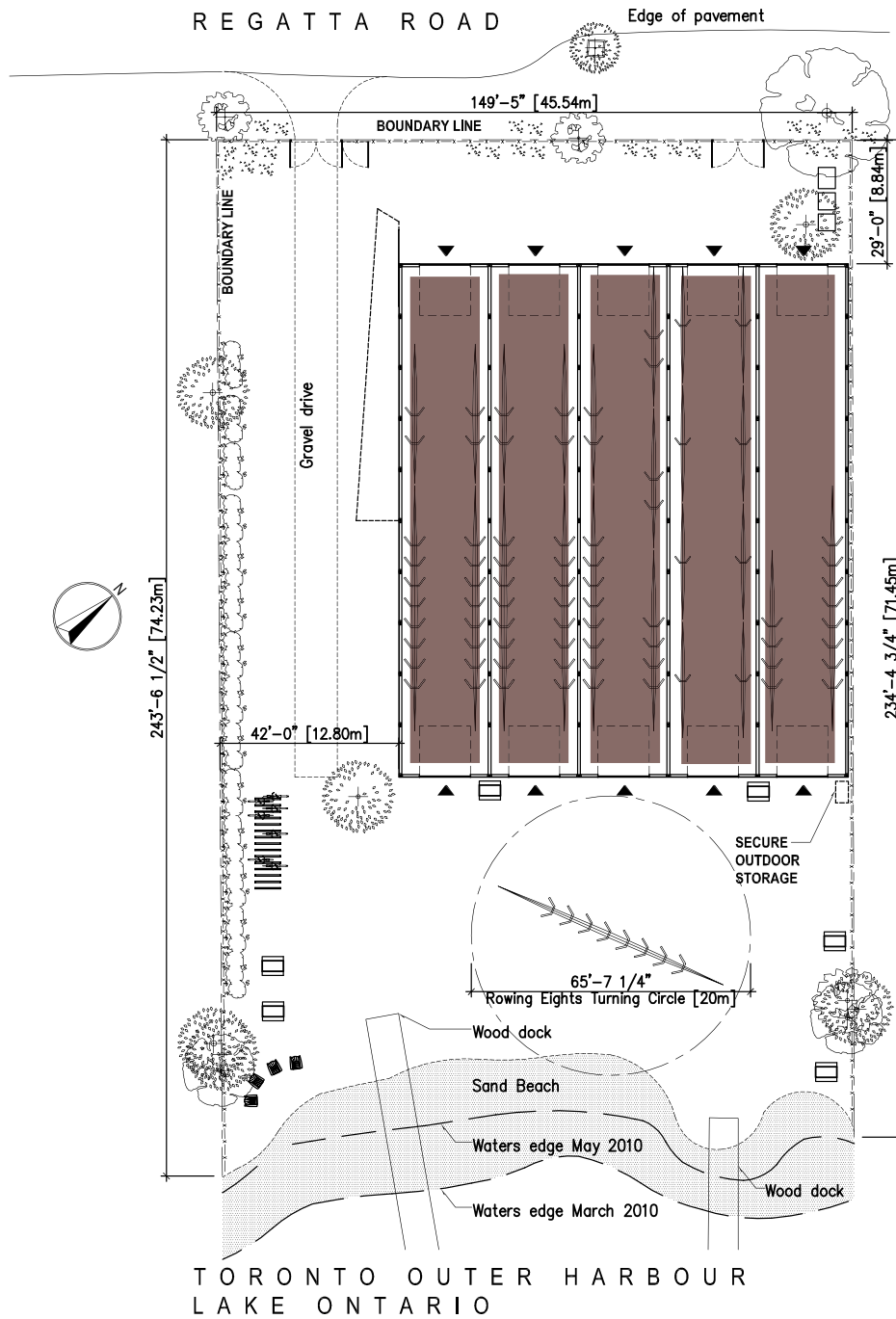
Concept Design

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## Organization

Fleets organized into bays, clear open space for efficient stacking

Site History

Site Usage

Existing Site

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Precedents

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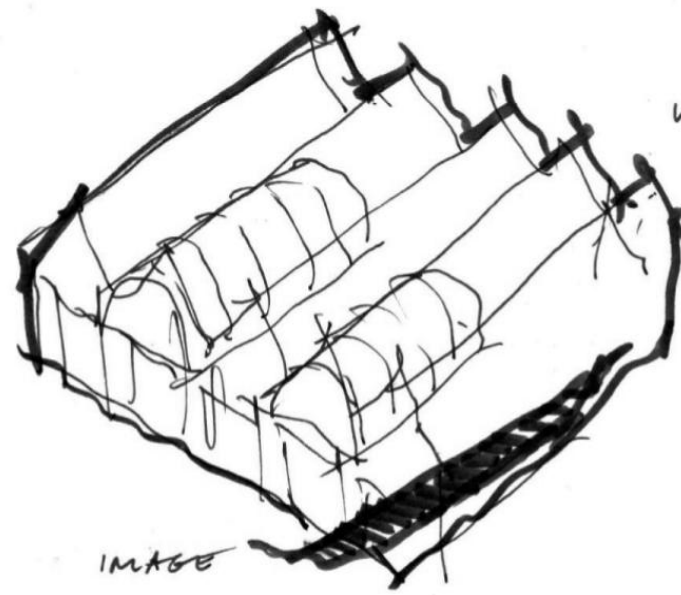
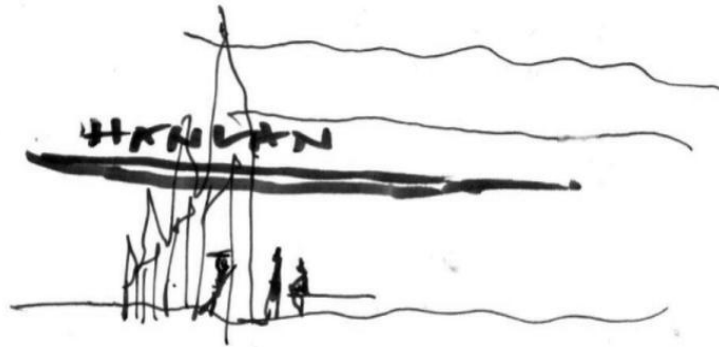
**Concept Design**

Public Realm

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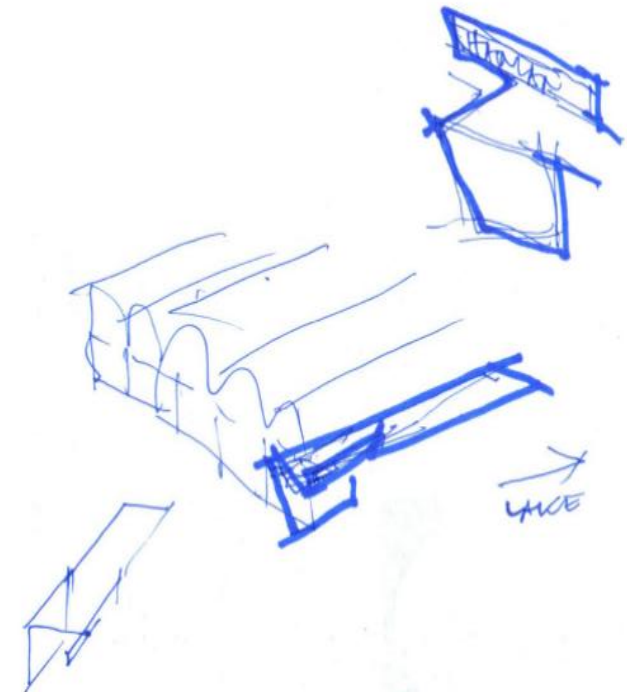
Sustainability

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WATER

SKETCH



→  
IMAGE

Site History

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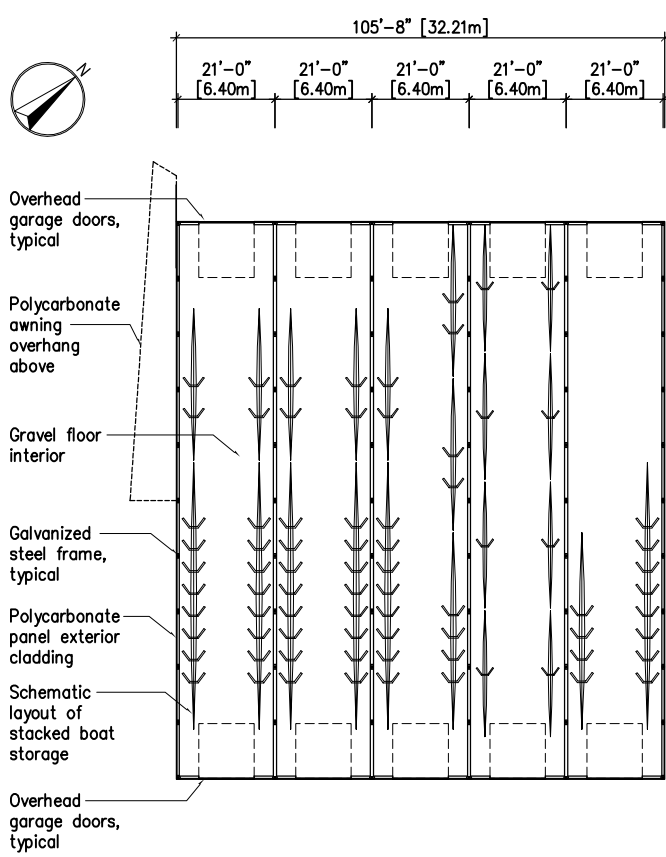
Concept Design

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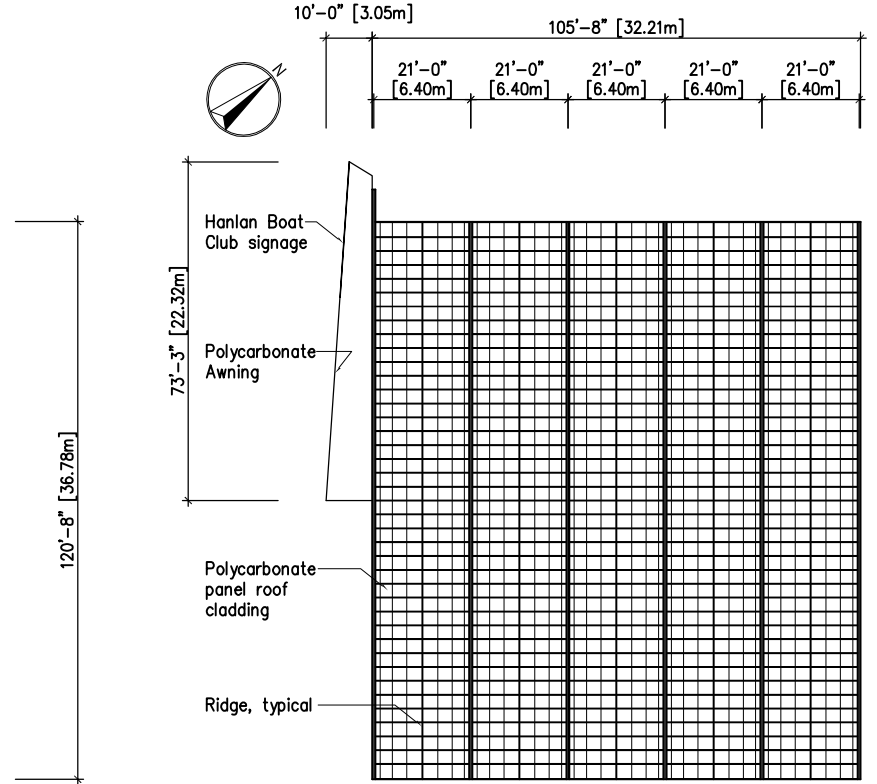
Height to gutter: 14'-0" [4.27m]  
 Height to ridge: 19'-9 1/2" [6.03m]

**Ground Floor Plan**

1/64" = 1'-0"

**Site Statistics**

Building Area: 1,115m<sup>2</sup>  
 Outdoor storage: 15m<sup>2</sup>  
 Total site coverage: +/-1,130m<sup>2</sup>



**Roof Plan**

1/64" = 1'-0"

Site History

Site Usage

Existing Site

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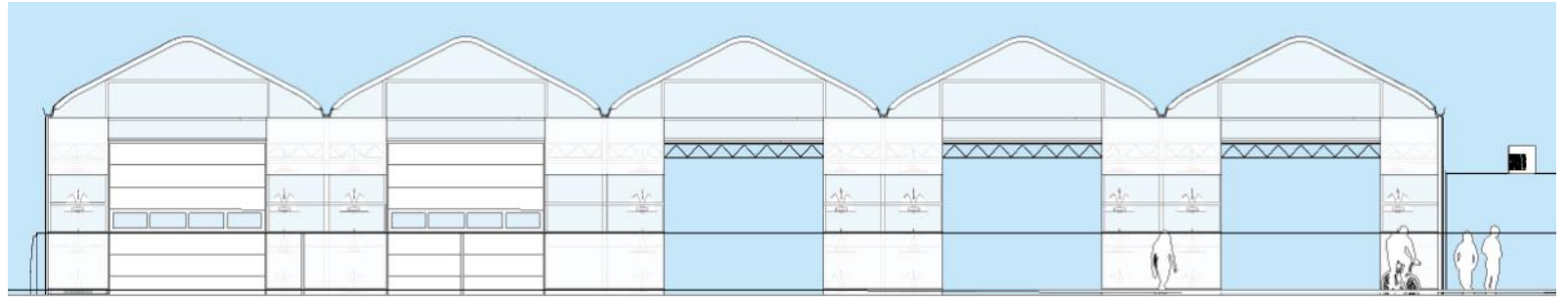
Concept Design

Public Realm

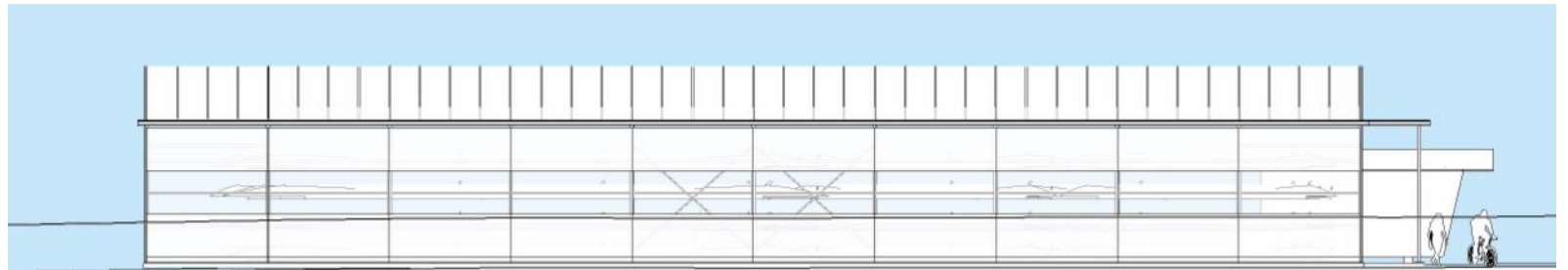
Materials

Sustainability

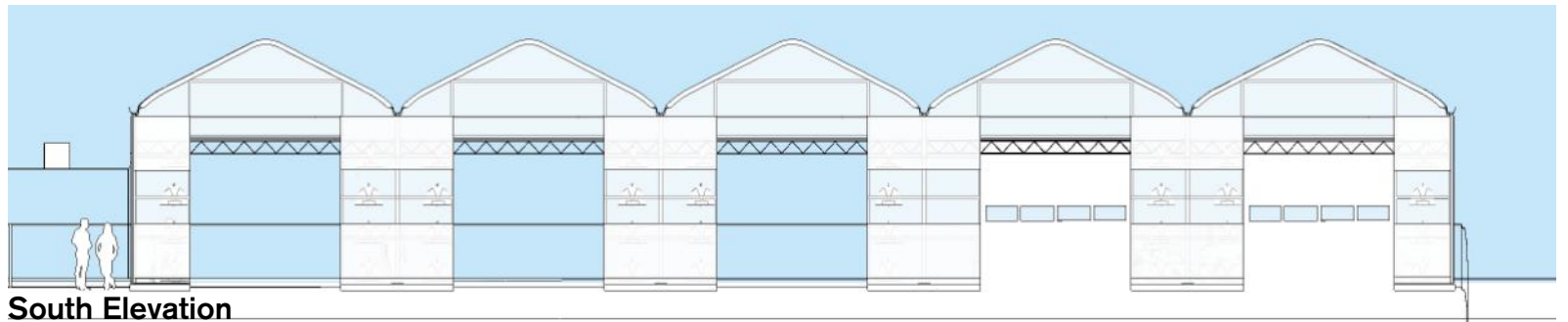
Conclusion



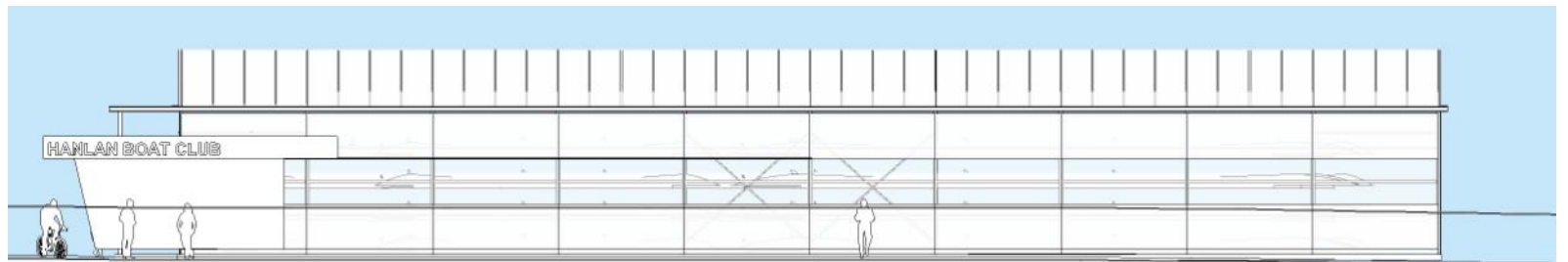
North Elevation



East Elevation



South Elevation



West Elevation

Site History

Site Usage

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Looking south east



Looking south east

Site History

Site Usage

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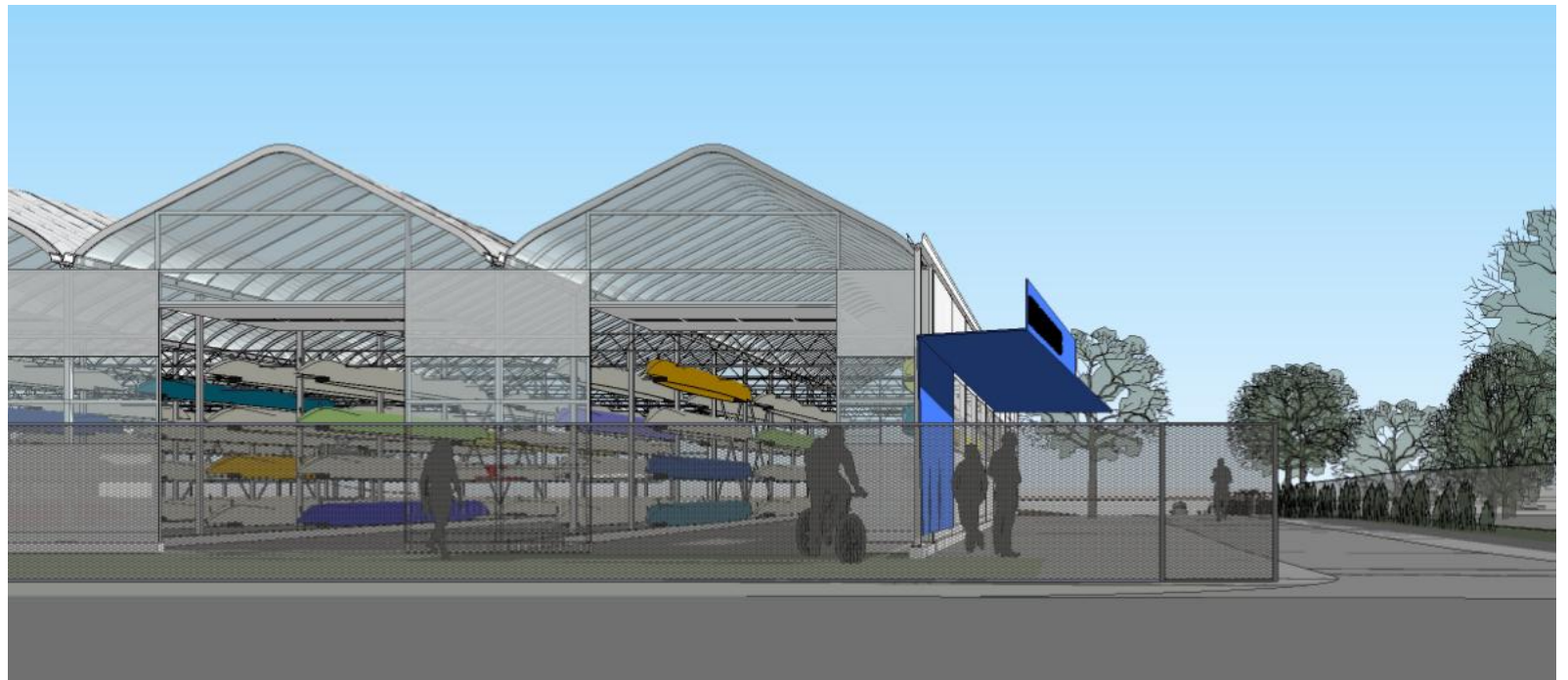
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Looking south east



Looking south



Site History

Site Usage

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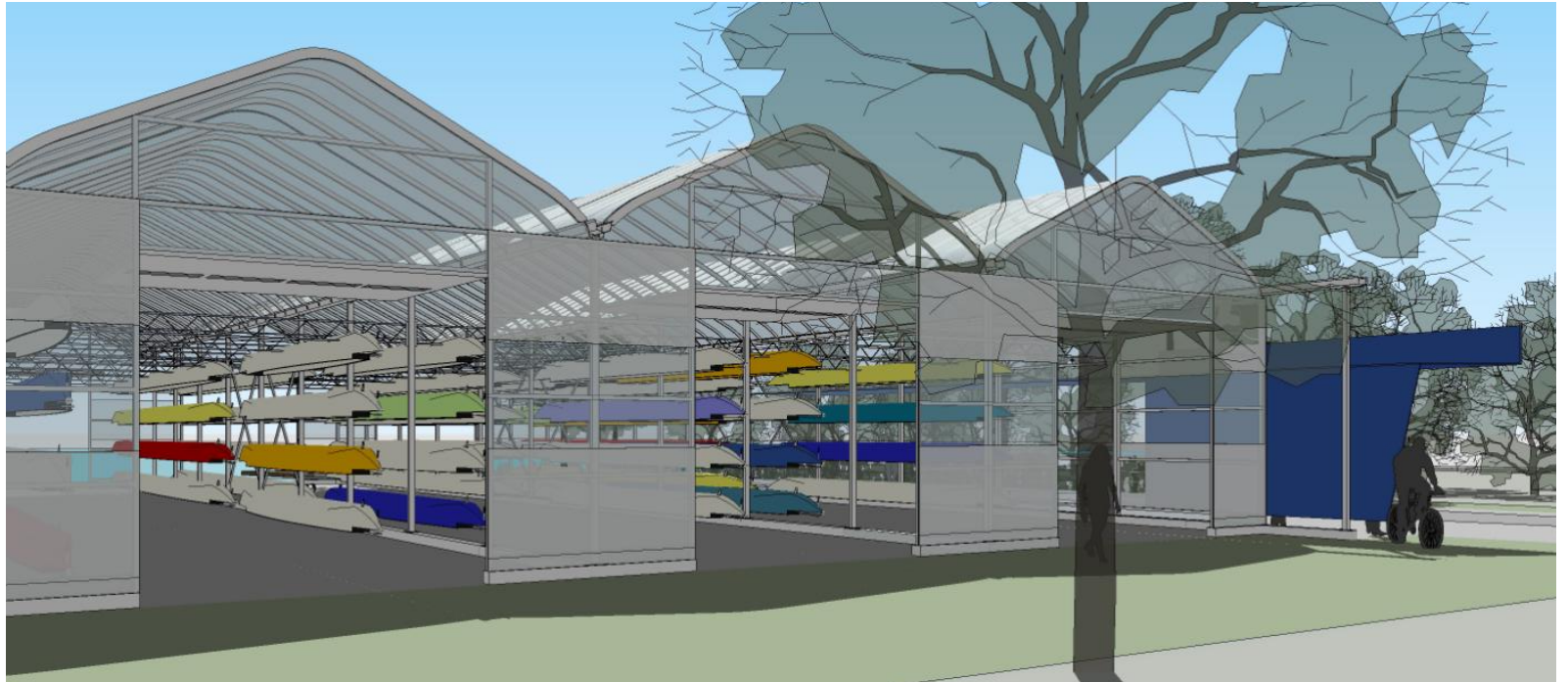
Concept Design

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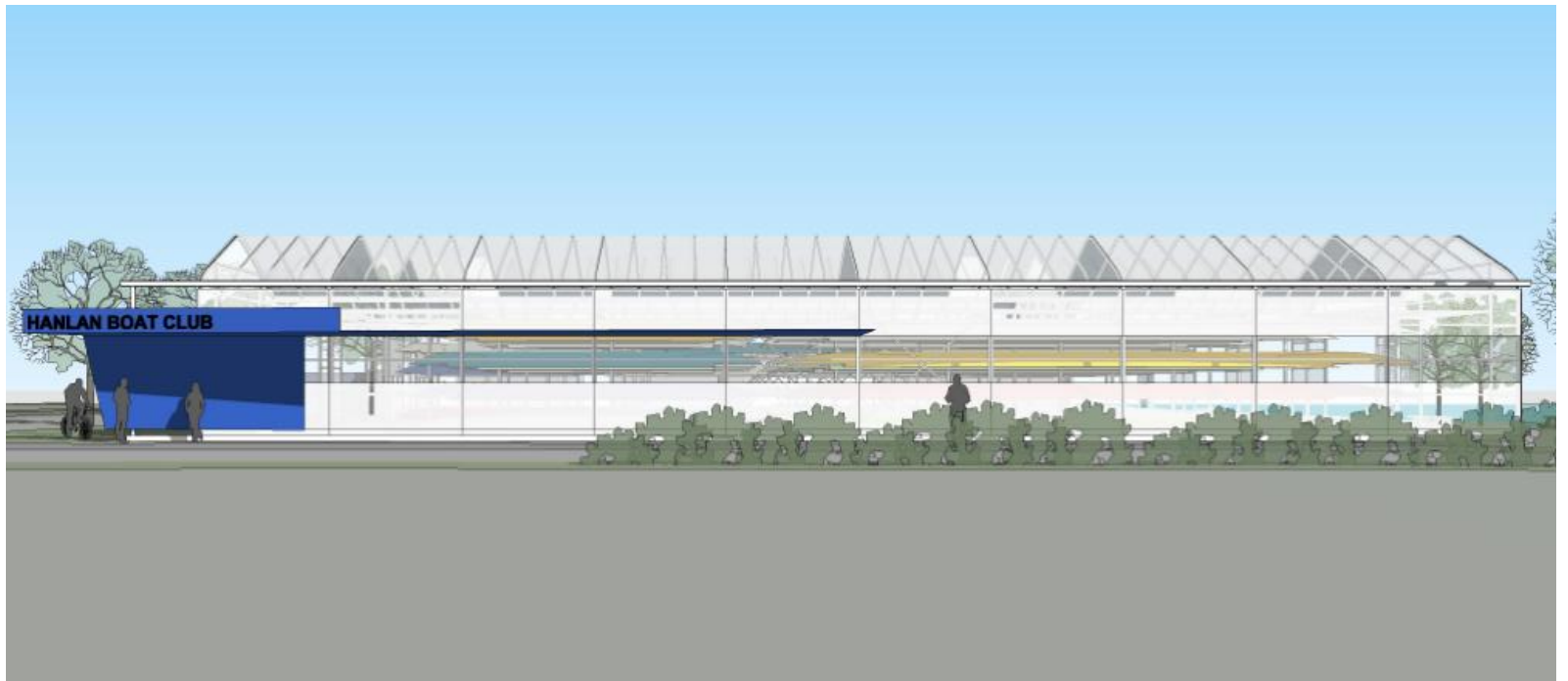
Materials

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Looking south west



Looking east

Site History

Site Usage

Existing Site

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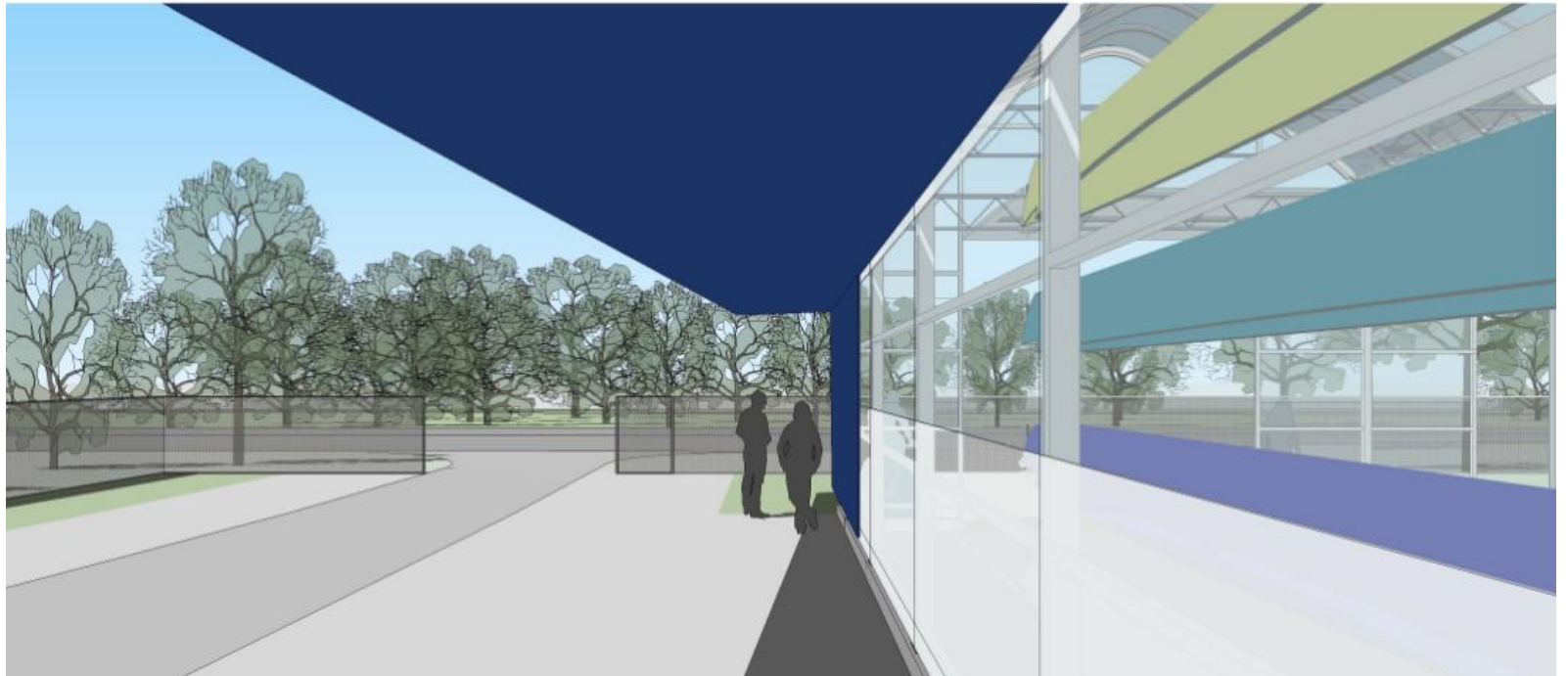
Concept Design

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Looking north



Looking north

Site History

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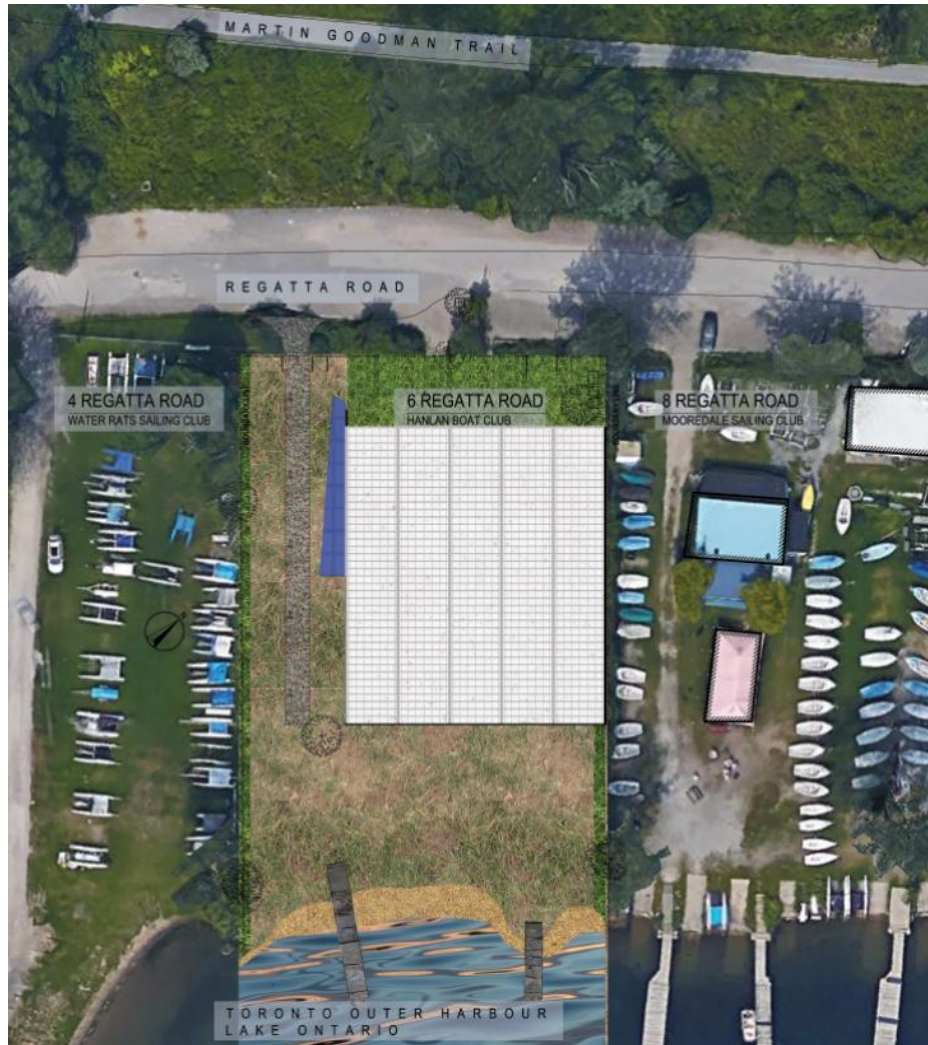
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Martin Goodman Trail



Naturalized parkland



Lake Ontario

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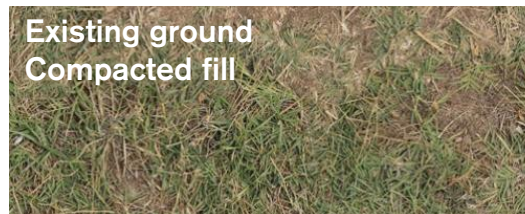
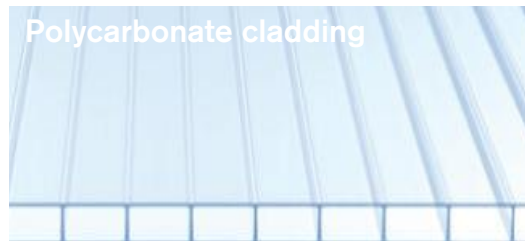
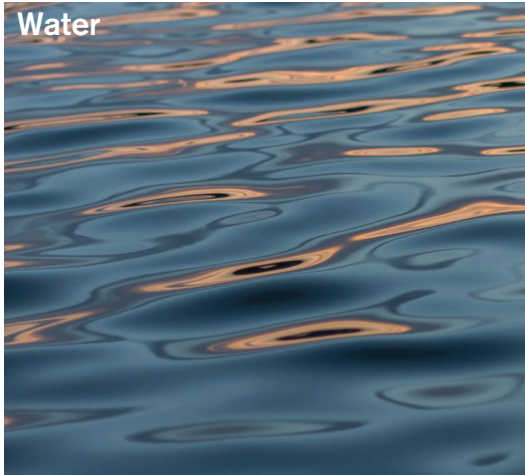
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**Materials**

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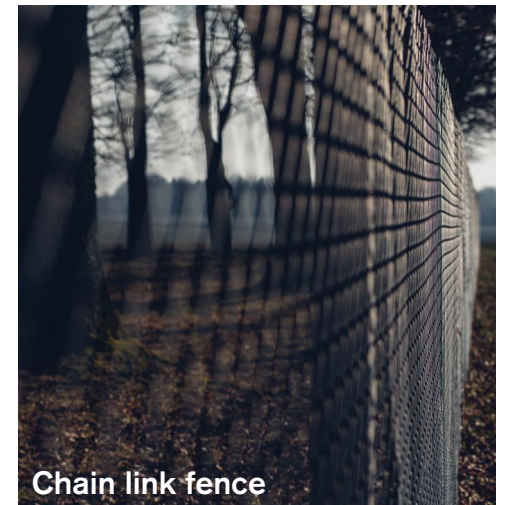
Conclusion



**Natural, unobtrusive, green**

**Connecting between lake and city**

**Keep sight lines open to the lake**



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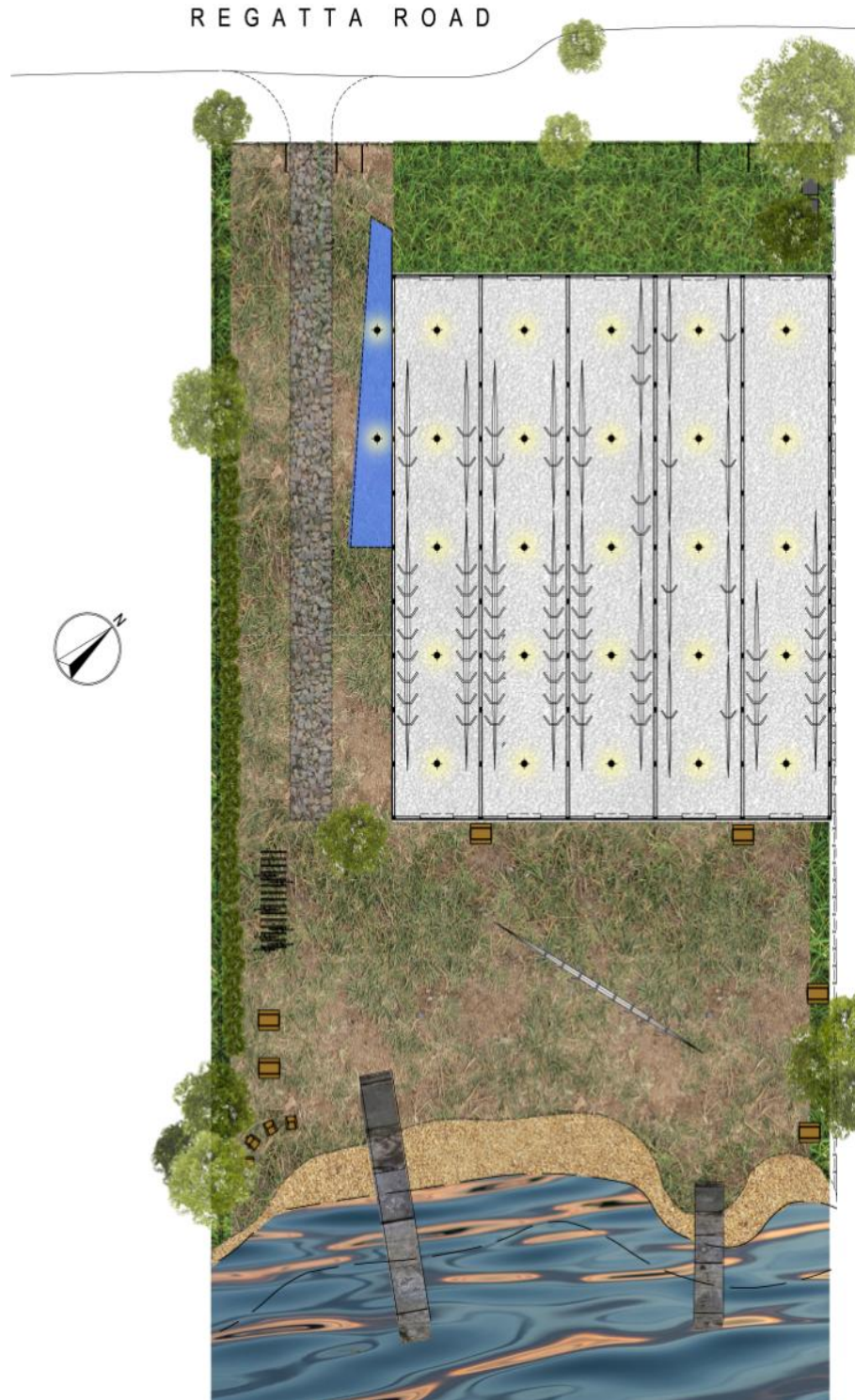
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**Materials**

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Low energy structure intended for clean, self propelled water sport

Very low building energy use, certainly daylighted; no gas, water or sanitary service to site.

Recycled aggregate

Modular building can be demounted and re-used or recycled

Transit, walkable from TTC 72 Cherry Street bus stop, bicycle access and parking



Photo by Brian Summers

Site History

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**Conclusion**



Photo by Brian Summers