



Parkdale BIA Capital Design Strategy

URBAN STRATEGIES | VICTOR FORD AND ASSOCIATES INC | DECEMBER 2008

TABLE OF CONTENTS

1

CONTEXT |

- 1.1 introduction
 - key goals of the BIA
 - working group
 - design process
- 1.2 setting the stage
 - character
 - policy framework
 - mixed use areas
 - avenues
- 1.3 existing conditions
 - development activity
 - planned infrastructure activity
 - summary of the streetscape audit

2

FRAMEWORK |

- 2.1 vision for the streetscape
 - the vision
 - guiding principles
- 2.2 design framework
 - main street
 - community rooms
 - gateways

3

IMPLEMENTATION |

- 3.1 a guide to implementation
- 3.2 main street initiatives
- 3.3 gateway initiatives
- 3.4 community room initiatives
- 3.5 lighting strategy
- 3.6 looking ahead
 - business participation in Parkdale
 - planning and development in Parkdale
 - sustainable Parkdale
 - public funding sources

4

APPENDIX

- 4.1 streetscape audit
- 4.2 key terms

1

CONTEXT | FRAMEWORK | IMPLEMENTATION | APPENDIX

1.1 introduction

- key goals of the BIA
- working group
- design process

1.2 setting the stage

- character
- policy framework
- mixed use areas and neighbourhoods
- avenues

1.3 existing conditions

- development activity
- planned infrastructure activity
- streetscape structure
- streetscape inventory
- summary of the streetscape inventory



1.1 >

introduction

Why create a Capital Design Strategy?

The purpose of the capital design strategy is to improve Parkdale's main street for residents and visitors and the business community through a series of prioritized initiatives. To do so, the capital design strategy sets out what elements of the main street need to be improved and a strategy to implement these improvements.

The Parkdale Village Business Improvement Area (BIA) represents over 220 businesses and is mandated to improve, beautify and promote Parkdale as a vibrant business community. As part of this mandate, the BIA, in partnership with the City of Toronto BIA Office, is undertaking a re-design and enhancement of the Parkdale's streetscape. In the summer of 2008, Urban Strategies and Victor Ford & Associates Inc were retained by the Parkdale Village BIA to create a capital design strategy detailing future improvements to the public right-of-way.

The timing of this strategy is excellent. Even though there is strong development activity east of Parkdale, along the West Queen West segment of Queen Street, Parkdale Village is just starting to attract development interest. Therefore, this is an opportunity to get in front of future change along the main street. A comprehensive streetscape strategy with prioritized actions will enable the BIA to create a main street that reflects and enhances the unique character

of Parkdale Village. By setting out and prioritizing short, medium and long-term projects to achieve this concept, the Capital Design Strategy can leverage future segment studies or a larger Avenue Study to help achieve the vision for the Parkdale streetscape.

1.1 Key Goals of the BIA

The Parkdale Village BIA has identified two over arching goals for the Capital Design Strategy:

- To create a consistent aesthetic vision for the identity of Parkdale
- To enhance the retail business area, making it a more attractive location for existing and new businesses

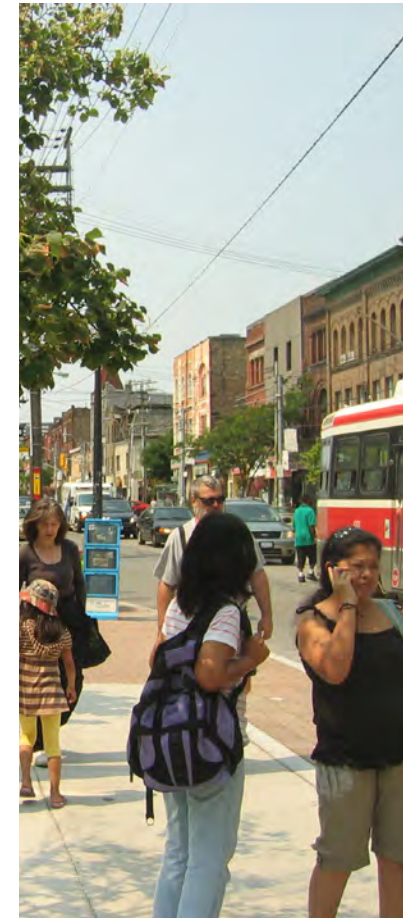
1.2 Working Group

Throughout the design process the consulting team met regularly with the Parkdale Village BIA working group. The working group was comprised of Heather Douglas (BIA coordinator), Ron Nash (Liaison with the City of Toronto), and John Doherty (chair of PVBIA). At the end of each project phase, work to-date was presented to the working group. At the end of phase 2 the consultant team presented at the BIA's Annual General Meeting. Each phase of work has been circulated amongst BIA members for feedback.

1.3 Design Process

To develop a capital design strategy that supports and enhances the Parkdale main street and neighbourhood, the consultant team carried out a comprehensive design process that included:

- Consultation with BIA Board of Management
- Consultation with City's Urban Planning and Design departments
- Consultation with the local councillor
- Site tours, inventory and audit of existing conditions
- Development of key streetscape components
- Development of a Vision and Guiding Principles
- Detailed costing of action items
- An implementation strategy





1.2 > setting the stage

Context

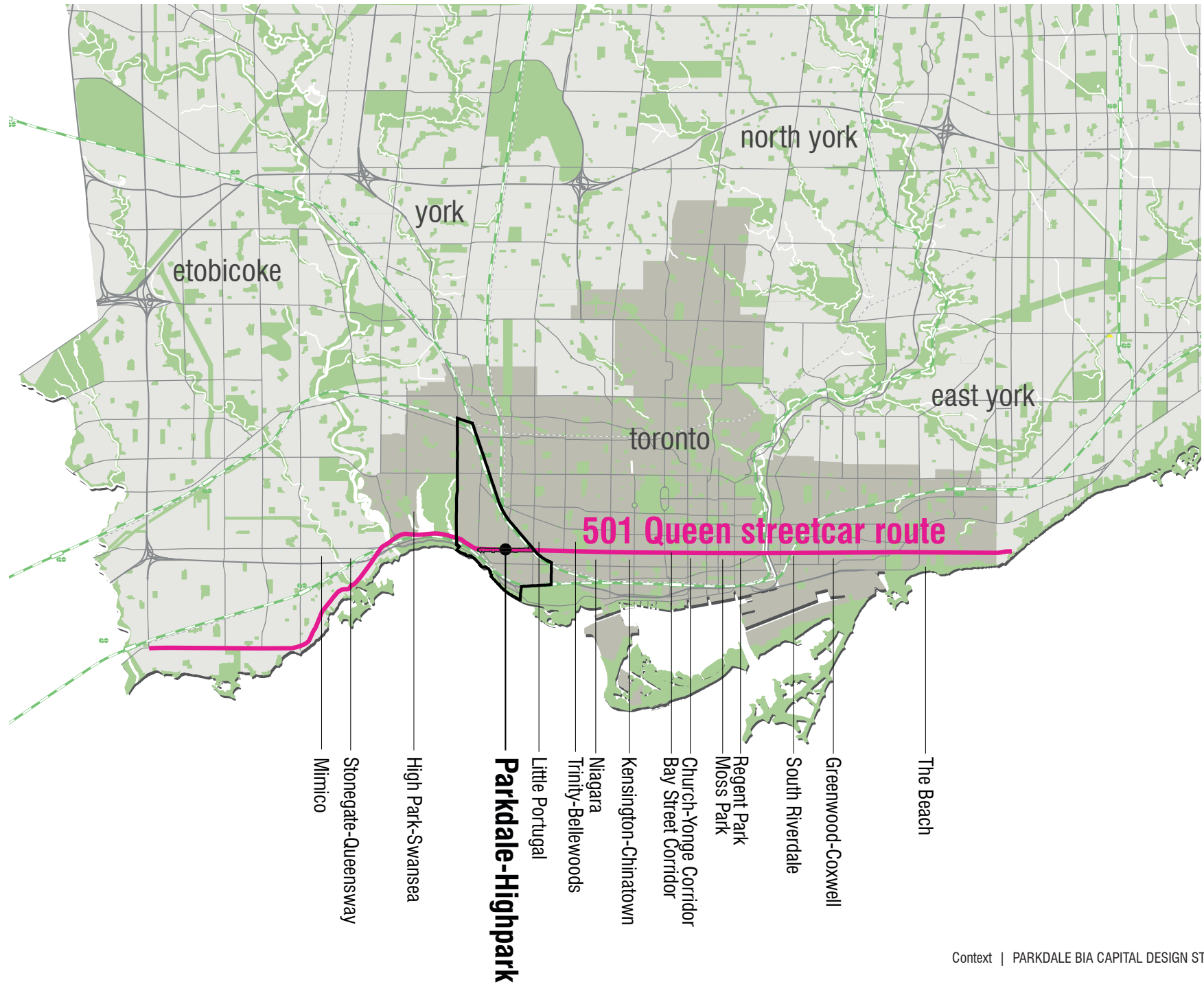
The design of a streetscape should be functional and aesthetic and, wherever possible, the two components should be combined. There are basic functional components of a good streetscape design such as lighting, way-finding devices, movement/circulation routes, plantings, street furniture, and store facades. There are also components that are less functional but are just as important to giving the streetscape a unique identity and life of its own such as public art, greening areas, special programming, and kiosks. For all of these elements, a successful streetscape strategy will take into account the neighbourhood that it serves and the people that come to visit today and will visit years down the road. For the Village of Parkdale, the streetscape should be a destination for both residents and visitors city-wide, regionally and internationally as one of Toronto's "gems" along Queen Street. The following section outlines the context within which the streetscape strategy will be developed. The context is set beginning with the local character of the community and the policy framework that will guide future growth.

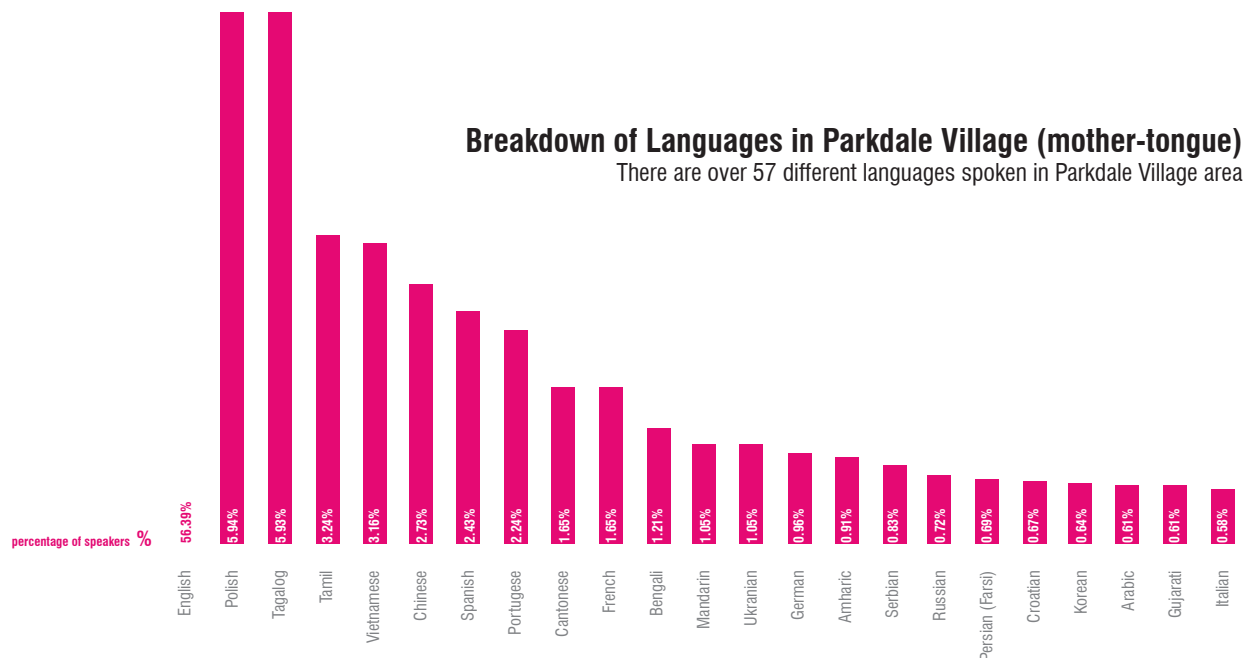
Character

Queen Street, the main street of Parkdale, is one of the most well-known streets in Toronto, traversing some of the city's most well-known neighbourhoods. The multi-cultural, dynamic nature of the city is perhaps most evident when riding the 501 Queen streetcar line that takes you through the many distinct neighbourhoods of: the Fashion District, Downtown Toronto, Riverdale, East Toronto and the Beach district and of course, Parkdale Village. One of the longest streetcar routes in North America, National Geographic rated this "trolley ride" one of the top 10 in the world. Approximately 46,000 riders per day enjoy this ride. Therefore, the Parkdale Village BIA has the advantage of creating a streetscape strategy for an already well-travelled and well-known street. Furthermore, the rich and complex social history of Parkdale helps make this area one of the distinct neighbourhoods along the 501 route.

THE QUEEN STREET EXPERIENCE

The 501 streetcar line carries approximately 46,000 riders per day through some of the city's most distinct neighbourhoods, along Queen Street.





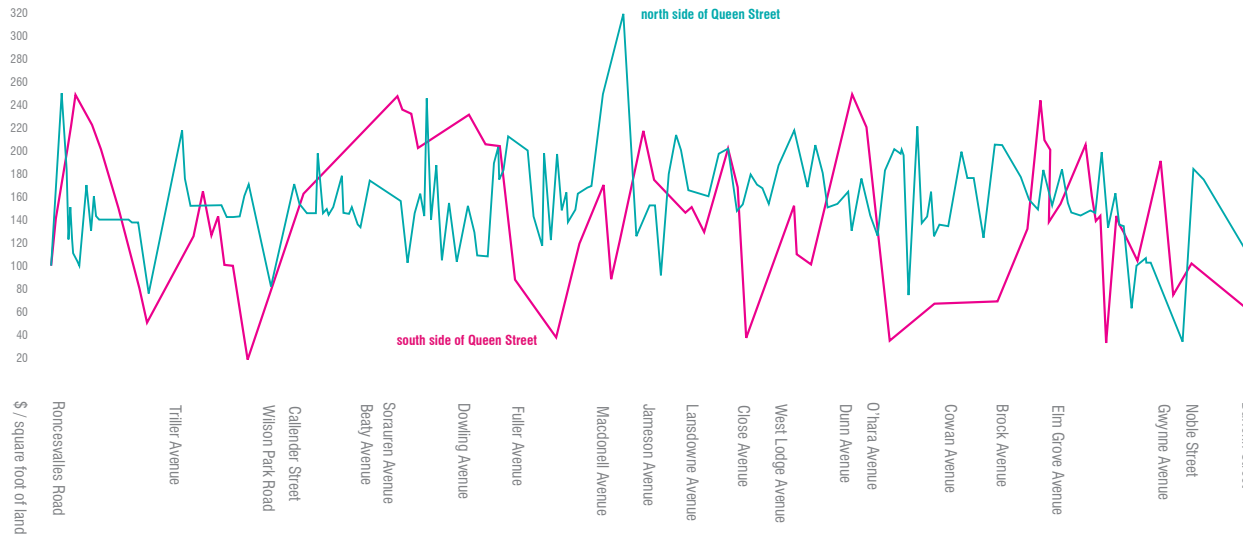
The Village of Parkdale has a rich and complex social history. Parkdale was formerly its own village until it was annexed by the City of Toronto in 1890. Some of this history is still evident in the built form, such as heritage buildings along the main street, street signs with names of early Europeans, and murals of First Nations. Of course, Parkdale Village is also a dynamic community with an evolving history. New cultures and new community structures are constantly reinventing themselves in the neighbourhood. This is evident in the many different shops and services along the main street, public art projects, gathering spaces and in more subtle ways such as the Buddhist prayer flags that hang from balconies along Jameson Avenue. This is a dynamic and unique community with boundaries reflective of the city's industrial past (the CN rail corridor, Lower Roncesvalles streetcar tracks and the Gardiner Expressway). Even today, passing under the CN rail corridor that marks the eastern edge of Parkdale, it is obvious that this is a place with a special history.

Today Parkdale is a relatively stable community in terms of physical change, but less so in terms of social change.

The difference in income between neighbourhoods north and south of Queen Street is quite prominent with a gap of approximately \$10,000 annual income. North of Queen Street, west of Landsdowne, residents have higher incomes and speak mainly English. This trend is probably growing with the recent influx of younger families to the area interested in the less-expensive (comparable to other parts of the city) Victorian homes. South of Queen Street, residents tend to have lower-incomes and are predominantly non-English speaking. Interestingly however, there is no dominant language within the non-English category, but rather, this community encompasses over 57 languages. Given the relatively small size of this area, it brings new meaning to the term global village. The property values chart reflects the disparity between the north and south sides, with properties on the north side of the street consistently higher than those on the south side.

Property Values along Queen Street

Property values on the north side of the street tend to be lower than those on the south side
 Note: The following values are per square foot of land and are based on 2008 City of Toronto tax assessment roll

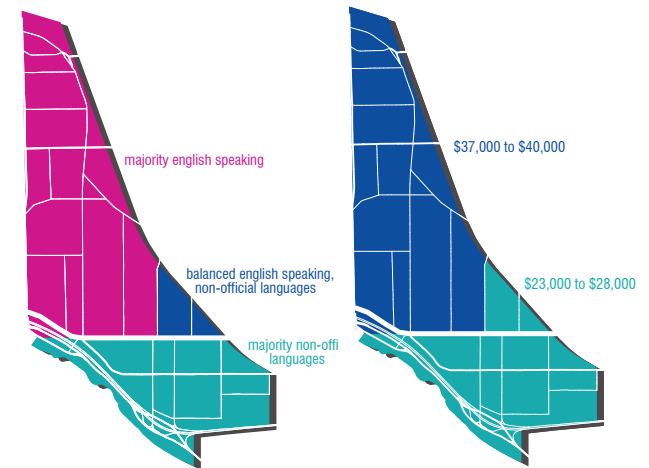


The diversity of the surrounding neighbourhood and changing social fabric is reflected in the emerging boutiques, cafes, clothing stores and galleries alongside social services for new immigrants, legal services for renters and support services for people with issues of mental health, and community resources.

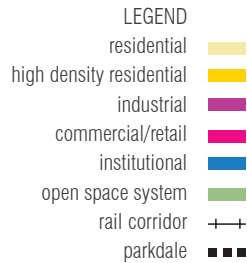
Policy Framework

The Toronto Official Plan sets out where and how the city will grow over the next 25 years. The new Official Plan, partially approved in 2006, aims to direct growth in a sustainable and socially-just

manner. The Plan sets out how land can be used and an overall urban structure based on a number of factors including, proximity to public transit, existing infrastructure, community services and proximity to jobs. The land use and urban structure designations for Parkdale show that this area is well-served by public transit, community services and is in close proximity to other neighbourhoods. Given this context, Parkdale Village is likely to be the recipient of population growth in population, employment and associated developments over the coming years, mainly along Queen Street.



Language and Income by Geographic Area

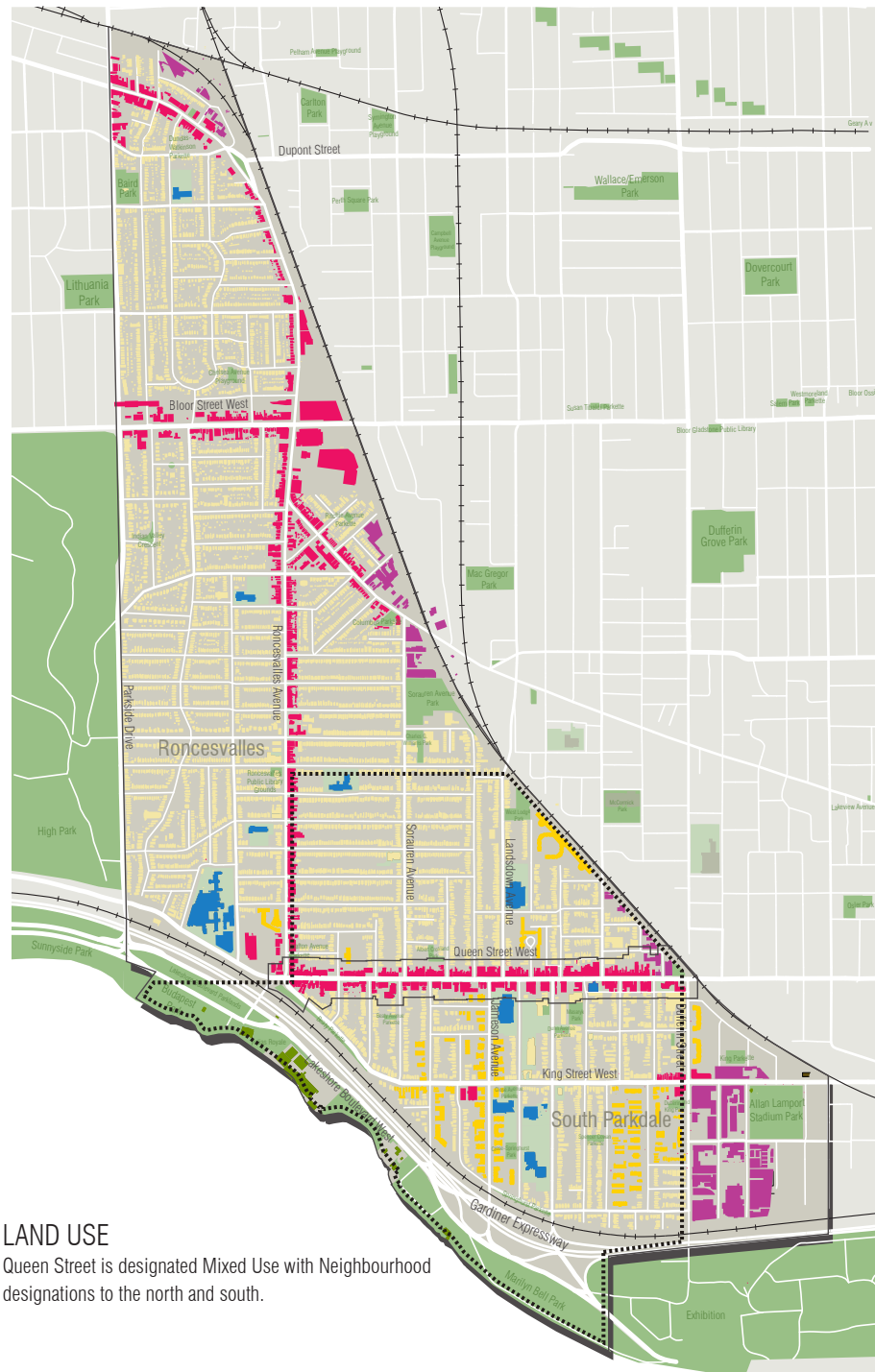


Mixed Use Areas and Neighbourhoods

A *Mixed Use Area* combines a broad mix of residential, office, retail, service and other uses allowing people to live, work and shop in the same area, minimizing their dependence on cars. Future development in *Mixed Use Areas* should provide new jobs and homes, locate and mass new buildings to frame the edges of streets, take advantage of nearby transit services and have access to schools, parks, community centres and childcare. Queen Street is identified as a *Mixed Use Area* and currently houses a range of commercial, retail, housing and community services along the Parkdale segment. Any development along this main street will need to continue providing a diverse range of amenities.

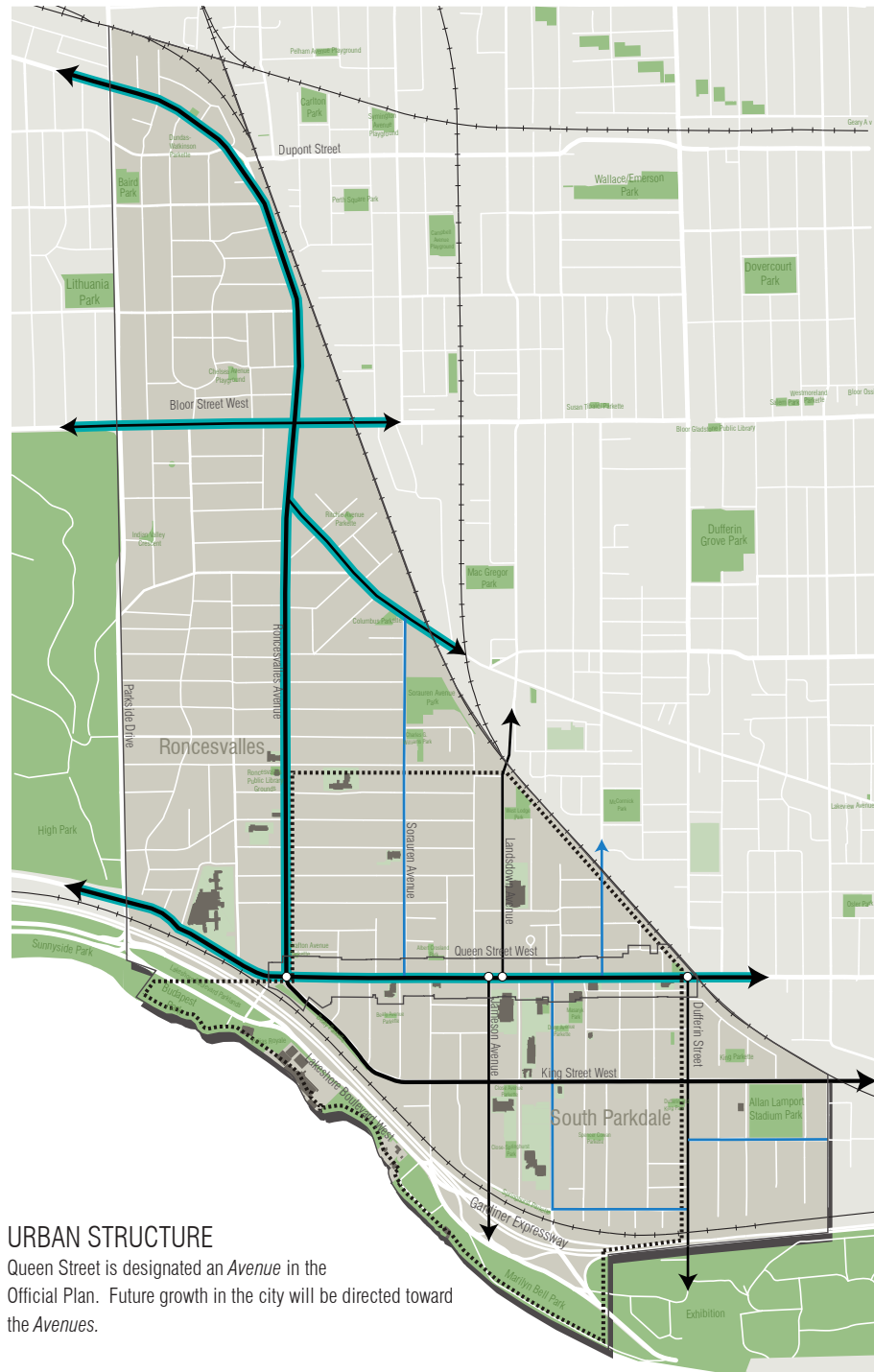
Neighbourhoods in Toronto contain a full range of residential uses within lower-scale buildings. These uses range from housing, schools, parks to small-scale shops and stores that serve local residents. These areas are considered stable, where physical change will need to be sensitive and gradual. This means that the majority of intensification will be directed away from the neighbourhoods and into areas with a mix of uses.

For the most part, north and south of Queen Street have *Neighbourhood* designations and are to remain relatively stable. These closely knit residential areas mean that Queen Street is a destination for fulfilling a variety of local needs from grocery shopping, obtaining community services to socializing. These activities are already part of the Parkdale main street, but will need to continue to grow and diversify.



LAND USE

Queen Street is designated Mixed Use with Neighbourhood designations to the north and south.



Avenues

The new Toronto Official Plan identifies Queen Street West as an *Avenue*. Avenues are important corridors along main streets where development can create new housing and jobs, improve the pedestrian environment, shopping opportunities and transit service. Since these areas are meant to accommodate significant growth over the coming years, the Official Plan makes recommendations for *Avenue Studies* to be carried out along these corridors. The purpose of these studies is to ensure that growth happens in a manner that is sensitive to the existing community context and character. This segment of Queen Street does not yet have an Avenue Study in place. Therefore, any significant applications along this corridor will most likely need to provide an *Avenue Segment Study*, to demonstrate that the applicant has an understanding of, and is making a proposal that fits within the surrounding community context. This segment of Queen Street should be identified as a priority for an Avenue Study in order to guide any future development in the area.

Summary of Context

The Capital Design Strategy should inform future studies that will impact Parkdale's main street. There are two important features that need to be considered in the Design Strategy: first, Parkdale is a diverse neighbourhood. Residents and visitors rely on the main street for a range of businesses and social services to meet their daily needs. Second, Toronto planning policy has designated this area as one that will receive considerable growth over the coming years. Over the coming years, there will be a number of business opportunities along the main street that need to service new users and existing residents.

1.3 > existing conditions

The Capital Design Strategy should inform and leverage planned projects along the main street. The following is a summary of infrastructure improvements planned for the area. Each project is an opportunity to improve elements of the main street (detailed in section 3).

Development Activity

Compared with neighbouring West Queen West, there is little development activity in Parkdale. In the past year, one development application was submitted for the corner site of Dufferin and Queen Streets. However, walk-in inquiries for sites along this main street demonstrate development interest that could turn into future applications. This further emphasizes the need for an Avenue Study for this portion of Queen Street in order to guide urban design and planning policies prior to additional development activity in the area.

Completing the streetscape study before significant development takes place is an opportunity to guide how the main street changes and to leverage design, infrastructure improvements, and monetary contributions from future developments, to forward the streetscape vision.

TTC Strategy Lower Roncesvalles

The TTC capital design strategy proposes a number of improvements to Lower Roncesvalles, the western gateway of Parkdale. The PVBIA can use these improvements to enhance this area as a prominent gateway. Plans include moving the existing streetcar stop and extending Beatty Parkette into the intersection (eliminating the right-turn lane). These improvements would tighten up the intersection, improve pedestrian crossing and widen Beatty Parkette which is also a gateway to the waterfront pedestrian bridge.

Dufferin Jog Realignment

The Dufferin Jog realignment is an opportunity to enhance the eastern gateway of Parkdale. Planned improvements that should be part of the gateway treatment for this area include, an amphitheater on the north/west corner, street lighting, and mural work and tree planting.

West Lodge Project

At the corner of Queen Street and West Lodge Avenue, PLEDC is revitalizing the corner area so it is safer for residents and visitors. This project is an example of how the local roads, intersecting with Queen Street, can be treated to enhance the overall main street and create a stronger link between the commercial main street and the residential areas. Improvements to this corner include a medicinal garden, street lighting, and artwork.

The West Toronto Rail Path

The proposed West Toronto Rail Path will connect the communities of Parkdale, Roncesvalles, The Junction, High Park, Brockton, Beaconsfield, Liberty, Trinity-Niagra, and Dundas West. The bike and pedestrian path will create another significant linkage between the city and the Parkdale community once this path is built.

Jameson Avenue

Boulevard treatment along Jameson Avenue, south of Queen Street, will enhance the mid-section gateway to Parkdale. In addition to pavement and sidewalk improvements, there will be additional tree planting locations and public art projects wrapped into the public works project. Mural Routes, a non-profit that promotes murals as an educational public art form, will commission art for along this boulevard and art panels for the inlay of street tree containers.



Structure of the Main Street

The Capital Design Strategy considers the overall structure of the main street in Parkdale: the types of streets and blocks, the public realm and the size and uses of land parcels. The existing condition of these elements will inform how the streetscape should develop over time: as a balanced, uncluttered and rejuvenated public realm.

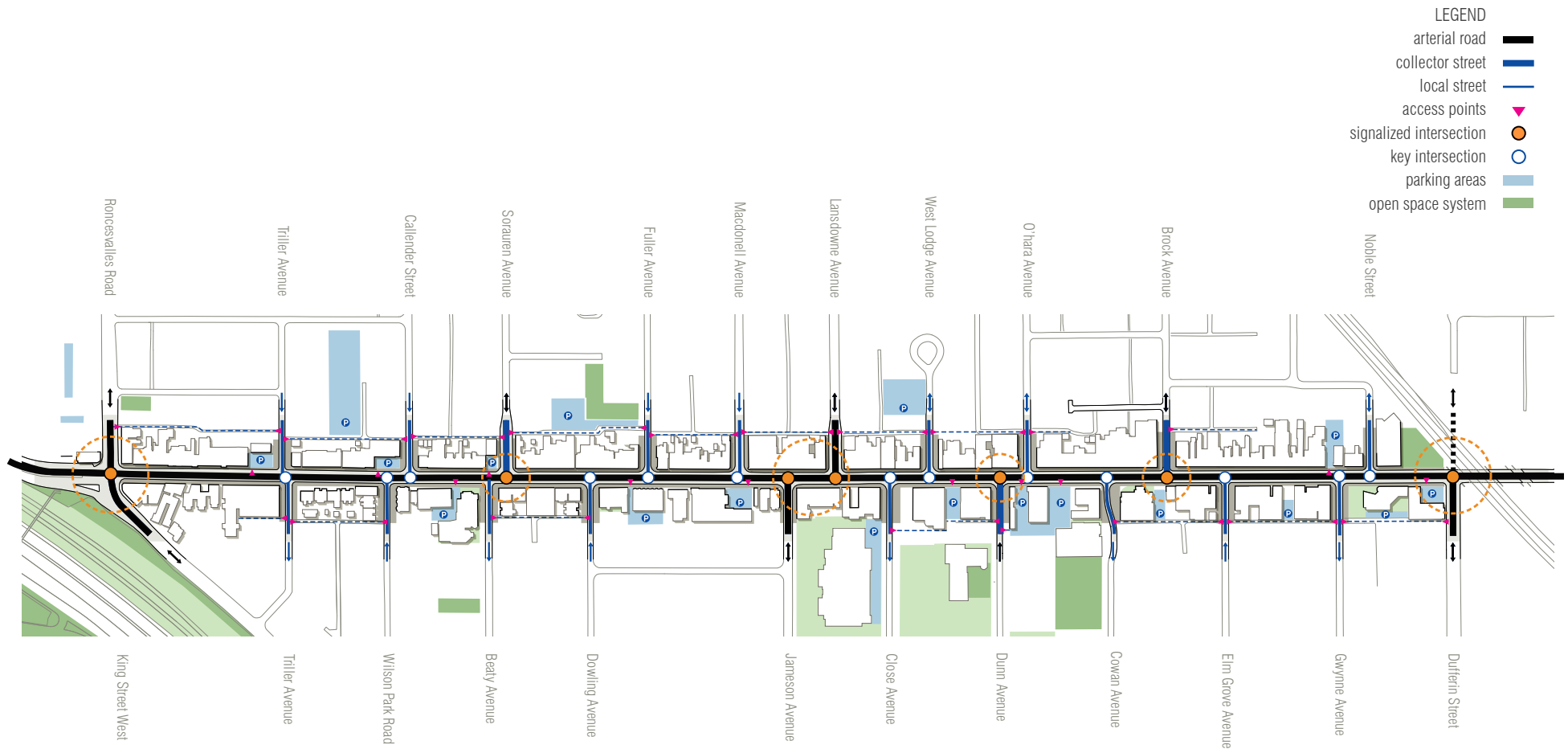
Streets and Blocks

The main street has a wide roadway with tight sidewalks on either side. The local north/south roads jog at Queen Street, which slow traffic. There are 24 points of street-access including the local and arterial roads. One arterial road, at Landsdowne, brings traffic from the Gardiner through Queen Street, at the mid-section of the study area. The arterial road at Landsdowne is one of three key intersections that form gateways to Parkdale: Lower Roncesvalles, Jameson Avenue and Dufferin. The less prominent intersections have the potential to accommodate more public amenities.

Public Realm

The public realm is the area between building facades on the north side and south side of Queen Street. This includes the sidewalk, the roadway and all of the elements within these areas such as street lamps, benches, and street trees. This is the land base that the Capital Design Strategy addresses.

The treatment of the public realm is inconsistent throughout Parkdale, varying considerably between the north and south sides and in the western and eastern edges. The north side of the street tends to



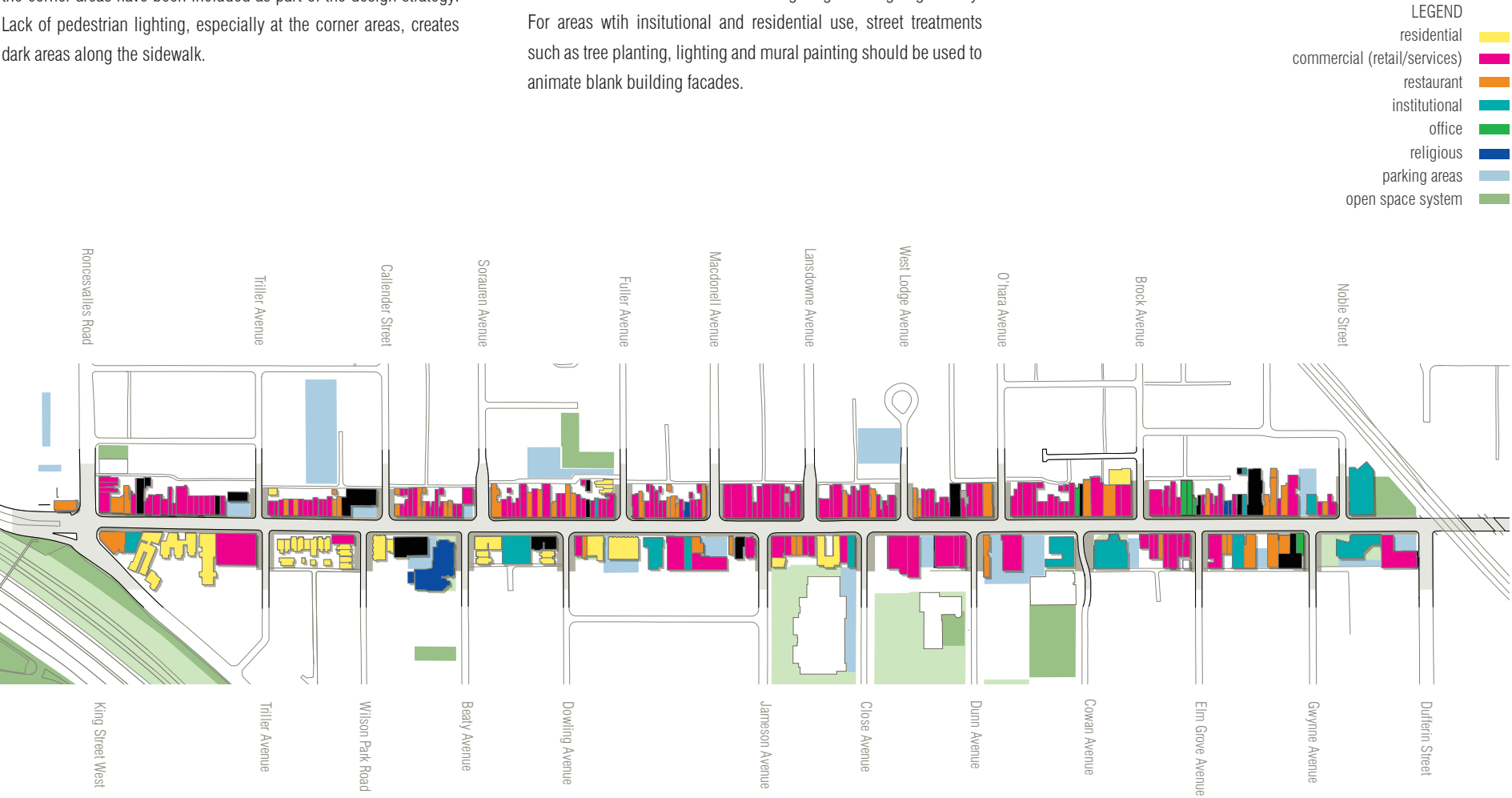
have more street trees and better sidewalk treatment. Similarly the eastern portion of the study area tends to have more street trees, planters and greening initiatives than does the western section. The result is a discontinuity of the commercial fabric that detracts from the pedestrian experience.

Safety is a key issue for the public realm in Parkdale, for this reason the corner areas have been included as part of the design strategy. Lack of pedestrian lighting, especially at the corner areas, creates dark areas along the sidewalk.

Land Use and Parcel Size

There is a significant difference in the types of land uses and parcel sizes on the north and south sides of the street, illustrated in the map below. The north side of Queen Street has almost continuous commercial and restaurant services on smaller parcels of land. On the south side of Queen Street, land parcels tend to be larger and, in addition to commercial uses, there are also residential and institutional uses. The significance of this is that commercial uses tend to animate the street with storelighting and ongoing activity. For areas with institutional and residential use, street treatments such as tree planting, lighting and mural painting should be used to animate blank building facades.

In addition to the structure of the main street, there are a number of streetscape elements that complement the public realm. The following section is an inventory of these elements to determine what is working well, what needs to be improved and what opportunities the design strategy can build upon.



Summary of Streetscape Audit

Parkdale's main street has both positive and negative elements, as well as a number of excellent opportunities. Determining these elements from the outset will enhance the strengths of Parkdale, address the weaknesses and build upon the opportunities. The detailed streetscape audit can be found in the appendix of this document.

Strengths

Access-

Parkdale is well-served by public transit and connects with both the Gardiner Expressway and the Queensway, making it accessible by foot, bike, transit and car. Queen Street connects to the main street of two popular neighbourhoods: West Queen West, art and design district, and Roncesvalles Village. The western edge of Parkdale links to the Toronto Waterfront- a city-wide and regional destination.

Heritage-

Parkdale has a strong local history evident in its architectural heritage, street names, murals and dedicated gardens. The street has a concentration of heritage buildings at the west end, with a total of 23 listed buildings along the main street.

Diversity-

The mix of cultural backgrounds, ages, incomes and the businesses and services that cater to these diverse needs make Parkdale the unique neighbourhood that it is – with something for everyone. That most of these businesses and services are located along the main street ensures a mix of users on a regular basis.

Street life-

Parkdale has a lively main street. During the day Queen Street is busy with people. Storeowners have set up chairs and tables in the corner areas and people take advantage of these places to congregate. For many in the area, Queen Street is a “front stoop”, a place to meet neighbours, window shop, go for a coffee or grocery shop. The variety of cultural backgrounds in the neighbourhood are reflected in the types of businesses, service centres, and faith centres that line the sidewalk.

Neighbourhood Identity-

Public art projects such as the Bike Lock project and murals, and community initiatives such the Dr. Gwynne therapeutic garden and business tree planters show Parkdale as a community that is invested in its main street.

Walkable-

Narrow storefronts built to the property line create a continuous streetwall along the main street. Consistent 2-3 storey building heights, tight sidewalks and wide public spaces in the corner areas, create a human-scaled environment. One can grocery shop, enjoy a coffee, get legal services and window shop within a short distance. No through-roads slow traffic moving north/south and the street car slows traffic moving east/west. Residential areas north and south of Queen Street use the main street for recreational and daily needs, creating a well-integrated residential- main street fabric.

New Businesses-

New businesses, especially at the west and east end, demonstrate a strong retail interest in the neighbourhood. New businesses range from local coffee shops, organic restaurants and local design stores.

Laneway System-

For most of the main street a laneway system runs behind the buildings on the north and south sides of Queen Street. The laneway system has the potential to, in the long-term, become another means of moving through the neighbourhood by bike and foot.

Weaknesses

Safety-

A lack of pedestrian lighting creates dark areas along the main street, particularly at the corner areas and under the CN bridge. The corner areas, particularly at West Lodge Avenue, have been identified as places where illicit activities happen during the day and night and cause problems for residents. Entrances to the laneways are also poorly lit and create dangerous areas when leaving the main street along a local road. In addition to lighting, bicycle and pedestrian safety are also an issue in Parkdale. There are no dedicated bike lanes so bicyclists need to navigate Queen Street between traffic and parked cars. Pedestrian crossing is also difficult with hard to discern crosswalks and, in some places, wide intersections (Roncesvalles intersection and Landsdowne intersection).

Greening-

Overall, there are a lack of green spaces along the main street. Along Queen Street there are barren areas, particularly at the east end and along the south side of the street where the street trees are either dead or missing. Often this is the result of poorly planted trees, lack of sunlight, salt, pollution, vandalism, lack of maintenance,

Dead zones-

There are a number of dead zones along the main street especially toward the eastern portion of the site. These areas are created for a number of reasons: blank building walls (or retaining walls), vacant sites (corner plaza parking lots), missing or dead street trees and lack of pedestrian lighting.

Form and structural differences on the north and south-

The north and south side of Queen Street are unbalanced in a number of ways: whereas the north side tends to have narrow buildings that front onto the street, the south side has larger land parcels with blank walls. The driveways on the south side of the street are off-set from the street where this doesn't happen on the north side. In some areas, particularly in the east, there are a number of tree planters and gardens that enliven the street, but this is inconsistent along the length of the main street, dependent upon business initiative to care for the planters over the long-term.

Pedestrian crossing-

Pedestrian crossing is difficult throughout and one often sees people jay-walking, especially in the evening. There are two places that are particularly dangerous: Jameson Avenue and Lower Roncesvalles intersections. Jameson Avenue is a timed-traffic light and a through-fare for traffic coming off of the Gardiner heading north. At Lower Roncesvalles the intersection is very wide and the right-hand turn lane makes it dangerous for TTC passengers crossing to the south sidewalk.

Sidewalk-

The sidewalk along Queen Street is narrow, 3.2m on the north side and 4.3m on the south side, which means that it's easy for it to become cluttered. The number of utility poles, paper bins and other items along the main street is the main source of sidewalk clutter. There are currently 171 utility poles along the main street many of which can be consolidated to create more space.

Opportunities

Prominent gateways-

The three multi-modal entry points to Parkdale (Dufferin, Jameson and Lower Roncesvalles) are defined by physical infrastructure and connect with neighbouring communities. At the Dufferin intersection the CN rail bridge marks the western point of Parkdale Village. Jameson Avenue marks the mid-point of Parkdale, with an arterial road being the main means of movement through this gateway. At Lower Roncesvalles there is a tremendous opportunity to create a major gateway where paths to the waterfront/Martin Goodman trail, Roncesvalles and Parkdale intersect.

Sustainable streetscape-

There are a number of opportunities to promote Parkdale as a green main street. Continuous tree pits for healthier street trees, bio swales and rain gardens along local roads, LED lighting and solar powered lighting are all ways of creating a green main street that can both save on energy costs, make a healthier city and green branding opportunity for Parkdale.

Heritage-

The significant heritage stock of buildings and infrastructure can

be highlighted and protected creating historical continuity and a unique identity for the neighbourhood.

Planned infrastructure improvements-

Planned infrastructure improvements (summarized in section 1) are an opportunity to implement the design strategy and save on costs by using construction as an opportunity to lay down necessary infrastructure, such as metering boxes for future seasonal and pedestrian lighting, that will be needed in the long-term.

Corner areas-

Where local roads intersect with Queen Street a T-intersection creates a public “room”. These wide ROW spaces can be enhanced as more active public spaces spearheaded by businesses and community groups. The design strategy can help direct appropriate furniture into these spaces, greening treatments and guidelines for businesses such as patio space and waste storage. These areas have great potential to become “rooms” for the community.

2

CONTEXT | **FRAMEWORK** | IMPLEMENTATION | APPENDIX

2.1 Vision for the streetscape

the vision

guiding principles

2.2 Design framework

main street

community rooms

gateways

2.1 >

vision for the streetscape

Guiding Principles

1 Maintain and enhance a distinct identity for Parkdale

- a. Use streetscape treatment to reflect the diverse groups in the area such as signage, public art, façade treatments, community arts projects
- b. Celebrate and accentuate architectural heritage

2 Prioritize pedestrians along the main street

- a. Prioritize pedestrian, cycling and public transit movement through the creation of a safe, comfortable and visually appealing public realm
- b. Create strong pedestrian linkages between the community rooms and main street.
- c. Include the laneways as part of the pedestrian system

3 Create distinct places for a range of activities

- a. Maintain distinct areas along the main street for furniture, utilities, and walking.
- b. Use the side streets to delineate spaces for active public uses.

The Vision

The main street of Parkdale Village is already known for its vibrancy, local retailing and activities during the day and night. However, there is room for improvement especially in terms of enhancing the safety of the streets and corners at night, balancing the north and south sides of the street and activating underused areas.

The Parkdale Village streetscape design will reflect the unique mix of cultures, lifestyles, and local history of the area. The design strategy will unify both sides of the public main street by enhancing key public spaces and creating a strong linkage between the east and west gateways. Design elements will support the notions of sustainability, local expression and participation of the local businesses.

4 Create a sustainable retail experience

- a. Use local materials for public realm improvements
- b. Use 'green' technologies whenever possible (eg. LED and/or solar-powered lighting, naturalized stormwater management)

5 Balance the streetscape

- a. Make improvements consistently for the full-length of the Main Street, on the north and south sides of the street
- b. Create a continuous street wall by addressing underutilized and vacant sites with temporary façade treatment. Where possible, vacant sites should be given over for temporary community uses to create a more active street life

Guiding Themes

Sustainability

Parkdale should be a showcase for green streetscape design. There are a number of opportunities to implement green technologies within the strategy that will both reduce energy consumption, become educational opportunities for sustainable practices and enhance the overall beauty of the neighbourhood.

Business Participation

Parkdale businesses and services are reflective of the people in the neighbourhood and frequent visitors. Therefore, they should be encouraged to take ownership over the design of streetscape and programming for the community rooms.

Local Expression

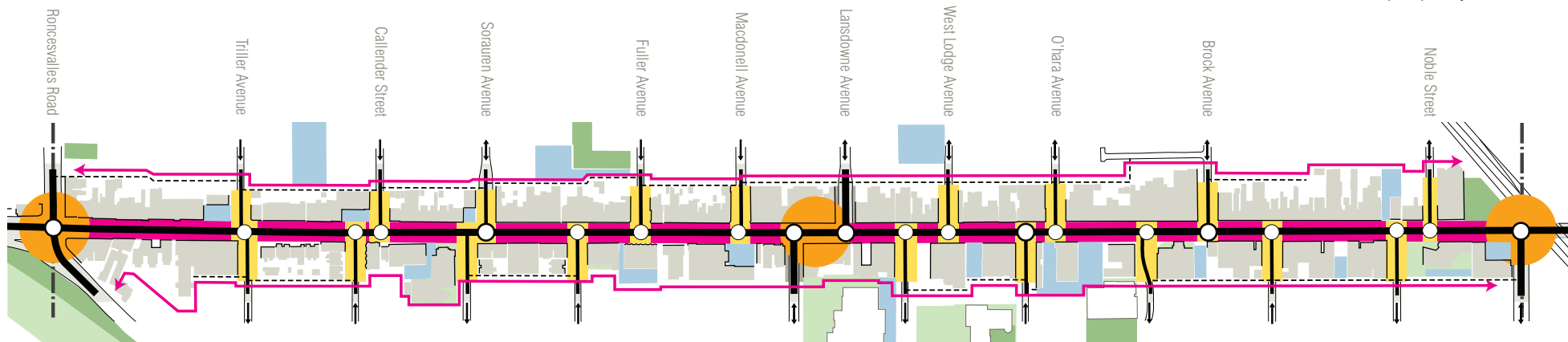
The unique local identity of Parkdale should be interwoven into elements of the streetscape. Public art is an excellent way to beautify the streetscape while also enhancing the local identity of the neighbourhood and should be integrated whenever possible in the design and implementation of the streetscape elements.

2.2 > design framework

The streetscape design focuses on three areas: first, the main street, along Queen Street, which encompasses the north and south sides of the street. Design treatment here focuses on balancing the sidewalk through consistent treatment of street trees, lighting and paving treatment. Second, the three gateway areas that should be enhanced

to announce entry into Parkdale, direct visitors to destinations along the main street and promote community events and festivals. The third focus area is the corner areas, or community rooms, that should be furnished and designed as community public spaces for gathering and/or to clean up and light to make a safer street.

- LEGEND
- study area boundary
 - linear streetscape
 - gateways
 - community rooms
 - signalized intersection
 - pedestrian crosswalks
 - laneway system
 - cycling/pedestrian trail
 - trail connections
 - parking areas
 - open space system



main street



The right-of-way along Queen Street is the main street of Parkdale Village. In addition to being the primary transportation route (pedestrian, bicycle, transit and vehicular), it also hosts most of the businesses, service agencies and community facilities for the Parkdale neighbourhood. It is the linkage between neighbouring communities and residential areas within Parkdale.

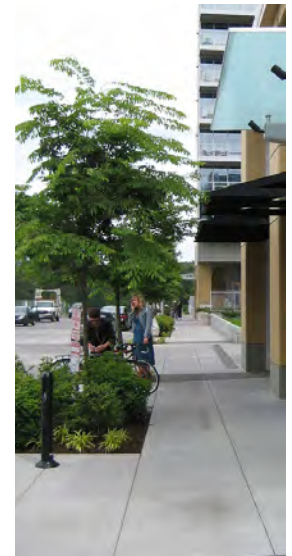
Today, there is a lot of activity on the main street, especially during the day. Corner businesses have set up informal chairs and tables in the ROW on the local roads, flower plantings (a BIA initiative) are staggered throughout the main street, and bike locks with creative designs are intermixed with city standards variety. When one walks along Parkdale's main street today, it is evident that this is a neighbourhood with character.

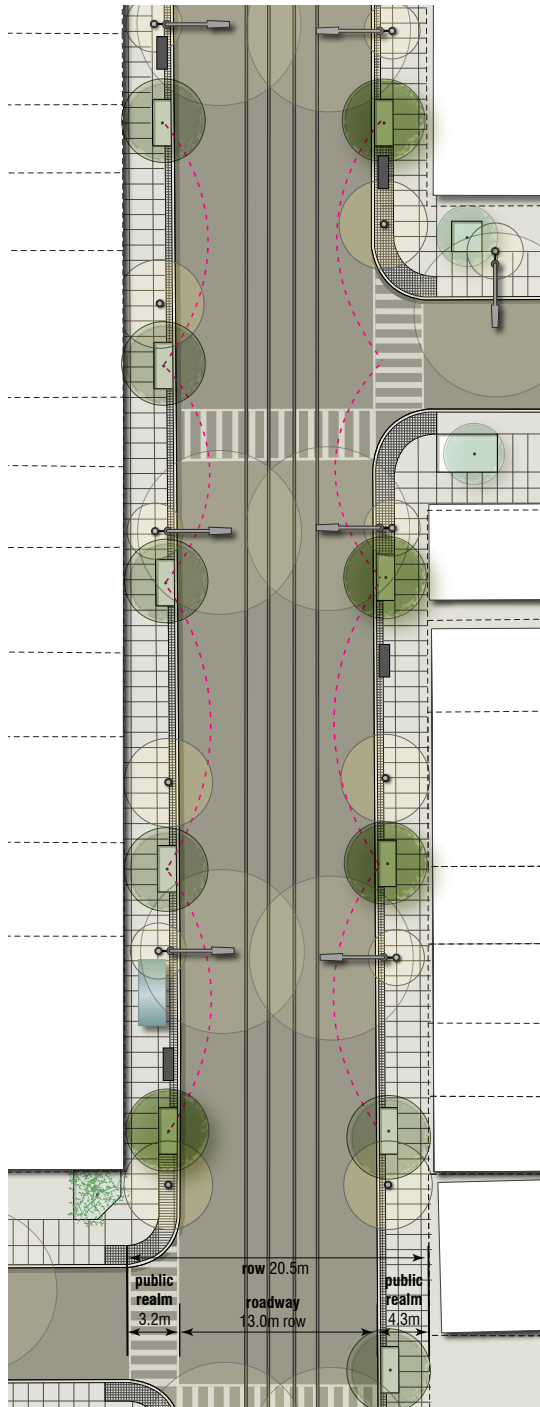
The treatment of the main street, however, needs to be balanced on the north and south sides. The ROW is inconsistent in its design treatment with missing trees, dead trees and living trees along the sidewalk. Sidewalk pavers vary in width and design throughout the length of the main street. Lighting is erratic, dependent upon vehicular and storefront lighting in the evenings. In parts, the pedestrian zone of the sidewalk is cluttered with hydro poles and paper boxes making it difficult to negotiate the sidewalks.

The vision for the main street is for a vibrant and consistent sidewalk, safe to use during the day and night. At the same time, wherever possible, detailing should express the local character of the neighbourhood (such as signage for local stores, bike locks, tree pit plantings). It should be evident that local businesses and community groups have invested in the maintenance of the main street.

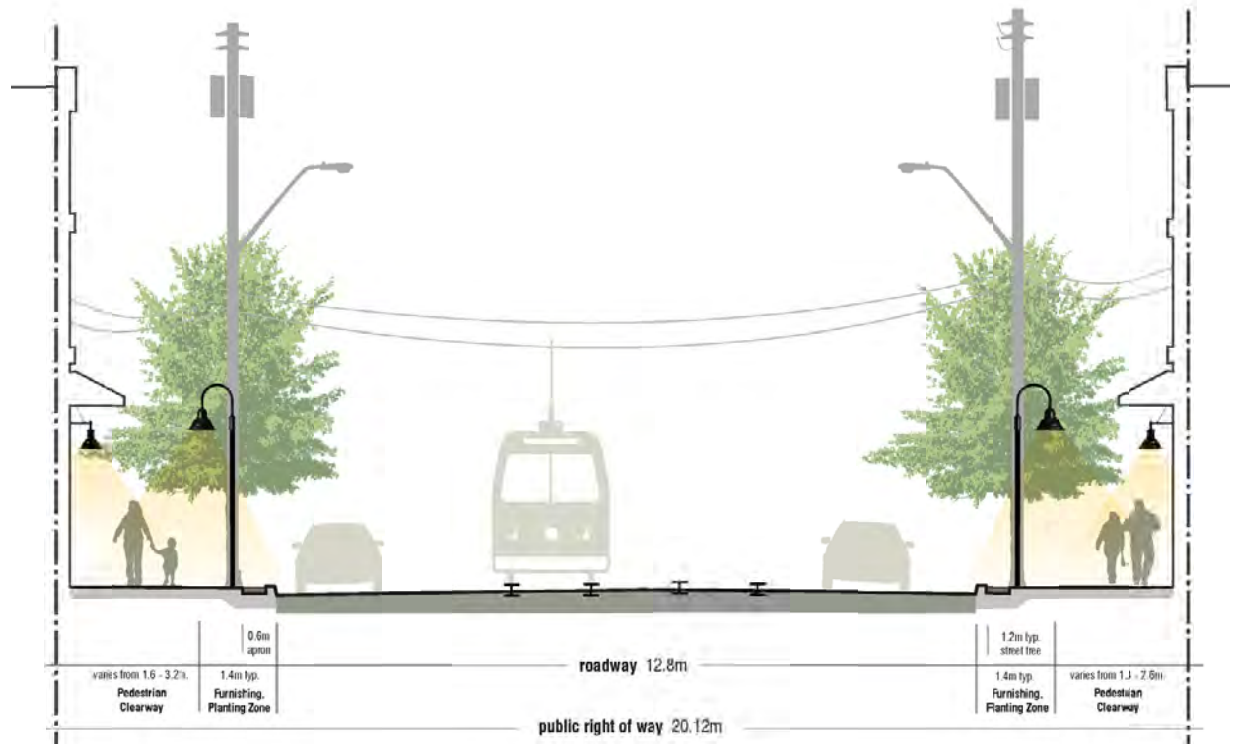
In order to balance the main street, consistent tree plantings and lighting are the main elements that the BIA should focus on in the short and long term. Working with the City, the BIA should ensure that any unnecessary clutter in the pedestrian zones are removed (such as illegal paper boxes). Other unnecessary clutter like redundant utility poles should also be removed.

Businesses should consider the impact of their store's signage, presentation and facade within the bigger context of the Parkdale neighbourhood and wherever possible use signage that protrudes from the building to create an interesting and eclectic sight line as one is walking along the main street.





- LEGEND
- new street tree
 - existing stree tree
 - free-standing pedestrian light
 - clamp-on pedestrian light
 - vehicular light
 - bus shelter
 - ▨ decorative pavers
 - - - seasonal lighting system



VISION FOR QUEEN STREET

Section and plan illustrate the proposed improvements for the typical main street condition.



Improvements to Parkdale's main street are centred on healthier tree plantings, installing pedestrian lighting, and creating a more balanced streetscape in terms of design treatment.





gateways



Gateways help to shape expectations of a neighbourhood and create a landmark within the community. A line on the ground, a monument, public art, or signage are all common gateway features. Gateways announce that you have arrived or that you are leaving and also importantly, they can direct visitors to special destinations in the neighbourhood.

Parkdale Village has three prominent gateways: Dufferin Underpass, Jameson Avenue and Lower Roncesvalles. These gateways have a number of commonalities: they are marked by significant infrastructure (rail tracks, streetcar tracks, auto arterial); they are all heavy traffic areas (pedestrian, transit, auto and bicycle); and they connect Parkdale with neighbouring communities. As such they should receive special design treatment to make them stand out along the main street. Special treatment includes, taller buildings, different species of trees, special lighting, and special pavings.

The BIA is in a fortunate position right now in that the key gateway areas along its main street all have some sort of improvements planned for the near future. Integrating these plans into the overall main street improvement for Parkdale will save the BIA money in the long term and expedite the improvements along Queen Street.

Dufferin Gateway

The Dufferin underpass marks the eastern gateway of Parkdale Village. The CN rail track creates a bold entrance into the neighbourhood and echoes the area's industrial heritage.

There are a number of planned improvements for this area that will create a strong gateway, as part of the Dufferin Jog re-alignment project. The Dufferin Street re-alignment is a city initiative to connect the north and south sections of Dufferin Street. An environmental assessment process was completed in 2002. More recently the City of Toronto issued an RFP for the project, which began in October 2008 and is to be completed by the fall of 2009. The streetscape strategy should feed into and support these plans.

Dufferin Jog Re-alignment

A new City parkette will front on the north side of Queen Street, west of Dufferin Street, and house an amphitheatre in the now vacant land behind a cement retaining wall. Covering approximately 1,380sm, the amphitheatre will step up from Queen Street and will have decorative railings, wall treatments, lighting and public art.

West Toronto Rail Path

The planned West Toronto Rail Path, linking neighbourhoods in West Toronto with the waterfront, is also an excellent opportunity for Parkdale Village to bring in visitors and forge connections with the rest of the City. The bike path will exit on the east side of the trail (onto West Queen West) so appropriate signage and way finding should lead visitors into Parkdale.

Dufferin Streetscape Plan

Along Dufferin Street, acorn head streetlights will be installed along with Victorian-style clamp on pedestrian lights. A 1% public art fund will go toward art on the new underpass walls, depicting the neighbourhood's history through pictures impressed in concrete wall recesses.

These projects provide an excellent opportunity to "piggy back" on planned improvements for the area. The BIA should add the following elements to this gateway:

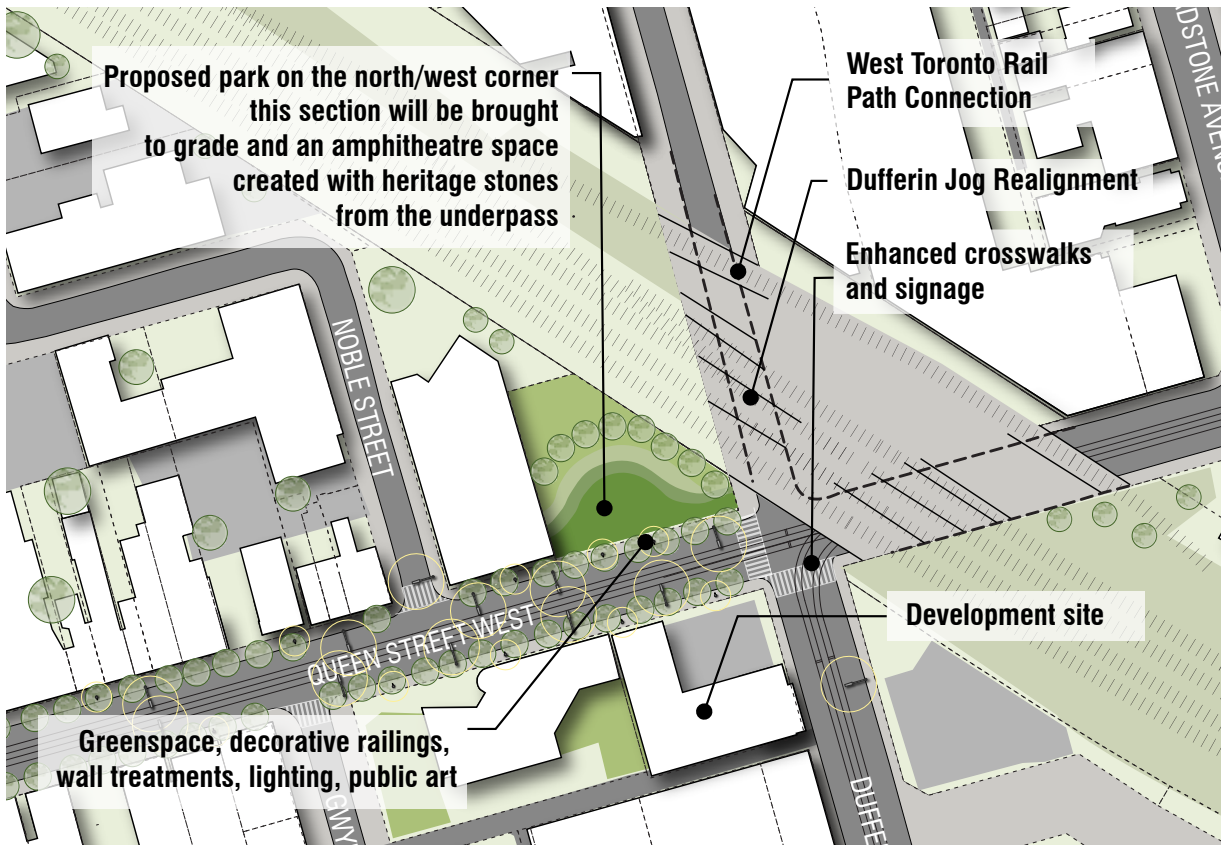


- Signage in amphitheatre set back that directs people to key places in Parkdale
- Murals and banners that highlight community events and activities
- Banner on the overpass (but it must fit with the historic character)
- Install standard Parkdale pedestrian lighting at this intersection
- Request that lighting installed along Dufferin Street is complementary to the lighting strategy implemented by the Parkdale BIA

Landsdowne-Jameson

The Landsdowne-Jameson gateway marks the mid-section of Parkdale Village. As one of the major arterial roads connecting Lakeshore Boulevard with neighbourhoods in West Toronto, it is also a heavy traffic area especially during peak hours. This also means that for many motorists, the half block that they drive before turning north on Landsdowne Avenue is the only moment that they encounter Parkdale. The jog at the intersection and irregularity of the crosswalk, also makes it a difficult area for pedestrians and cyclists to navigate.

Simply enhancing the crossing areas would make an excellent first step in creating a more prominent mid-section area. The crosswalk should have special pavings, slightly raised so that they are noticeable both to pedestrians and motorists. For the length of the Queen Street portion of the jog, on the north and south sides, businesses should be encouraged to undergo facade treatments and install signage to show off the businesses in the area.



DUFFERIN GATEWAY

Plan illustrating planned and future projects.

Currently, a beautification program is planned for the Jameson Boulevard, south of Queen Street. Mural Routes, a non-profit organization that uses murals to illustrate a community's history, is developing a proposal for the boulevard areas between sidewalk and curb. Mural Routes will also develop a proposal for panels that will be secured to new tree containers on Jameson. These community projects and beautification pieces will help to emphasise the intersection as a part of the community and a key Gateway. The BIA can support these initiatives by:

- Work with Mural Routes to extend the art piece into the public realm on Queen Street such as continuing the art inlays along the sides of building walls.
- Plant prominent trees at this intersection
- Install pedestrian lighting on the corners of the intersection
- Create prominent signage that tells people they are in Parkdale and calls out key businesses and services in the area

Roncesvalles Gateway

The Roncesvalles Gateway is the prominent western gateway of Parkdale Village. At this point the neighbourhoods of Parkdale, Roncesvalles and bridge to Toronto's waterfront intersect. Currently, the wide intersection and surrounding uses make this intersection dangerous to cross, congested with traffic and unappealing visually. Given the shared gateway with Roncesvalles Village, both BIAs should consider sharing improvement costs to create a common gateway.



LANDSDOWNE-JAMESON GATEWAY

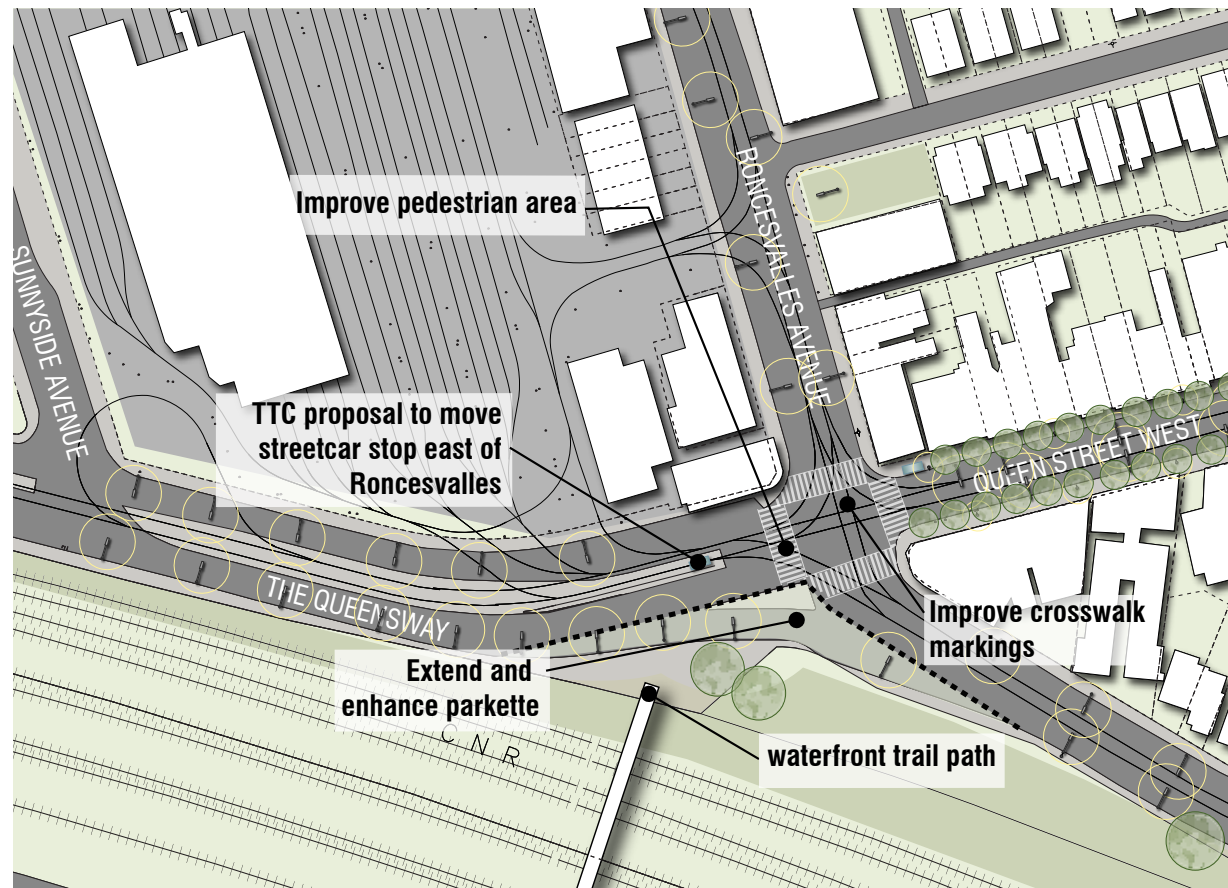
Plan illustrating planned and future projects.

A first move for the intersection will be to tighten the intersection making it easier for pedestrian crossing. This can be achieved by eliminating the right-turn lane from the Queensway eastbound to King Street and using this to extend the parkette outward.

Improvements to this gateway can be rolled into a number of planned projects.

The TTC plans to move the TTC bus stop from its current location to the south side of Queen Street, at the eastern boundary of the BIA (in front of the Easy restaurant). This will require a slight narrowing of the curb in the furniture and planting zone. Installation of an advance “left turn light” will ease traffic flow. The elimination of the right turn lane will enable the extension of Beatty Parkette and make a safer pedestrian crossing zone. There are a number of improvements that the BIA should lobby to have included in these improvements.

- Raised crosswalk, or special pavings to create either a tabled intersection or a more prominent crosswalk to highlight pedestrian zones.
- Signage in Beatty Parkette, at the head of the pedestrian bridge crossing to the waterfront.
- Coordinate with the Roncesvalles BIA to design complementary signage as this is the gateway to both neighbourhoods.



RONCESVALLES GATEWAY
Plan illustrating planned and future projects.

community rooms



Improvements along Queen Street should be complemented by treatment of the corner areas where local roads intersect with the main street. Currently, these areas tend to be underused, dominated by concrete, blank building walls, and low lighting. This acts as a barrier to the surrounding residential fabric, and in some cases, creates dangerous walking conditions at night.

However, these areas have potential to become great community spaces, creating a strong link between the main street and the surrounding neighbourhood. Local roads have a wide sidewalk and a generous distance between the main street and the laneway entrance (generally 30-40m from Queen Street) creating, what could be, active community spaces with benches, planters, lighting and programming. Given the narrow sidewalks along Queen Street, community rooms should be where street furniture (benches, water fountains and bike racks) are located.

The laneway system that runs parallel to Queen Street on the north and south sides of the street is an extension of the community rooms and should also be addressed. To increase safety in these areas, the entrance to the laneways should be lighted. Businesses backing onto the laneway should also be encouraged to light the backs of their buildings. There is also opportunity to clean up and revitalize these passages by adding plantings and improving their overall aesthetic qualities.

Community Rooms are also an opportunity to work in concert with the local community organizations, residents, community leaders and City planning staff to develop visions for each room. They are places to show off the local character of the neighbourhood. For example, if the BIA decides that sustainability should become an integral component to the streetscaping program and overall marketing/branding of the neighbourhood, then these rooms are places to advertise this to both residents and visitors through greening projects like rain gardens and naturalized gardens.

The rooms are places for residents to use as a front porch and for visitors to learn more about the neighbourhood that they are visiting. Plaques on the walls of buildings or erected in gardens or on street furniture can explain the stewardship of the community room or tell a story about a local neighbourhood group or culture. Community groups should be encouraged to design rooms, to paint murals or use another form of public art to tell their story or experience in Parkdale.

Projects such as plantings of trees and gardens, food kiosks, tables for eating or having a coffee, and programs like chess boards and Mahjong tables would enliven these areas, make them safer, and create more places for people to gather in the public realm.

Spill-out cafes

Cafes, restaurants or other commercial uses, may extend into the community rooms, but they should be sensitive to the design of the public realm. Careful consideration should be given to the location and configuration of these spill-out spaces. A strategy for the entire length of the Community Room should be submitted, which addresses elements such as existing building entrances, architectural features, lighting, and pedestrian circulation. A clear pedestrian zone (minimum 2m) should remain unobstructed.

When a business applies for a permit for patio space, Municipal Licensing and Servicing (MLS) along with the Councillor's office ultimately regulate the dimensions of the area, patio hours and licensing. However, the BIA can set guidelines for the business, MLS and the councillor's office to consider in their application.

To help define the future potential of the 18 Community Rooms, three typologies were created based on adjacent uses: the destination room, civic room and green room. Although specific streets have been assigned to these typologies, it should be noted that adjacent uses will change over time and therefore these are only suggestions as per today's current uses.

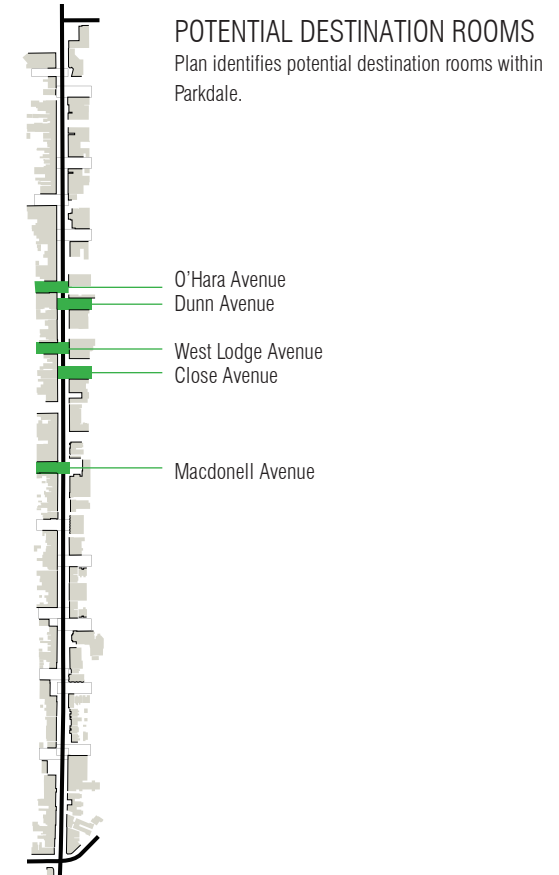
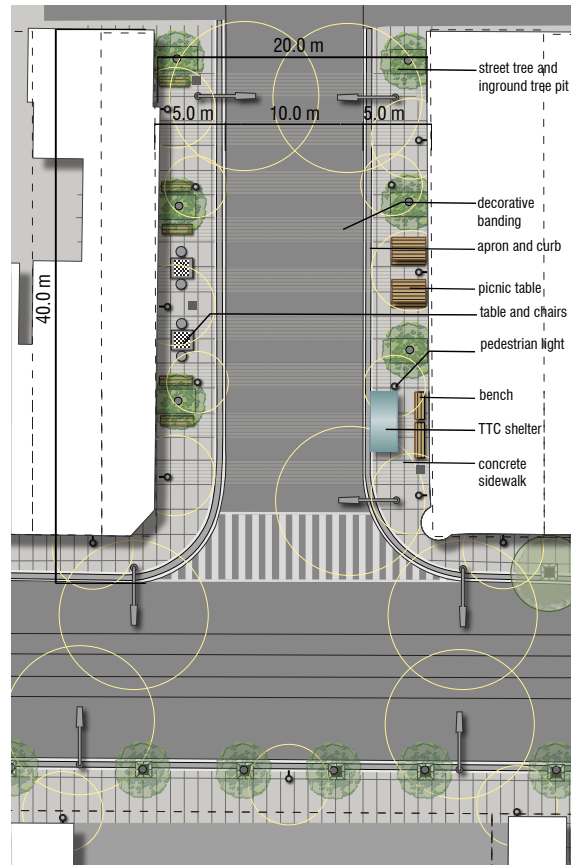


Destination Rooms

Destination Rooms are active areas that can be used for community gatherings and festivals. They have retail and commercial adjacent uses, which give the opportunity for people to overflow onto the street (e.g. cafes and eateries). Within the local community, they are key destination points where people will stay for longer durations of time. They should be programmed and designed in a way that gives a strong sense of community use. Programming could include, furniture with games built-in, band-stand for live-music, and food and flower kiosks, play areas for children, spill out areas for restaurant and cafes.

Based on existing uses and current levels of activity in these specific areas, Macdonell Avenue, Close Avenue, West Lodge Avenue, Dunn Avenue and O'Hara Avenue are potential destination rooms in Parkdale.

The following diagram depicts Macdonell Avenue as a destination room which creates a generous space for the community to gather. The design considers the entire public right of way from building facade to building facade and provides a safe and attractive setting for community activities.



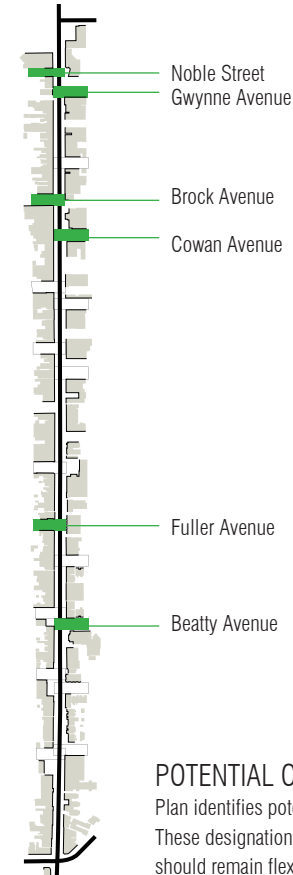
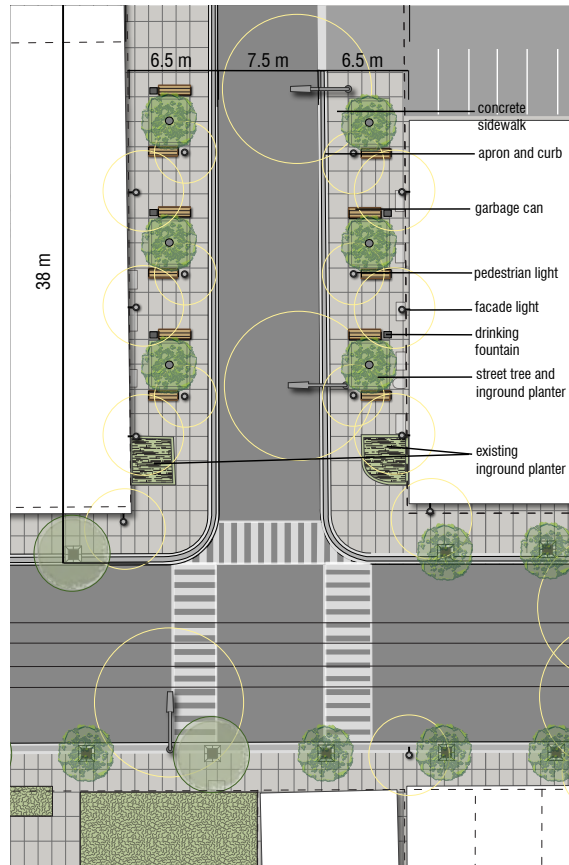


Civic Rooms

Civic rooms are more transient spaces meant to complement civic uses such as the library or community centre. These spaces would provide basic amenities such as benches, bike racks, drinking fountains and would be preferred location for any community boards which would advertise events and festivals. Shelter and weather protection should also be considered, whether achieved through tree canopies or building awnings, comfort and convenience is the focus of these rooms.

Based on existing uses and current levels of activity in these specific areas, Beatty Avenue, Fuller Avenue, Cowan Avenue, Brock Avenue, Gwynne Avenue and Noble Street are potential civic rooms in Parkdale.

The following diagram illustrates the potential revitalization of Brock Avenue into a civic room, which introduces pedestrian lighting and street furniture to create a more attractive public realm.



POTENTIAL CIVIC ROOMS

Plan identifies potential civic rooms within Parkdale. These designations are based on current land uses and should remain flexible.

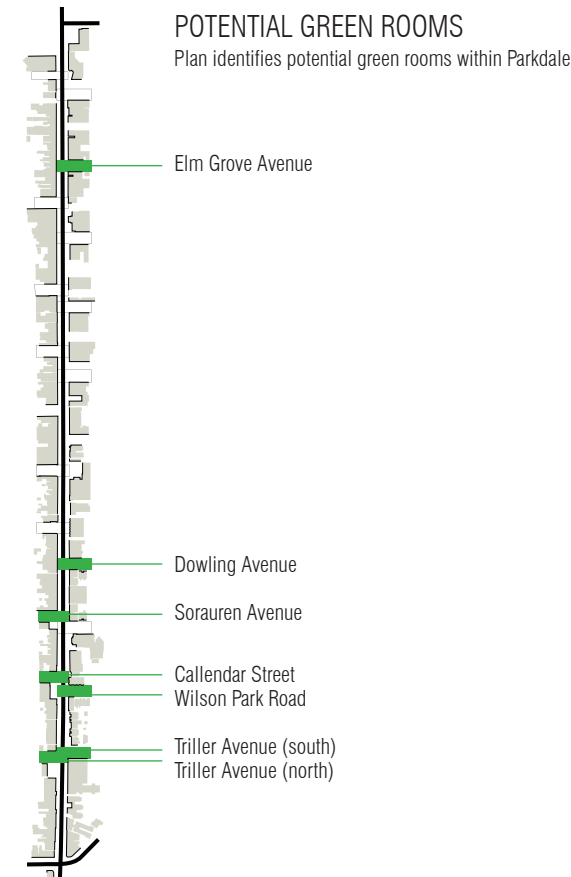
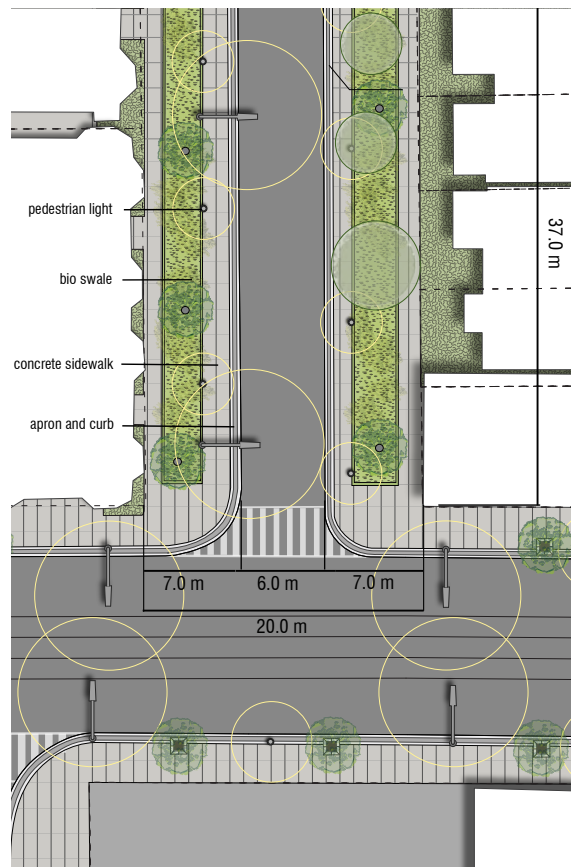


Green Rooms

Green Rooms are adjacent to residential areas and, for the most part, simply require landscaping to enhance their appearance. They are an excellent opportunity to showcase the BIAs dedication to sustainable design through greening projects such as bio swales. Bio swales can have a dramatic effect on the public right-of-way by cooling the area in the summer, providing wind break in the winter, and cleaning the stormwater before it flows into the sewers.

Based on existing uses and current levels of activity in these specific areas, Triller Avenue (north and south of Queen), Wilson Park Road, Callendar Street, Sorauren Avenue, Dowling Avenue and Elm Grove Avenue are potential green rooms in Parkdale.

The following diagram illustrates the transformation of Wilson Park Avenue into a green room, which with generous landscaping which could become sustainable features in the area. These improvements would not only improve the pedestrian experience but also act as a threshold between adjacent residential uses.





MacDonell Avenue as a destination room

Artist's impression of an improved MacDonell Avenue looking south towards Queen Street. This rendering reinforces the desire for the destination rooms to become places for gathering and play which can significantly contribute to the daily life of local residents.







Brock Avenue as a civic room

Artist's impression of an improved Brock Avenue looking south towards Queen Street. This rendering illustrates the immense potential to revitalize a place through streetscape improvements, by incorporating planters, trees and appropriate street furniture. The key is to reclaim the public realm and transform it into a comfortable environment for people as opposed to vehicles.







Wilson Park Avenue as a green room

Artist's impression of an improved Wilson Park Avenue north towards Queen Street. This rendering focuses on the transition between the streetscape and adjacent residential uses, revitalizing the building yards through landscape improvements. Using stormwater management projects such as rain gardens could be a creative way for the streetscape to be both functional and aesthetically pleasing.





3

CONTEXT | FRAMEWORK | **IMPLEMENTATION** | APPENDIX

3.1 a guide to implementation

3.2 main street initiatives

3.3 gateway initiatives

3.4 community room initiatives

3.5 lighting strategy

3.6 looking ahead

- business participation in Parkdale
- planning and development in Parkdale
- sustainable Parkdale
- public funding sources

3.1 >

A guide to implementation

Implementation

This section of the report sets out the costing and implementation for the design of the overall streetscape. It outlines the various projects to be undertaken by the BIA, defining, prioritizing and costing these initiatives wherever applicable.

This framework also speaks to the role of the various parties involved in making the vision happen. The role of the BIA, business owners, City and City agencies are acknowledged in the project descriptions and reinforced in the 'looking ahead' section of the document. The BIA will play an important role in laying the foundation for the programming of many of the recommended projects such as the 'adoption' of community rooms and street planters. It will also coordinate with the city in regards to its new coordinated street furniture program and city agencies like Hydro in regards to implementing the lighting strategy.

The vision for the Capital Design Strategy focuses on providing additional pedestrian lighting and street tree planting, to improve the safety of the street and to unify the overall streetscape for the BIA area. With a clear emphasis on Queen Street or the 'main street', the recommendations are more detailed for the main street area (including the gateways) and are more high level for the community rooms.

The implementation section is structured into three parts: the main street, gateways and community rooms. Each part describes the general intent and purpose of the streetscape elements and recommends how they should be implemented.

The following list of action items are structured using the design framework outlined in section 2.

The main street

The strategy focuses on recommendations for the main street and all of its elements. This includes detailed and specific actions that should be undertaken by the BIA as well as related costing where applicable.

The gateways

Gateways are part of the main street but carry additional significance, and have been highlighted as focus areas that should be carefully designed to best celebrate arrival into Parkdale.

The community rooms

There are numerous design and programming possibilities for the Community Rooms. To best describe the recommendations in each of these three components, a chart describes the essential details. The Community Rooms are projects that should be undertaken by businesses and local community groups, with general guidance from the BIA.

The following symbols found throughout the streetscape recommendations related to the three guiding principles of sustainability, business participation and local expression.



sustainable initiatives

This symbol identifies an alternative sustainable initiative. This is optional, but recommended. These items tend to cost more up front, but save money in the long-term. Taken together, these initiatives can also be part of the 'green branding' of Parkdale.



business participation initiatives

Actions that can be supported or lead by local businesses are highlighted whether they are interim actions (such as storefront lighting) or ongoing commitments such as tree pit gardens and community expression initiatives



local expression

There are many opportunities to interweave community expression into the streetscape. Wherever possible, this report identifies key opportunities. This list is by no means comprehensive.



programs and funding sources

Many funding sources and financial incentives are available through the City of Toronto and other public organizations. Wherever possible, these have been included in the report.



costing assumptions

The provided cost estimates reflect a likely order-of-magnitude cost for each of the component projects. Unit costs provided reflect a breakdown of these prices over the total number of 'units' within any individual project. Estimates have been prepared using historical market prices for similar work, and with reference to estimates provided by Toronto Hydro, equipment manufacturers, and other sources. Several assumptions have been made regarding the scope and nature of individual component projects. It should be noted that reducing or otherwise changing the scope of any of the individual projects may have an impact on the unit and total costs for the project, due to losses or gains in project economies, or to other detailed considerations.

Project cost estimating should reflect 2008-2009 construction costs. For projects occurring beyond this time frame, a 3% to 5% premium should be added to account for inflation and rising construction costs.

Lighting Strategy

The Parkdale Village BIA has prioritized pedestrian lighting within the capital design project. Pedestrian lighting along the main street creates safer streets and ties the neighbourhood together. Although Queen Street has vehicular lighting, there is no pedestrian lighting leaving the streets dark in the evening, particularly the corner areas along Queen Street. The lighting strategy should create safer walking and meeting spaces. It recommends showcasing store windows during off-hours, enhancing way-finding by lighting community landmarks and gateways into the area, as well as improving the low lighting levels in the community rooms which lead to the surrounding residential communities.

The new streetscape will feature a series of attractive pedestrian lights, including free-standing fixtures, clamp-on fixtures, and storefront fixtures. The combination of these will create a visual rhythm along the streetscape and improve the overall safety and sense of place.



Greening Strategy

The presence of large trees, planters and gardens can have an uplifting effect on a streetscape. Plants increase oxygen, counter the urban heat island effect, provide shade in the summer and filter light. Green is also a very comforting colour and can have a calming psychological effect on people using the street. USDA researchers in California found that Greening can change people's perceptions of their neighbourhoods, reduce violence and crime, and increase neighbourhood stability. Greening initiatives beautify the street, create a calming environment, create a consistent streetscape aesthetic, cool the sidewalk during the summer, reduce the urban heat island effect and help create a sense of community.

Parkdale can take advantage of the Capital Design Project and implement Greening initiatives throughout the community. In addition to the positive social impacts of Greening, they can also contribute to rising property values especially with new tree plantings, improvements to streetscapes and greened lots, rejuvenating existing gardens, and introducing new green spaces at gateways.

The strategy proposes to regularize the tree spacing pattern and the configuration of the tree pits along the main street. Recommending more generous tree pits along the main street in order to improve tree health and create more generous planting areas.



Hardscaping Strategy

The sidewalk is the main pedestrian path and meeting place. The sidewalk brings people to the front door of businesses, to residences and from one neighbourhood to the next. This is a fundamental feature of the pedestrian realm. Therefore, the treatment of the sidewalk is key to the success of the streetscape strategy.

The public realm consists of two zones, the pedestrian clearway zone and the planting and furnishing zone. The pedestrian clearway zone serves the main function of the sidewalk which is to facilitate movement and create spaces for meeting, it is important that this area be kept clean and remains easy to navigate.

The long term vision of this strategy proposes the consistent use of a two paver wide decorative banding detail along the curb edge, much like the current condition along the west side of Queen Street near Roncesvalles. In the gateways and community rooms, hardscaping can also enhance and accentuate special places such as corners and areas of special activity. Consideration should also be given to accessible design, such as curb ramps for strollers and wheelchairs should be made at every crosswalk to create an accessible sidewalk and public realm.



Furniture Strategy

Street furniture is an important component of the public realm, potentially transforming a through-fare into a place for resting and gathering, which creates ongoing activity and “eyes on the street”.

Along Queen Street, a number of businesses have provided chairs and tables for their customers. This shows that there is a desire to congregate along this main street which should be encouraged. However, given the narrow width of the sidewalks along Queen Street, opportunities for street furniture are limited.

The furniture strategy suggests situating base furniture (transit shelters, garbage receptacles, benches, bike locks) on Queen Street and additional furniture (tables & chairs, kiosks, drinking fountains) in the community rooms. This will reinforce the long-term vision of Queen Street as a clean, organized streetscape and the community rooms as potential gathering spaces.



Built Form Strategy


The built form of the streetscape includes the facades of building, including awnings, the building aesthetic and the relationship between that building and the street. Awnings are often the transition between buildings, sidewalk and street, helping to visually unify them. The many heritage buildings along Parkdale's main street are a great asset to the area. Enhancing and directing attention toward this heritage through facade improvements, signage, and public art will heighten the pedestrian experience.

The strategy highlights the impact which the built form elements can have in creating strong streetscape. Installing varied and colourful store signage and awnings to dress the walls of buildings will celebrate the eclectic mix of businesses in Parkdale. Specific initiatives also address other key features such as the heritage fabric and public art and the role they play in telling the story of the Parkdale community.


3.2 >





Main Street Initiatives


Implementation



Action	LIGHTING Project Description	Project Phasing	Related Project	Project Costing
	<p>vehicular lighting</p> <p>The current lighting levels on Queen are adequate and additional lighting is not recommended. To reduce clutter, redundant poles should be consolidated and removed wherever possible.</p>			
action 1	BIA contact Hydro to inventory redundant poles and request removal and consolidation by the City.	short term priority	not applicable	no cost to BIA
	<p>pedestrian lighting</p> <p>Pedestrian lighting should be evenly spaced along the main street by 15-20m on centre. Fixtures consist of both free standing and clamp on lights. Lighting fixtures should be at a lower wattage to reduce glare and be located within the 'planting and furnishing zone' and their installation should leave room for bobcats and snow plows. It should be noted that every block will need its own meter. This results in approximately 85 new pedestrian fixtures.</p>			
action 2	Install free-standing pedestrian light fixtures at gateways and corner areas, along the main street. Costing reflects the initial infrastructure work and extensive wiring and metering required for the new pedestrian lighting system.	short term priority	action 5	\$880,000 [44 units at \$20,000/unit]
action 3	Install free-standing pedestrian light fixtures at intermediate locations between existing street-lighting poles at approximately 30m on centre on both the north and south sides of the street. Costing reflects the cost of the additional fixtures and remaining infrastructure work beyond that which has already been established (2).	mid term priority	action 5	\$615,000 [41 units at \$15,000/unit]
action 4	Install clamp on lights (at the same height as the free-standing pedestrian fixtures) to existing utility poles which occur generally at 30m on centre. Using existing utility poles to mount light fixture will minimize the need for additional poles.	long term priority	action 5	\$423,500 [121 units at \$3,500/unit]
action 5	 Install additional LED kit in conjunction with the installation of both free-standing and clamp-on pedestrian light fixtures. Costing considers LED kits for 85 free-standing light fixtures and 121 clamp-on light fixtures for a total of 206 LED kits. The cost may vary depending on specific product line selected and the quality of their particular LED engine design.	see action 2/3/4	action 2/3/4	\$206,000 (all pedestrian lights) [206 units at \$1,000/unit]

Making the main street happen will be the focus of the Business Improvement Association. Wherever possible recommendations should be made to align the capital design strategy recommendations with these projects. Coordinating elements such as the lighting and planting strategies to ensure a consistent logic throughout Parkdale, but also capitalizing on the infrastructure work required by these projects to incorporate some of the capital design strategy recommendations.

Action	LIGHTING Project Description	Project Phasing	Related Project	Project Costing
	<p>seasonal lighting</p> <p>Seasonal lighting can be used for holiday decorations and to dress bare trees in the winter months. This lighting system exists within the former BIA boundaries and should be extended throughout the rest of the current BIA area.</p>			
action 5a	<p>Retrofit and expand the current seasonal lighting system to conceal electrical receptacles below the soil of the tree pits for all 170 proposed tree locations. The long term tree spacing would result in 137 trees which would require servicing for seasonal lighting, add the retrofitting of approximately 33 existing trees which are currently serviced. Additional, different receptacles designed to provide power for special event uses should be considered at key locations such as the community room adjacent to TPL.</p> <p>This item provides two options for upgrading the seasonal lighting system described above to a solar power source. The two items described below are alternative strategies to implement this action:</p>	long term priority	action 5b	<p>\$595,000</p> <p>[170 units at \$3,500/unit]</p>
action 5b1 	<p>Install solar panels at gateway locations to power the expanded seasonal lighting system. This should be coordinated with current and planned gateway projects. To ensure that this is done in the most efficient manner, detailed design of the seasonal lighting system should take into account the possible future implementation of a solar power source, and install central infrastructure such as meters and switches using equipment (ie. Reverse meters) and in locations, that would accommodate this later action. Costing considers the solar panel technology and directly related hardware and infrastructure, but assumes that the seasonal lighting system is in-place, including wiring and metering. A cost-range has been provided because it is very difficult to determine potential costs without preparing a more detailed concept. As well, space and facility constraints within re-designed gateway spaces are currently unknown, possible opportunities for partnerships have not been explored, and engineering considerations not worked out in detail. Finally, please note that this project could be broken into three component projects, but could not reasonably be broken down further as it has been described here."</p>	long term priority	action 5a	<p>\$250,000 - 500,000</p> <p>(additional cost)</p> <p>[overall cost - gateways]</p>



Action	LIGHTING Project Description	Project Phasing	Related Project	Project Costing
action 5b2 	seasonal lighting Install solar panels and overhead wiring to power a new seasonal lighting system. A qualified solar technician (Canadian Association of Solar Industry) to be procured to determine the appropriate location and quantity of panels required. Consult with Green TBiz early on in the process as there is also potential for initiative to become a solar power pilot project. Costing considers the solar panel technology and overhead wiring and is based on results from a precedent pilot project. Please note that this kind of system could be installed in a very piece-meal manner, as it operates separately from any linear infrastructure."	long term priority	action 5a	\$722,500 (panels/wiring) [170 units at \$4,250/unit]
action 6 	storefront lighting Wherever possible, lighting can be attached to the front wall of the store to illuminate the store windows and entrance. In the interim, before pedestrian lighting is installed, businesses should leave storefront lighting on during the evening hours. This will provide street lighting, while also allowing people to window shop during off-hours.	short term priority	action 7	no cost to BIA
action 7 	Storefronts can use LED coloured lighting designs to save energy and improve the appearance of store windows. Consult with Storefront Lighting Program in conjunction with Parkdale Liberty Economic Development Corporation and GreenTbiz.	mid term priority	action 6	no cost to BIA
action 8 	Businesses can use Bullfrog power, potentially as a BIA. Once businesses have selected to participate, Bullfrog performs an energy audit to determine how much alternative energy (clean energy) is required. Once this happens, the BIA is listed on the Bullfrog website.	long term priority	action 7/8	no cost to BIA

Action	GREENING Project Description	Project Phasing	Related Project	Project Costing
	<p>street tree pits</p> <p>There are currently 112 street trees along the main street spaced at irregular intervals. The long term vision balances the streetscape with consistent tree plantings, spaced 15m apart for a total of 170 street trees. Some of these trees pits will be new others will be require a retrofit of the existing tree pits. The proposed tree pit configuration is a rectilinear shape approximately 2.4m long by 1.2m wide. These dimensions are consistent with not only the condition which occurs at the west of the study area, but is also being utilized in other streetscape improvement projects along Queen West. Continuous Soil Trenches are recommended as per City of Toronto standard. As a long-term recommendation, the continuous soil trench should be considered to link the soil areas of the trees to allow more room for root growth. Wherever possible, these should be integrated in future city capital improvement projects.</p>			
action 9	Retrofit tree pits – existing tree pits spaced 15m on centre should be retrofitted to the new desired dimensions of approximately 2.4m long by 1.2m wide. Acknowledging that there are various pit conditions, some tree pits may require minor upgrades others more significant improvements to achieve the desired detail. Costing includes improvements to the tree pits. Existing trees should be transplanted and missing or dead trees should be replanted at no cost to the BIA.	short term priority	action 14	\$32,800 [82 units at \$400/unit]
action 10	New tree pits – new trees and tree pits to be introduced in strategic locations to achieve the desired tree spacing of 15m on centre with the desired dimensions of approximately 2.4m long by 1.2m wide. Costing includes tree pits and new street trees.	mid term priority	action 15	\$154,000 [88 units at \$1,750/unit]
action 11	Phasing tree pits – existing trees pits which do not reinforce the long term tree spacing pattern should not be replanted or replaced but phased out over time.	long term priority	not applicable	no cost to BIA
action 12 	Install continuous tree pit and new sidewalk design (which includes a 2 paver decorative banding) by City of Toronto as part of capital improvements program or other major streetscape improvement projects (sidewalk repair, pedestrian light installation).	long term priority	action 19	no cost to BIA

Action	GREENING Project Description	Project Phasing	Related Project	Project Costing
	<p>street trees</p> <p>Street trees create beautiful streetscapes, provide shelter from the sun and wind, counter urban heat-islands and provide oxygen. Trees should be resistant to local conditions and not interfere with overhead wires. Wherever possible native species should be planted.</p>			
action 13	Plant Black Locust, Sugar and Freeman Maples, Tulip Tree or Chinkapin Oak along the main street. The City of Toronto's forestry department should be contacted to provide trees for new tree pit locations resulting in significant cost savings.	short term priority	not applicable	-\$88,000 (cost savings) [88 units at \$1,000/unit]
action 14	<p>planters and tree pit areas</p> <p>Planters and maintenance of tree pit areas should be business-led (no cost to BIA and/or incorporate into annual plantings program).</p>			
action 15 	The BIA should formalize an 'adopt-a-planter' program to encourage businesses to participate in the beautification of the main street. Any existing tree pit caps or covers should be removed and planted as a short term solution prior to the more substantial retrofitting.	short term priority	action 9/10	no cost to BIA
action 16	Plant perennials and/or annuals in tree pits and incorporate additional costs in the construction scope. Any plantings in the vicinity of existing trees should be done with care to avoid damaging root systems. New perennial plantings should use native plant species with established hardiness and tolerance of road salts. With annuals, it should be understood that the costs would likely be less than shown here, but that complete replacement at least every year (some BIA's do this twice, seasonally) would be required.	mid term priority	not applicable	\$12,750 [170 units at \$75/unit]
action 17 	<p>hanging planters</p> <p>Hanging Planters add colour to the streetscape without cluttering the sidewalk. Planters should use annuals and be maintained by the City. BIA to continue with BIA hanging planter program</p>	short term priority	not applicable	no cost to BIA

Action	HARDSCAPING Project Description	Project Phasing	Related Project	Project Costing
	<p>Utility Poles</p> <p>The BIA should spearhead the removal of redundant utility poles. Within the PVBIA poles belong to Toronto Hydro Street Lighting, Toronto Hydro Energy Services and the TTC. Utility companies should rationalize their plant on a single pole if they are in close proximity to each other.</p>			
action 18	<p>In coordination with the City, the BIA should perform street audit to identify redundant lighting poles for removal.</p>	short term priority	not applicable	not applicable
	<p>pedestrian clearway zone</p> <p>The sidewalk is divided into zones for furnishings and plantings and a pedestrian clearway. Given the narrow width of the main street, this zone should be maintained for the pedestrian clearway and maximized wherever possible.</p>			
action 19	<p>The BIA should discourage sandwich boards and keep this area clear of street furniture. Street furniture should be located in the furniture and planting zone of the main street. Any improvements to the sidewalk in this area should be incorporated into future public works projects. The costing for a typical sidewalk condition would generally range from \$75 to \$90 per square meter (depending on project size).</p>	short term priority	action 27/23	not applicable
action 20	<p>furnishing zone – decorative curb pavings</p> <p>Make the furnishing zone consistent using two-paver wide decorative pavings interrupted every 15m by a tree pit detail. Installation and phasing of the pavers should be incorporated into future public works projects (sidewalk repair, pedestrian light installation). The costing of decorative pavers for the curb detail would generally range from \$125 to \$150 per linear meter.</p>	long term priority	action 12	not applicable
action 21	<p>crosswalks</p> <p>Crosswalk areas occur throughout the study area and should be strengthened and enhanced to alert drivers to pedestrian crossings. A simple re-stripping of the crossing areas would emphasize the pedestrian movement. A basic zebra striping of the crosswalks (painted lines that are potentially reflectorized) could cost approximately \$500 per crosswalk.</p>	mid term priority	action 33	not applicable

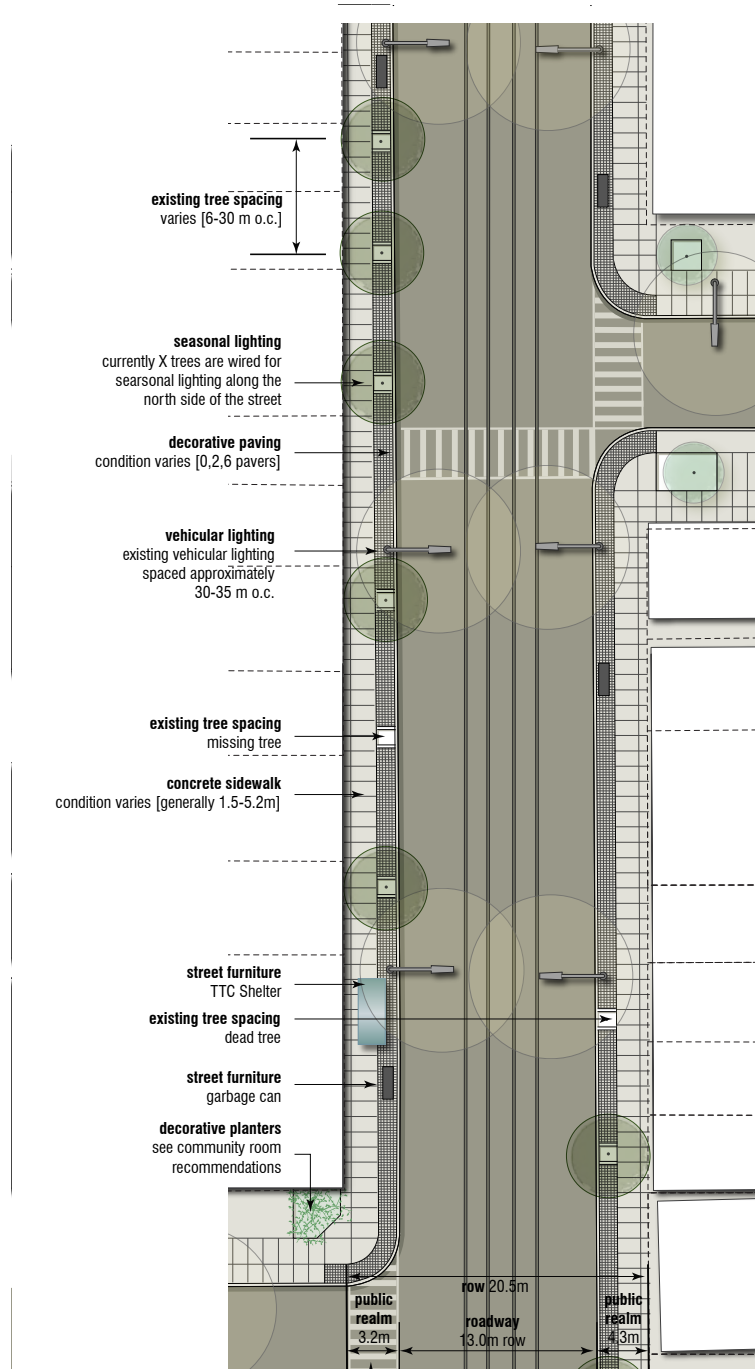
Action	FURNITURE Project Description	Project Phasing	Related Project	Project Costing
	<p>base furniture (transit shelters, garbage receptacles, benches, bike locks)</p> <p>All street furniture should be located in the planting and furnishing zone. The BIA can receive new street furniture (benches and transit shelters) through the City of Toronto's coordinated street furniture program. Large furniture like benches and bicycle racks should be located in the community rooms. Smaller pieces like individual bike locks should be located in the furnishing and planting zone along the sidewalk.</p>			
action 22	BIA to coordinate with the city to ensure final placement and installation of remaining furniture on main street.	short term priority	not applicable	not applicable
	<p>additional furniture (tables & chairs, kiosks, drinking fountains)</p> <p>Given the narrow width of the main street, wherever possible, supplementary furniture should be located in the community rooms. (see community room recommendations)</p>			
action 23	The BIA should work with the City to identify all illegal paper boxes along the main street and have these removed. Any new mail boxes or new stands should be located in the community rooms.	short term priority	action 46	not applicable

Action	BUILT FORM Project Description	Project Phasing	Related Project	Project Costing
	<p>spill-out uses</p> <p>Some businesses along Queen Street already provide chairs and tables for their customers, on an informal basis. As the Rooms become furnished, with lighting, benches and greening projects, businesses may be inclined to extend into the public realm with patios for seating areas. Businesses who choose to provide seating along the main street should be cognisant of the narrow pedestrian realm and should not impede into the pedestrian clearway zone.</p>			
action 24	<p>BIA should monitor use of the pedestrian clearway zone along the main street for spill-out uses.</p>	short term priority	action 48	not applicable
	<p>building entrances and/or shading devices</p> <p>Awnings shelter pedestrians, reduce glare, and conserve energy. Businesses should be encouraged to use awnings for their storefronts along the main street to provide store identification and bring colour to the streetscape. Retrofitting building facades to upgrade existing aesthetic features or to make them more energy efficient (with long term cost savings) is also encouraged.</p>			
action 25 	<p>Businesses are encourage to install awnings and other sheltering devices which aid with weather protection and serve pedestrians. The Facade Improvement Program should be considered when renovating the building facades.</p>	mid term priority	not applicable	not applicable
	<p>community art installations</p> <p>Several sites along the main street would lend themselves well to temporary art installations. Vacant storefronts and hoarding or fenced off areas such as the remediation site at the corner of Close Street lend themselves to creative artistic installations and would be an excellent way to express local culture and beautify the neighbourhood. Public art should reflect the heritage and culture of the area and wherever possible, commissioned by local community groups and individuals.</p>			
action 26 	<p>BIA to identify locations for future community art projects. Programs available through the Toronto public art council should be considered.</p>	mid term priority	not applicable	not applicable

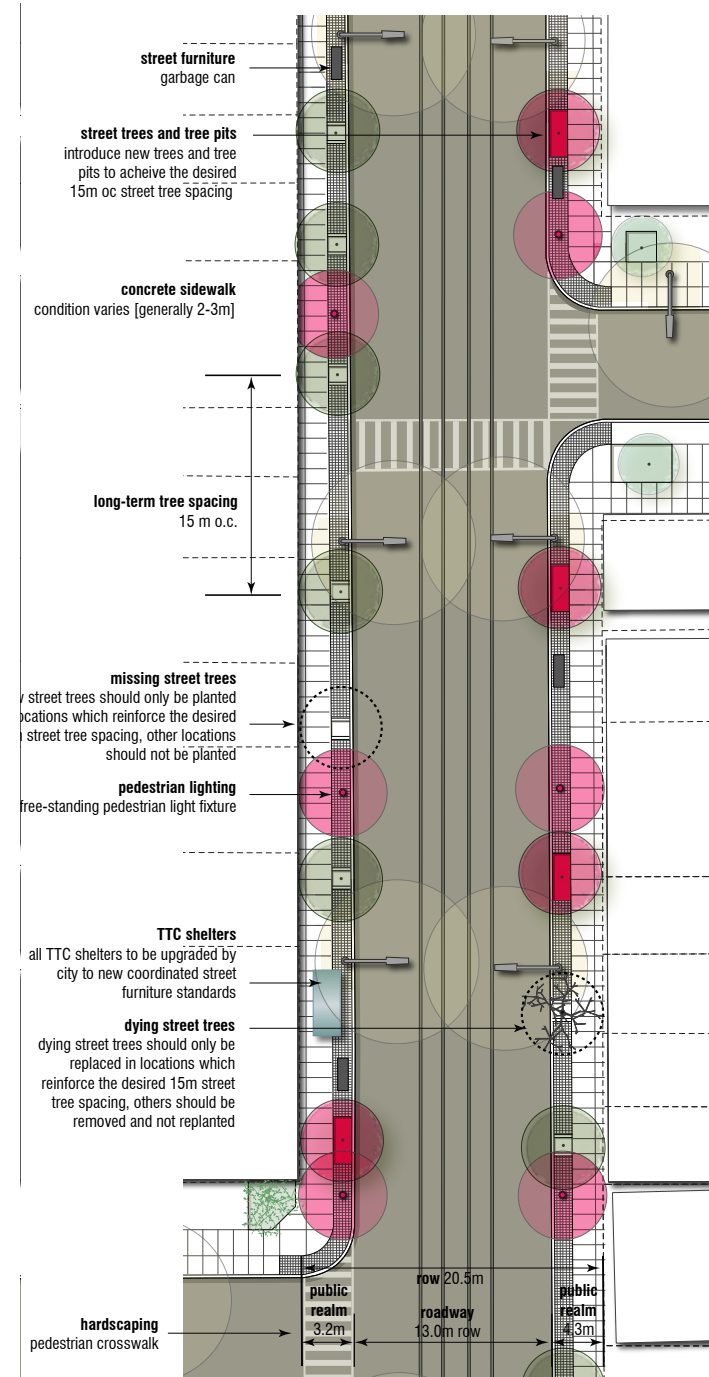
Action	BUILT FORM Project Description	Project Phasing	Related Project	Project Costing
.....				
	<p>signage</p> <p>Signage comes in a number of different forms and provides various functions. When done well, signage can add to the vitality and overall attractiveness of the streetscape. The business signage along Parkdale's main street is already very unique. To enhance this, the BIA could encourage protruding signage from storefronts and the upkeep of existing signs. As an alternative to sandwich boards, which clutter the sidewalk, businesses should raise their signage. Protruding signage can create a beautiful visual experience along the main street. Retailers should be encouraged to raise signage to unclutter the sidewalk. Signage should be located 4-5 metres from ground level to create a clear pedestrian path.</p>			
action 27 	<p>The BIA should provide incentives for businesses to remove sandwich boards and businesses should apply for the facade improvement program to cover the cost of protruding signage. Plaques and interpretive signs can also be used to demonstrate community pride in heritage and be valuable to both visitors and residents alike.</p>	short term priority	not applicable	not applicable
action 28	<p>The BIA to investigate heritage signage and define a clear heritage signage strategy which outlines general design (size and location). This initiative should be coordinated with the Heritage Conservation Study.</p>	long term priority	not applicable	not applicable

A summary of the main street

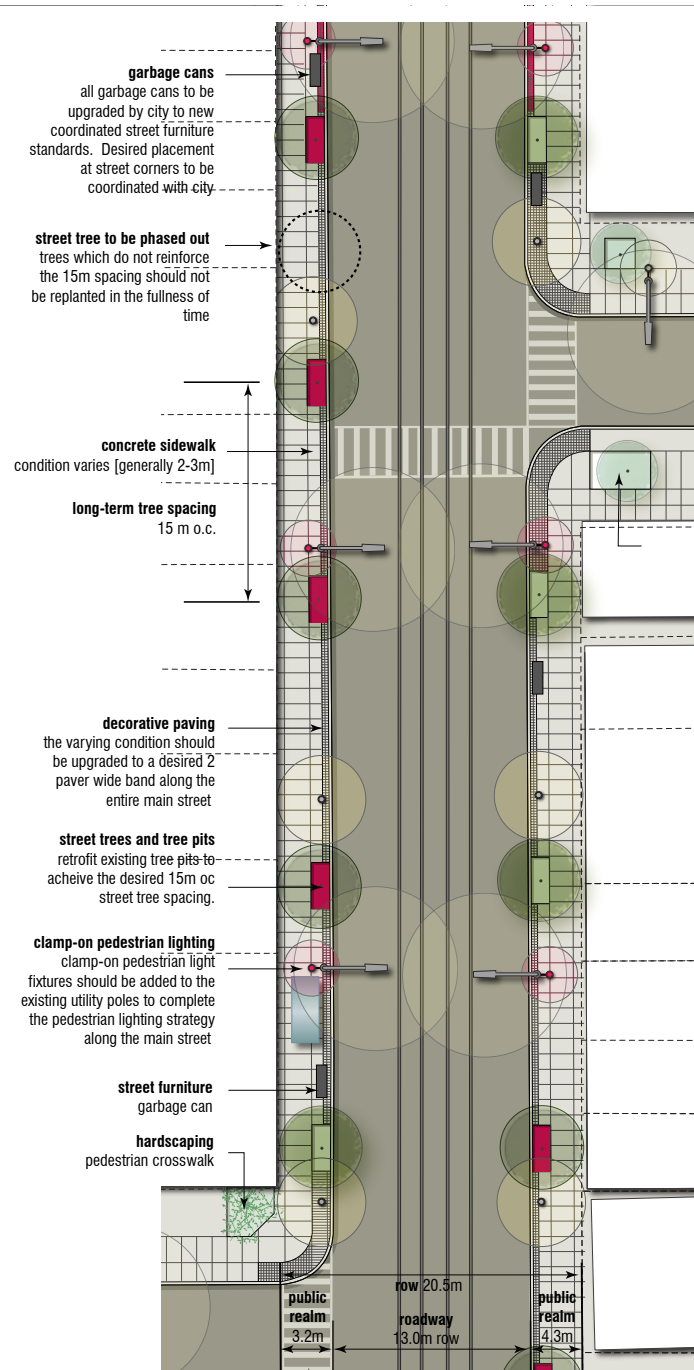
The following drawings illustrate a potential phasing approach to the streetscape improvements



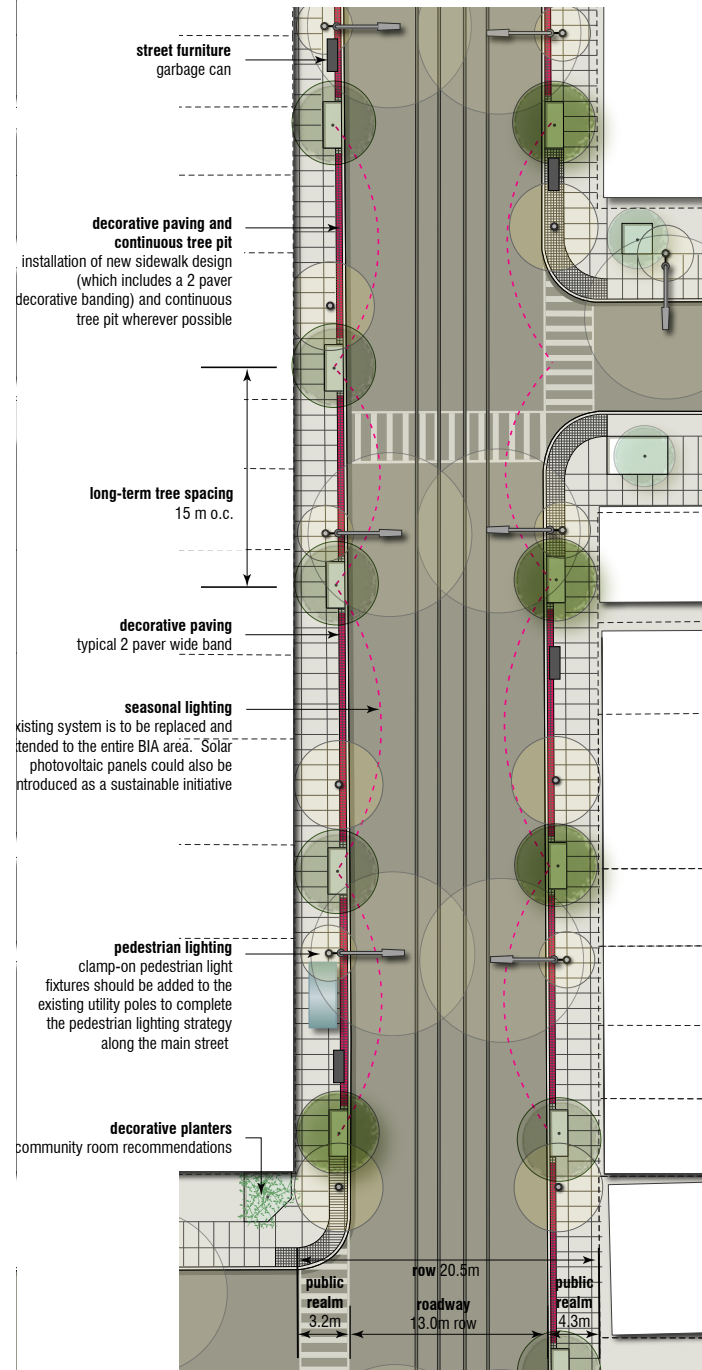
existing conditions



short term priorities



mid term priorities



long term priorities

3.3 >



Gateway Initiatives

Implementation

Action	LIGHTING Project Description	Project Phasing	Related Project
	<p>pedestrian lighting</p> <p>It is recommended by the BIA install a consistent lighting type along Queen Street, extending to the re-design of the Dufferin Underpass project, Jameson Avenue improvements, and Lower Roncesvalles TTC proposal. Coordinate lighting infrastructure with ongoing, planned and future projects to reduce installation costs related to the wiring and metering of the fixtures. The current Dufferin Underpass project, Jameson Avenue improvements, and Lower Roncesvalles TTC proposal should be closely monitored. The lighting in these areas should be heightened with stronger light sources and careful consideration should be given to locate these fixtures near pedestrian paths, cycling trails, and adjacent open spaces.</p>		
action 29	<p>Coordinate the desired selection of lighting fixtures with ongoing, planned and future projects to create a consistent lighting strategy.</p> <p>accent lighting</p> <p>Accent lighting at the gateways can be used to highlight key features. In coordination with the proposed heritage conservation study, locations for potential accent lighting to celebrate Parkdale's visual history should be determined. Highlighting the rail underpass as a feature, or accentuating the architectural detail of any number of heritage buildings would add a dramatic effect to the arrival experience.</p>	short term priority	action 2/3/4/5
action 30	<p>Determine appropriate location of accent lighting at gateways. This is to be coordinated with future heritage conservation study.</p>	mid term priority	action 28

Gateway treatment should be coordinated with ongoing and planned projects for the three areas. Wherever possible recommendations should be made to align the capital design strategy recommendations with these projects. Coordinating elements such as the lighting and planting strategies to ensure a consistent logic throughout Parkdale, but also capitalizing on the infrastructure work required by these projects to incorporate some of the capital design strategy recommendations.


Action	GREENING Project Description	Project Phasing	Related Project
	<p>planters and tree pit areas</p> <p>A consistent tree pit detail should be implemented along the entire length of Queen Street and integrated into the re-design of the Dufferin Underpass project, Jameson Avenue improvements, and Lower Roncesvalles TTC proposal. Retaining the same tree pit proportions and dimensions, tree pits in the gateway areas should be closed, to protect from high volumes of pedestrian traffic.</p>		
action 31	<p>Coordinate desired tree pit location and configuration with ongoing, planned and future projects to create a consistent lighting strategy.</p> <p>street trees</p> <p>To create a sense of arrival and accentuate the placemaking qualities of the gateways, the tree species should differ at the gateways from the remainder of the main street planting strategy.</p>	short term priority	action 9/10/11
action 32	<p>Skyline Honey-Locust, Ginko Biloba should be planted in the gateway areas.</p>	short term priority	not applicable
HARDSCAPING Project Description			
action 33	<p>crosswalks and special treatment zones</p> <p>Crosswalk areas at key gateway areas should use special pavings to both show these areas as significant gateways and also to alert drivers to pedestrian crossings. The crosswalks at Jameson Avenue and Lower Rocsesvalles should be tabled, creating a large, pedestrain-oriented intersection. Enhanced pavements for crosswalks/intersections (or for use in roadway in comm. rooms) could, depending on concept and site conditions, be expected to be in the range of \$100 to \$250, though a more reasonable \$175 or \$180 should be sufficient.</p>	long term priority	action 21

Action	BUILT FORM Project Description	Project Phasing	Related Project
	<p>community art installations</p> <p>Community art projects are a great way to strengthen the arrival experience into Parkdale. It is already envisioned that the Dufferin Underpass project would also include a public art project located in the underpass portion of the street. The current streetscape improvements at Jameson Avenue also include plans for an artistic component, embedding art into the sidewalk at strategic locations along the length of Jameson. New public art projects could also be part of future projects like the potential Beatty Park extension. These could potentially be more generous and sizeable to help anchor the gateways.</p>		
action 34 	<p>Determine appropriate location of new public art initiatives at gateways. The desired locations should be coordinated with ongoing, planned and future projects.</p> <p>signage</p> <p>The gateway signage should not only helps orient visitors, it should also brand a neighbourhood. At major gateways, signage should serve to create linkages with key destinations (such as the waterfront and Sunnyside Pavillion) and can be used to help brand the Parkdale community (banners, plaques). Gateway signage tells people that they are entering into a special neighbourhood. This type of signage should be creatively integrated into the gateway areas (such as the Dufferin Overpass). Signs should incorporate the heritage of the community such as a sign that points in different directions to both destinations in the community, but also to places of origin such Tibet and Jamaica. Gateway signage should be placed at the Dufferin Underpass in front of the future amphitheatre, the future West Toronto Rail Path exit, and the Lower Roncesvalles at Beatty Parkette.</p>	short term priority	not applicable
action 35 	<p>Determine appropriate location of signage at gateways. The desired signage locations should be coordinated with ongoing, planned and future projects.</p>	long term priority	not applicable



3.4 >


Community Room Initiatives




Implementation



Action	LIGHTING Project Description	Project Phasing	Related Project
	<p>vehicular lighting</p> <p>The current lighting levels on the local streets are low and should be monitored.</p>		
action 36	<p>Toronto Hydro to increase light levels in adjacent side streets. Should additional street lights be needed, fixtures should be selected to match the preferred lighting family.</p>	short term priority	not applicable
	<p>pedestrian lighting</p> <p>There is currently no pedestrian lighting on the local streets. As part of the re-design of these areas, pedestrian lighting, that matches the new pedestrian lighting along the main street, should be installed.</p>		
action 37	<p>Pedestrian light fixtures should be installed along the entire length of the community rooms, placing emphasis on the laneway.</p>	long term priority	not applicable
	<p>storefront lighting</p> <p>Very few corner business are currently addressing their side facades. There is potential to integrate lighting to increase the visibility and safety along the length of the facade.</p>		
action 38 	<p>Corner businesses are encouraged to install lighting fixtures on their side walls to help raise the lighting levels in the community rooms.</p>	mid term priority	not applicable


Implementation of the community rooms will take the work of various businesses and community organizations. Several organizations, Evergreen and PLEDC, have already taken on the re-design of the corner area at West Lodge. Planned projects such as the new PARC facilities could also lend themselves to the revitalization of the adjacent community rooms and could make great demonstration projects.

Action	GREENING Project Description	Project Phasing	Related Project
	<p>planters and tree pit areas</p> <p>Green Planters provide a green oasis along the sidewalk. More generous green planters should be incorporated in the designs of the community rooms, especially in the civic rooms where the focus is on the creation of a series of planting projects. These generous areas reduce the quantity of impermeable surface in the streetscape and allow for better water infiltration. These areas should be planted with native, local perennials. Adjacent businesses, service agencies, and community groups should be encouraged to 'adopt' and care for these planters.</p>		
action 39 	<p>The BIA should formalize an 'adopt a planter' program to encourage businesses to participate in the beautification of the community rooms. This would include the rejuvenation of existing gardens.</p> <p>street trees</p> <p>Street trees create beautiful streetscapes, provide shelter from the sun and wind, counter urban heat-islands and provide oxygen. Trees should be resistant to local conditions and not interfere with overhead wires. The City of Toronto's forestry department should be contacted to provide trees which would result in significant cost savings.</p>	short term priority	not applicable
action 40	<p>Skyline Honey-Locust, Ginko Biloba should be planted in the community rooms.</p> <p>bio street swales</p> <p>Greening can be incorporated into the streetscapes stormwater management system providing both a functional service and provide a pleasing landscape. Native plants are recommended for bio swales because they generally don't require fertilizer and are more tolerant of local climate, soil, and water conditions. The swales are typically located along the curb edge but could easily be configured along the edge of an existing building and incorporated into residential frontyards or sideyards.</p>	long term priority	not applicable
action 41 	<p>The BIA should consider introducing stormwater management solutions such as bio street swales which are both functional and aesthetically pleasing.</p>	long term priority	action 39

Action	HARDSCAPING Project Description	Project Phasing	Related Project
	Utility Poles		
action 42	The BIA should spearhead the removal of redundant utility poles within close proximity to each other. Some poles can serve more than one purpose. Within the PVBIA the poles belong to Toronto Hydro Street Lighting, Toronto Hydro Energy Services and the TTC. It is possible for various utility companies to rationalize their plant on a single pole if they are in close proximity to each other. The BIA to coordinate with the City in performing a street audit to identify redundant lighting poles to be removed.	short term priority	not applicable
action 43 	pedestrian clearway zone The sidewalk is divided into zones for furnishings and plantings and a pedestrian clearway. Given the generous width of the local street, the pedestrian clearway in the community rooms can vary in size and configuration. Depending on the nature of the room (living, sitting or walking) the spaces could require more circulation/flexible space than others. A minimum 2m walkway should always be retained. Permeable pavers should be considered to reduce impervious surface coverage and aid with stormwater management.	long term priority	not applicable
action 44	furnishing zone Make the furnishing consistent throughout the community rooms by regularizing the currently varying decorative curb paving conditions. Decorative pavers should be simplified to a two paver wide row along the curb edge which is interrupted every 15m or so by a tree pits detail. Installation and phasing of the pavers should be incorporated into future public works projects (sidewalk repair, pedestrian light installation).	long term priority	not applicable
action 45	crosswalks and special treatment zones There are opportunities for banding or special treatment zones in the destination rooms where there is a strong desire to connect or relate both sides of the street and to emphasize the concept of one large gathering space. This should be integrated with a broader design vision as the community rooms unfold.	long term priority	not applicable

Action	FURNITURE Project Description	Project Phasing	Related Project
	<p>base furniture (transit shelters, benches, garbage receptacles, parking metres, bike locks)</p> <p>Benches are a key piece of street furniture enabling people to rest and gather in the public realm. In addition to the standard benches issued through the city's coordinated street furniture program, there are a number of other types of benches that could be used in the community rooms such as those incorporated into the design of tree planters combining greening initiatives with sitting areas. Bike locks and bike racks are key resources for many of the residents and visitors to the neighbourhood. Following on the example of the current bike lock project, creativity in design should be encouraged, however ensure that the locks are sturdy and resistant to vandals and weather.</p>		
action 46	BIA to coordinate with the city to ensure final placement and installation of street furniture in the community rooms.	short term priority	not applicable
 action 47	<p>BIA to incorporate benches, bike locks and other creative street furniture in the community rooms. Local furniture design competitions incorporating local artists should also be considered. (see Liberty Village "Art Benches")</p> <p>additional furniture (mail boxes & new stands, tables & chairs, public telephones, kiosks, drinking fountains)</p> <p>Introducing kiosks in community rooms will help to bring life to the public realm, by creating gathering spaces on the street. The community rooms are excellent opportunities for existing and new businesses to extend services on to the streets, even if they are not located on a corner site. Kiosks for selling flowers, coffee, foods should be encouraged. The City will run a pilot project in the Spring 2009 for street food vendors to sell different types of foods around the city.</p>	mid term priority	not applicable
 action 48	<p>The BIA should participate in the Street Food vendor pilot project, and develop guidelines to ensure fair business competition, such as to make sure that vendors do not sell the same foods as businesses located within a two block radius.</p> <p>Incorporating games or activities into street furniture is an excellent way of activating gathering spaces. Chess boards built into table tops or designed into the paving, mahjong table tops or teeter-totters in the community rooms, these are all examples of furniture that enliven public spaces. Local businesses could take stewardship of the pieces and be responsible for storage, while the larger BIA membership would be responsible for general upkeep.</p>	mid term priority	action 49
 action 49	The BIA should create and promote an "Adopt-a-community room" program wherein corner businesses and services should be encouraged to take on the programming of their local corner. Overall upkeep of gardens, furniture etc. could be done in partnership with local job creation groups such as Green Thumb, which could be organized through the BIA.	short term priority	action 48

Action	BUILT FORM Project Description	Project Phasing	Related Project
	<p>spill-out uses</p> <p>As the community rooms become furnished with lighting, benches and greening projects, businesses may be more inclined to extend into the public realm with patios and seating areas. It is important that the BIA establish clear guidelines for spill-out cafes which considers factors such as how far they should extend into the public realm, how far back they should go along the local road, what hours of operations they should have and the matter of licensing. The actual dimensions of the patio, hours of operation and licensing are ultimately a matter for Municipal Licensing and Servicing.</p>		
action 50	<p>BIA should take measures to ensure that there is adequate room for both the public realm and patio areas. A number of design elements that can help facilitate this such as locating planters in a linear configuration between the curb edge of the street and the building wall to create a division between potential patio zone and pedestrian/sitting area. Asking businesses to extend patio closer to rear of the building is also recommended to avoid 'dead spaces' between the patio back and the laneway area.</p> <p>building entrances and/or shading devices</p> <p>The facades facing the community rooms often leave much to be desired. Corner businesses should be encouraged to introduce awnings, windows, and additional building entrances along blank side walls to help activate the often sterile walls.</p>	short term priority	not applicable
action 51 	<p>Businesses are encouraged to introduce awnings and undertake facade renovations to maximize the potential of the community rooms and help foster their businesses. The city's Facade Improvement Program should be considered.</p> <p>community art installations</p>	long term priority	not applicable
action 52 	<p>Murals should be encouraged throughout Parkdale and should represent as many different community groups as possible. There are already a number of community mural projects that have taken place on local streets, but several blank building walls remain which would be ideal public art locations. Public art should reflect the heritage and culture of the area and wherever possible be commissioned by local community groups and individuals.</p>	long term priority	not applicable

Action	BUILT FORM Project Description	Project Phasing	Related Project
	<p>signage</p> <p>Signage comes in a number of different forms and provides various functions. The rooms are an opportunity to use signage to brand the Parkdale community and advertise local events. Community boards would be a great community resource and should be located in the destination rooms near by civic uses and institutional buildings. Signage can also be used to provide a learning experience for pedestrians by highlighting key cultural or neighbourhood sites. This should occur at community gardens, community centres and should be integrated in new projects such as bio street swales, attaching an educational aspect to these initiatives is a great tool for residents.</p>		
action 53 	<p>Special signage including murals and banners should be used to colorfully advertise community events, activities and the overall image of Parkdale. The current street banner program should be continued.</p>	mid term priority	not applicable

3.5 >

Lighting Strategy

Implementation

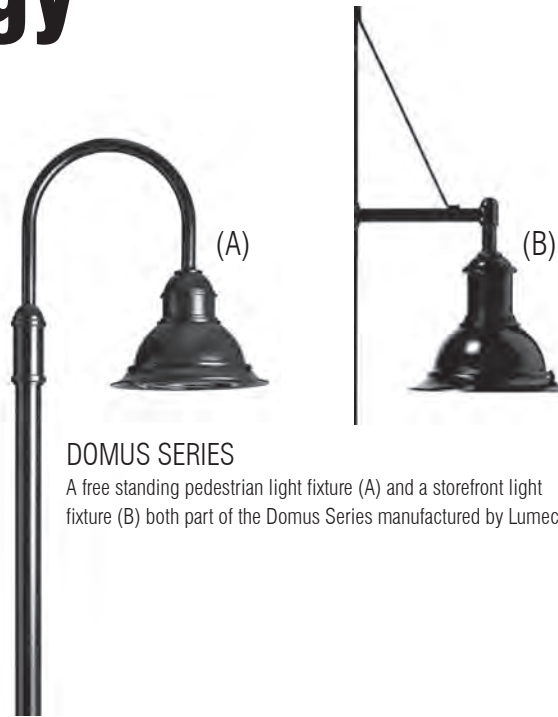
Lighting Strategy

The following pages summarize the specific projects which can be undertaken by the Parkdale Village BIA to not only improve the current lighting conditions in the area but also significantly improve the experience of Parkdale.

These same projects find themselves in the main street, gateway and community room strategies but have been duplicated in this part of the document to reinforce their importance.

Selecting a Lighting Standard

The fixture design should reflect the character of industrial heritage in the Parkdale neighbourhood, convey a sense of durability and follow the theme of sustainability. The Lumec "Domus Series" pedestrian light fixture is the preferred lighting standard for Parkdale's main street. These should be mounted as post-top or clamp-on fixtures, using a "Bishop's Crook" style mounting arm. This style of pedestrian lighting reflects the historical character of Parkdale's main street, yet avoids a 'faux' heritage style. Sturdy in make, these fixtures are resistant to vandalism and temperature. Turned downward, it gives a more focused pedestrian light, and the full-cutoff shade minimizes the light pollution from the fixture.

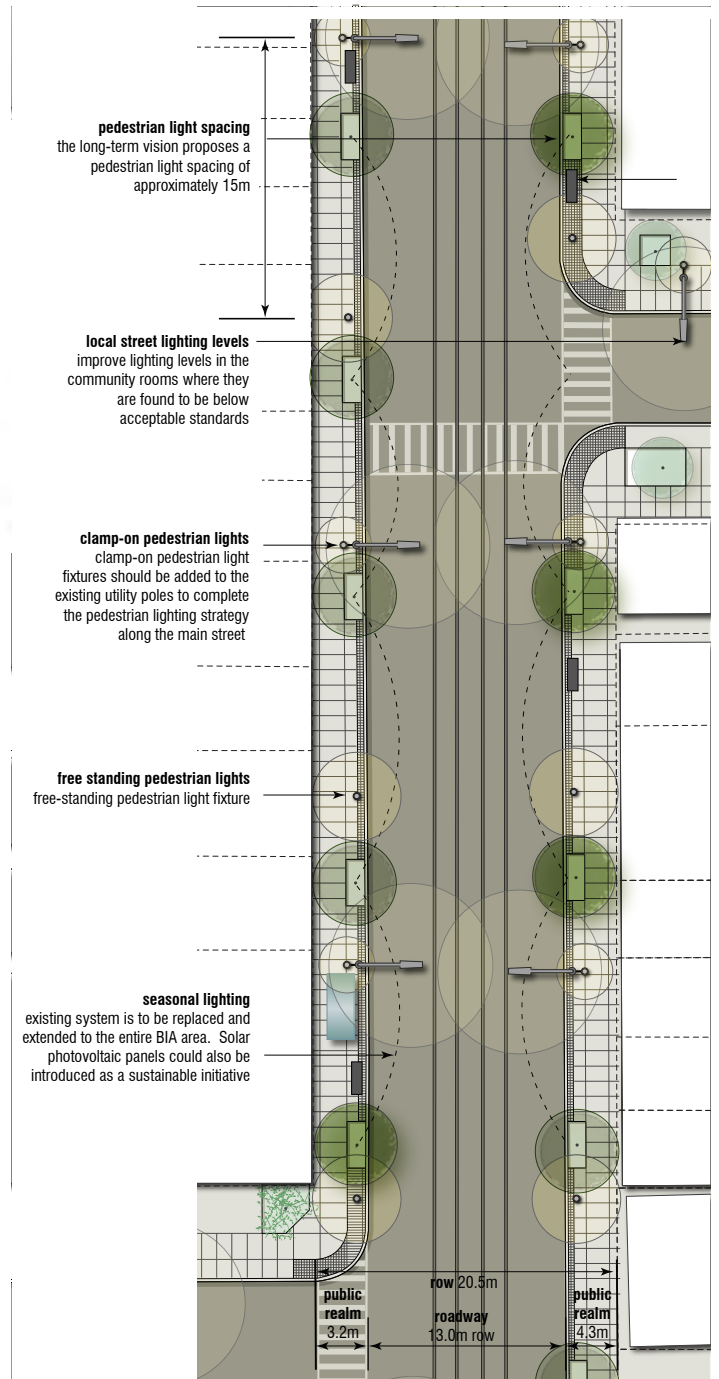


DOMUS SERIES

A free standing pedestrian light fixture (A) and a storefront light fixture (B) both part of the Domus Series manufactured by Lumec.

This fixture can be produced to use a Light-Emitting Diode (LED) lamp. The decision to use LED fixtures must be made at the beginning of detailed design, as the infrastructure required is different and the light fixtures must be ordered as LED fixtures. They cannot easily or economically be installed with conventional lamps and retrofitted later.

Many lighting manufacturers produce fixtures with similar physical characteristics, and during detailed design it may be appropriate to consider other options. For example, an alternative fixture with an LED option is produced by King Luminaire as, "K822 Cape Coral Sr. Luminaire."



summary of lighting strategy

The following are estimated costs of the Lumec “Domus Series” light fixtures. These costs include installation and connection, but do not include any of the associated infrastructure that would be required (buried wiring, electrical switches and meters, etc.) The order-of-magnitude costs included in the detailed action items factor in these additional costs. The specific fixture costs will vary based on the selected manufacturer, but this is a relatively small proportion of the overall project cost.

free-standing pedestrian light (including pole)	[\$3,500/fixture]
clamp-on light	[\$2,500/fixture]
storefront light	[\$2,500/fixture]

Detailed Design and installation of street lighting component projects would be done in cooperation with Toronto Hydro, who would provide review of design drawings and other input to ensure consistency with their standards, and later would provide construction services, including detailed cost estimating, actual ordering and installation, and bidding out of portions of the work that would not be done by their own forces. Toronto Hydro has a dedicated BIA liaison and a history of working with Toronto’s BIA’s on similar projects.

Next Steps

Recognizing that the Lighting Strategy is a priority The following are the priority initiatives which should be explored by the BIA.

Pedestrian Lighting:

- Determine approximate scope and preferred budget of project. Consider number and preferred locations for freestanding fixtures. Determine whether LED lamps will be used.
- Determine preferred timelines for design and construction: consider possible construction disruptions to business operations or to special events such as street fairs or caribana.
- Select a designer/consultant. A team led by a licensed Landscape Architect with experience coordinating streetscaping projects including lighting is recommended, especially if the project may include non-lighting items, or if the final fixture selection or choice of locations is at all in doubt. The electrical engineer/designer who will work with the landscape architect must also have a high level experience with this type of project.
- The project team for this study may, if required to attend a ‘hand-off’ meeting with BIA representatives and the detail


design team or hydro representatives, and/or be available on a limited basis to respond to questions during design and implementation.

Improve Lighting Levels in Community Rooms:


- Initiate a review by Toronto Hydro of existing lighting levels within the community rooms.
- The results of the Community Safety Audit carried out in late 2008 by the BIA in cooperation with Toronto Police should be shared with Toronto Hydro in order to highlight areas of special concern and to help justify any improvements determined to be necessary.
- Where these are found to be below acceptable standards, Toronto Hydro will adjust their existing equipment to increase levels to meet those standards. If it is not possible to do so using existing equipment, the BIA may have an opportunity to cooperate with Toronto Hydro to install new equipment in accordance with the details of this report. Any upgrade would likely have some cost to the BIA.
- If lighting levels are found to be acceptable by Toronto Hydro, further improvements in these areas would be deferred to coordinate with eventual development of the individual room projects.





main street

Making the main street happen will be the focus of the Business Improvement Association. Wherever possible recommendations should be made to align the capital design strategy recommendations with these projects. Coordinating elements such as the lighting and planting strategies to ensure a consistent logic throughout Parkdale, but also capitalizing on the infrastructural work required by these projects to incorporate some of the capital design strategy recommendations.

Action	LIGHTING Project Description	Project Phasing	Related Project	Project Costing
	<p>vehicular lighting</p> <p>The current lighting levels on Queen are adequate and additional lighting is not recommended. To reduce clutter, redundant poles should be consolidated and removed wherever possible.</p>			
action 1	BIA contact Hydro to inventory redundant poles and request removal and consolidation by the City.	short term priority	not applicable	no cost to BIA
	<p>pedestrian lighting</p> <p>Pedestrian lighting should be evenly spaced along the main street by 15-20m on centre. Fixtures consist of both free standing and clamp on lights. Lighting fixtures should be at a lower wattage to reduce glare and be located within the 'planting and furnishing zone' and their installation should leave room for bobcats and snow plows. It should be noted that every block will need its own meter. This results in approximately 85 new pedestrian fixtures.</p>			
action 2	Install free-standing pedestrian light fixtures at gateways and corner areas, along the main street. Costing reflects the initial infrastructure work and extensive wiring and metering required for the new pedestrian lighting system.	short term priority	action 5	\$880,000 [44 units at \$20,000/unit]
action 3	Install free-standing pedestrian light fixtures at intermediate locations between existing street-lighting poles at approximately 30m on centre on both the north and south sides of the street. Costing reflects the cost of the additional fixtures and remaining infrastructure work beyond that which has already been established (2).	mid term priority	action 5	\$615,000 [41 units at \$15,000/unit]
action 4	Install clamp on lights to existing utility poles which occur generally at 30m on centre. Using existing utility poles to mount light fixture will minimize the need for additional poles.	long term priority	action 5	\$423,500 [121 units at \$3,500/unit]
action 5	 Install additional LED kit in conjunction with the installation of both free-standing and clamp-on pedestrian light fixtures. Costing considers LED kits for 85 free-standing light fixtures and 121 clamp-on light fixtures for a total of 206 LED kits. The cost may vary depending on specific product line selected and the quality of their particular LED engine design.	see action 2/3/4	action 2/3/4	\$206,000 (all pedestrian lights) [206 units at \$1,000/unit]

Making the main street happen will be the focus of the Business Improvement Association. Wherever possible recommendations should be made to align the capital design strategy recommendations with these projects. Coordinating elements such as the lighting and planting strategies to ensure a consistent logic throughout Parkdale, but also capitalizing on the infrastructure work required by these projects to incorporate some of the capital design strategy recommendations.

Action	LIGHTING Project Description	Project Phasing	Related Project	Project Costing
	<p>seasonal lighting</p> <p>Seasonal lighting can be used for holiday decorations and to dress bare trees in the winter months. This lighting system exists within the former BIA boundaries and should be extended throughout the rest of the current BIA area.</p>			
action 5a	<p>Retrofit and expand the current seasonal lighting system to conceal electrical receptacles below the soil of the tree pits for all 170 proposed tree locations. The long term tree spacing would result in 137 trees which would require servicing for seasonal lighting, add the retrofitting of approximately 33 existing trees which are currently serviced. Additional, different receptacles designed to provide power for special event uses should be considered at key locations such as the community room adjacent to TPL.</p> <p>This item provides two options for upgrading the seasonal lighting system described above to a solar power source. The two items described below are alternative strategies to implement this action:</p>	long term priority	action 5b	<p>\$595,000</p> <p>[170 units at \$3,500/unit]</p>
action 5b1 	<p>Install solar panels at gateway locations to power the expanded seasonal lighting system. This should be coordinated with current and planned gateway projects. To ensure that this is done in the most efficient manner, detailed design of the seasonal lighting system should take into account the possible future implementation of a solar power source, and install central infrastructure such as meters and switches using equipment (ie. Reverse meters) and in locations, that would accommodate this later action. Costing considers the solar panel technology and directly related hardware and infrastructure, but assumes that the seasonal lighting system is in-place, including wiring and metering. A cost-range has been provided because it is very difficult to determine potential costs without preparing a more detailed concept. As well, space and facility constraints within re-designed gateway spaces are currently unknown, possible opportunities for partnerships have not been explored, and engineering considerations not worked out in detail. Finally, please note that this project could be broken into three component projects, but could not reasonably be broken down further as it has been described here."</p>	long term priority	action 5a	<p>\$250,000 - 500,000</p> <p>(additional cost)</p> <p>[overall cost - gateways]</p>

Action	LIGHTING Project Description	Project Phasing	Related Project	Project Costing
action 5b2 	seasonal lighting Install solar panels and overhead wiring to power a new seasonal lighting system. A qualified solar technician (Canadian Association of Solar Industry) to be procured to determine the appropriate location and quantity of panels required. Consult with Green TBiz early on in the process as there is also potential for initiative to become a solar power pilot project. Costing considers the solar panel technology and overhead wiring and is based on results from a precedent pilot project. Please note that this kind of system could be installed in a very piece-meal manner, as it operates separately from any linear infrastructure."	long term priority	action 5a	\$722,500 (panels/wiring) [170 units at \$4,250/unit]
action 6 	storefront lighting Wherever possible, lighting can be attached to the front wall of the store to illuminate the store windows and entrance. In the interim, before pedestrian lighting is installed, businesses should leave storefront lighting on during the evening hours. This will provide street lighting, while also allowing people to window shop during off-hours.	short term priority	action 7	no cost to BIA
action 7 	Storefronts can use LED coloured lighting designs to save energy and improve the appearance of store windows. Consult with Storefront Lighting Program in conjunction with Parkdale Liberty Economic Development Corporation and GreenTbiz.	mid term priority	action 6	no cost to BIA
action 8 	Businesses can use Bullfrog power, potentially as a BIA. Once businesses have selected to participate, Bullfrog performs an energy audit to determine how much alternative energy (clean energy) is required. Once this happens, the BIA is listed on the Bullfrog website.	long term priority	action 7/8	no cost to BIA


gateways

Gateway treatment should be coordinated with ongoing and planned projects for the three areas. Wherever possible recommendations should be made to align the capital design strategy recommendations with these projects. Coordinating elements such as the lighting and planting strategies to ensure a consistent logic throughout Parkdale, but also capitalizing on the infrastructural work required by these projects to incorporate some of the capital design strategy recommendations.

Action	LIGHTING Project Description	Project Phasing	Related Project
	<p>pedestrian lighting</p> <p>It is recommended by the BIA install a consistent lighting type along Queen Street, extending to the re-design of the Dufferin Underpass project, Jameson Avenue improvements, and Lower Roncesvalles TTC proposal. Coordinate lighting infrastructure with ongoing, planned and future projects to reduce installation costs related to the wiring and metering of the fixtures. The current Dufferin Underpass project, Jameson Avenue improvements, and Lower Roncesvalles TTC proposal should be closely monitored. The lighting in these areas should be heightened with stronger light sources and careful consideration should be given to locate these fixtures near pedestrian paths, cycling trails, and adjacent open spaces.</p>		
action 29	<p>Coordinate the desired selection of lighting fixtures with ongoing, planned and future projects to create a consistent lighting strategy.</p> <p>accent lighting</p> <p>Accent lighting at the gateways can be used to highlight key features. In coordination with the proposed heritage conservation study, locations for potential accent lighting to celebrate Parkdale's visual history should be determined. Highlighting the rail underpass as a feature, or accentuating the architectural detail of any number of heritage buildings would add a dramatic effect to the arrival experience.</p>	short term priority	action 2/3/4/5
action 30	<p>Determine appropriate location of accent lighting at gateways. This is to be coordinated with future heritage conservation study.</p>	mid term priority	action 28

community rooms

Implementation of the community rooms will take the work of various businesses and community organizations. Several organizations, Evergreen and PLEDC, have already taken on the re-design of the corner area at West Lodge. Planned projects such as the new PARC facilities could also lend themselves to the revitalization of the adjacent community rooms and could make great demonstration projects.

Action	LIGHTING Project Description	Project Phasing	Related Project
	vehicular lighting The current lighting levels on the local streets are low and should be monitored.		
action 36	Toronto Hydro to increase light levels in adjacent side streets. Should additional street lights be needed, fixtures should be selected to match the preferred lighting family.	short term priority	not applicable
	pedestrian lighting There is currently no pedestrian lighting on the local streets. As part of the re-design of these areas, pedestrian lighting, that matches the new pedestrian lighting along the main street, should be installed.		
action 37	Pedestrian light fixtures should be installed along the entire length of the community rooms, placing emphasis on the laneway.	long term priority	not applicable
	storefront lighting Very few corner business are currently addressing their side facades. There is potential to integrate lighting to increase the visibility and safety along the length of the facade.		
action 38 	Corner businesses are encouraged to install lighting fixtures on their side walls to help raise the lighting levels in the community rooms.	mid term priority	not applicable

3.6 > looking ahead

Implementation

Business Participation in Parkdale

Lighting Strategy

There is a clear need and desire to focus on the lighting strategy. The BIA should implement the lighting strategy, focusing on the short term priority initiatives outlined in this Capital Design Strategy.

Community room stewardship (adopt a room)

Community partnerships and business stewardship will be key in the success of the community rooms. The BIA can create the groundwork for these rooms to develop by installing lighting (at a minimum on the street corners), installation of benches, and greening projects, however the overall programming of the room should be taken on by the community.

The BIA should create and promote a program around “Adopt-a-community room” wherein corner businesses and services should be encouraged to take on the programming of their local corner. Overall upkeep of gardens, furniture etc. could be done in partnership with local job creation groups such as Green Thumb, which could be organized through the BIA.

The corner of West Lodge and Queen Street illustrates how the community rooms can be ‘adopted’ and redesigned on an individual basis. In the case of West Lodge, nearby resident

Doug Calder asked the Parkdale Liberty Economic Development Corporation (PLEDC) for help to redesign the corner. Calder was concerned that nearby senior residents felt intimidated by activities taking place there at night and wanted to improve the safety of the area. PLEDC took on the initiative and partnered with local city groups Evergreen and Clean and Beautiful City to implement a design strategy for the corner. In consultation with local residents and adjacent businesses, PLEDC developed a design strategy that includes greening the area with a medicinal garden, mural painting on the wall and lighting to enliven the street corner.

Street planter stewardship (adopt a planter)

Businesses and community service agencies along Queen Street should be encouraged to adopt the tree planters in front of their building. Planting flowers in these planters will not only beautify the streetscape but also ensure the regular watering and maintenance of the street trees.

Hanging planter program

The BIA should formalize a hanging planter program in order to encourage additional businesses to dress their storefronts with attractive and inviting plantings.

Planning and Development in Parkdale

Avenue Segment Study

The BIA should submit this strategy to the City Planner and Urban Designer for the Parkdale area for reference in future Avenue Segment Studies. The long-term vision for lighting, street tree planting, and greening initiatives such as rain gardens, should be considered and implemented whenever possible, through future site plan applications.

Heritage Conservation Study

Given the large heritage stock of architecture, an inventory of buildings and social sites should be carried out as part of the Avenue Study, or feeding into the Avenue Study.

Avenue Study

There is no Avenue Study in place for this area of Queen Street, however one is expected to occur within the next two years. The BIA should advocate the start up of an Avenue Study as soon as possible to get in front of future development. There are a number of key issues that should be addressed in the Avenue Study:

- Heritage inventory along Queen Street
- Inventory and retaining of community services
- Alternative energy sources along the main street (retaining power and use of power)
- Future transportation linkages (GO train, West Toronto Rail Path, bike networks)

Sustainable Parkdale

Greenest Street Pilot Project

Green technology is quickly advancing and Parkdale BIA has the opportunity and drive to become a model for sustainability within the GTA. The BIA could use sustainability as a means of marketing, bringing people into the neighbourhood, and leveraging funds for projects. The website could list the “green” projects that are existing and underway in the neighbourhood, plaques could identify particular projects (such as bio swales) and create both a promotional and educational opportunity for residents and visitors. Green initiatives outlined in this strategy include:

- Bio swales and rain gardens in the Green Rooms
- LED lighting for pedestrian lights
- LED lights for storefront lighting
- Solar power for decorative lighting
- Bullfrog power for participating businesses
- Continuous tree pit trench
- Gardens in tree pits

Public Funding Sources

Various grants and assistance programs are available for BIAs through the city of Toronto’s Economic Development, Culture & Tourism Division to help commercial areas thrive. One of the more successful programs available to Toronto BIAs is the **Capital Cost-share Program**, which provides matching funding to BIAs for streetscape beautification projects such as this Capital Design Strategy. In partnership with a BIA, the City provides 50/50 matching capital funds for various streetscaping elements such as lighting, street furniture, landscaping and signage; all with the aim of enhancing the business area. These projects can vary in size and scope, but always focus on improving the quality of the public spaces within a neighbourhood.

Commercial Facade Improvement Program

The City offers grants to eligible commercial property owners for the improvements to commercial building façades. This could include replacing or repairing windows, doors, lighting, awnings, brickwork, signage, or making building entrances wheelchair accessible.

Mural Program

Business associations, including community groups that include strong business participation, can receive one-time funding for outside wall mural projects that help promote a local theme and facilitate positive commercial neighbourhood identity.

Toronto Arts Council

Through the Toronto Arts Council, grants are provided to organizations and collectives for the presentation of art, and to individual artists for the creation of art.

Telephone: 416-392-6802 ext.205

Toronto Heritage Grant Program

The Toronto Heritage Grant Program provides matching grant funds for eligible conservation work in each of the two project categories: 1) residential house form buildings, and 2) commercial, institutional, multi-residential and industrial form buildings.

Telephone: 416-338-1077 or 416-338-1078

Culture Build Grants Program

The Culture Build Grants Program, administered through Toronto Culture provides matching funding to Toronto’s small and medium-sized cultural facilities to make essential repairs to the facilities’ physical infrastructures. Funding is available for major repairs, renovations or improvements to buildings that will bring the facilities into a state of good repair.

4

CONTEXT | FRAMEWORK | IMPLEMENTATION | **APPENDIX**

4.1 queen street panorama

4.2 streetscape audit

4.3 key terms

4.1 >

Queen Street Panorama

Appendix

DUFFERIN ST

GWYNNE AVE



COWAN AVE

DUNN AVE



WILSON PARK RD

TRILLER AVE



STREETSCAPE PANORAMA | QUEEN STREET LOOKING SOUTH

The following are stitched panoramic elevations of the north and south of Queen Street, from Dufferin to Roncesvalles.



RONCESVALLES AVE
▼

TRILLER AVE
▼



SORAUREN AVE
▼



LANSDOWNE AVE
▼

WEST LODGE AVE
▼



BROCK ST
▼



STREETSCAPE PANORAMA | QUEEN STREET LOOKING NORTH

The following are stitched panoramic elevations of the north and south of Queen Street, from Roncesvalles to Dufferin.

CALENDER ST



FULLER AVE



MACDONELL AVE

O'HARA AVE



NOBLE ST

DUFFERIN ST



4.2 >



















Streetscape Audit

Appendix

A detailed audit of the existing streetscape was carried out to better understand the strengths, weaknesses and opportunities for the study area.

summary

- 1.4 km of Queen Street
- 12 blocks on north
- 11 blocks on south
- 20 minute walking distance
- 4 minute cycling distance
- 7 minute TTC ride
- 7 signalized intersections

-  15 streetcar stop/shelters
-  17 bus stop/shelters
-  101 crosswalks
-  129 bike locks
-  29 garbage cans
-  4 benches
-  9 public telephones
-  171 street lights
-  36 newspaper stands
-  46 raised planters
-  74 hanging baskets
-  7 dead trees
-  16 young trees
-  96 healthy trees
-  14 empty tree pits
-  18 parking lots
-  223 street parking spots
-  23 heritage buildings

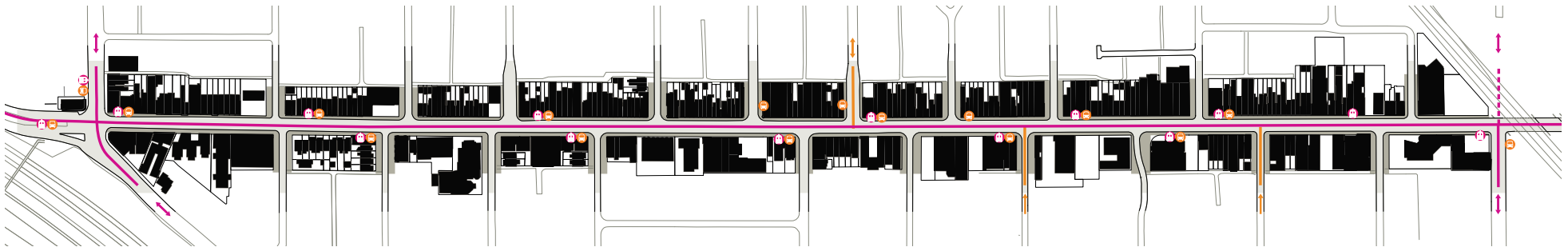


FIGURE 4. TRANSIT SHELTERS

 15 streetcar stop/shelters |  17 bus stop/shelters



FIGURE 4. STREET FURNITURE

 129 bike locks |  29 garbage cans |  4 benches |  36 newspaper stands





FIGURE 4. STREET TREES

● 7 dead trees | ● 16 young trees | ● 96 healthy trees | ○ 14 empty tree pits

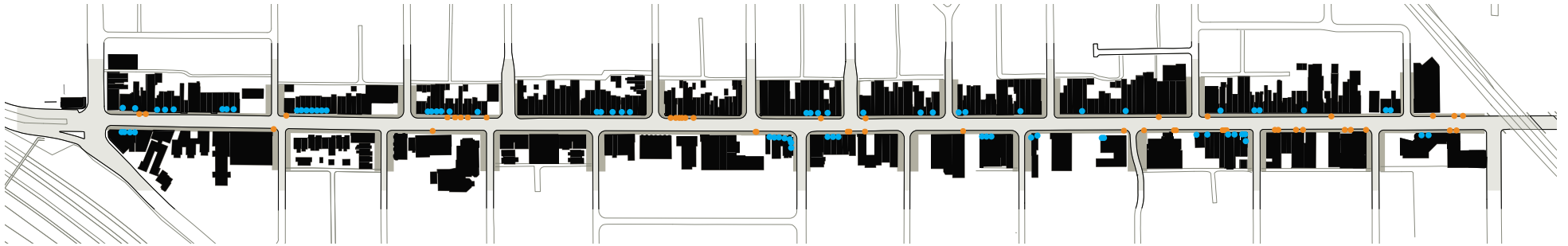


FIGURE 4. STREET PLANTERS

● 46 raised planters | ● 74 hanging baskets

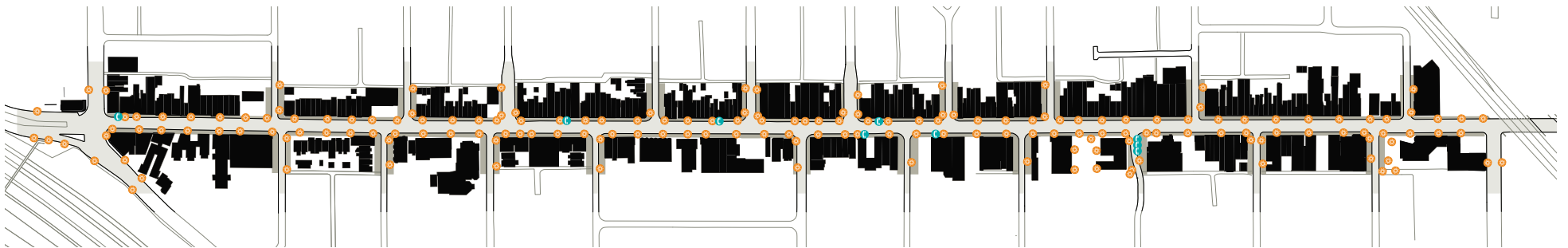
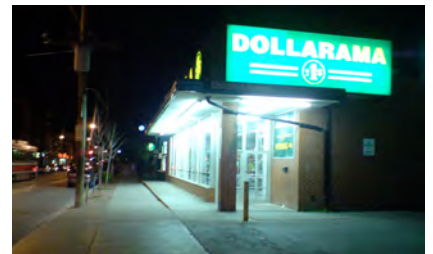
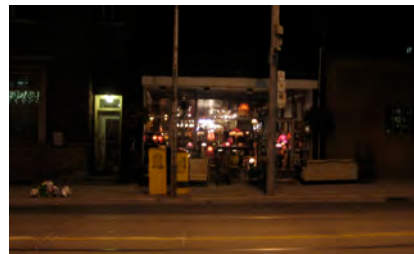
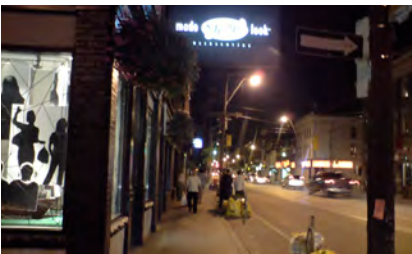


FIGURE 4. STREET UTILITIES

● 171 street lights | ● 9 public telephones



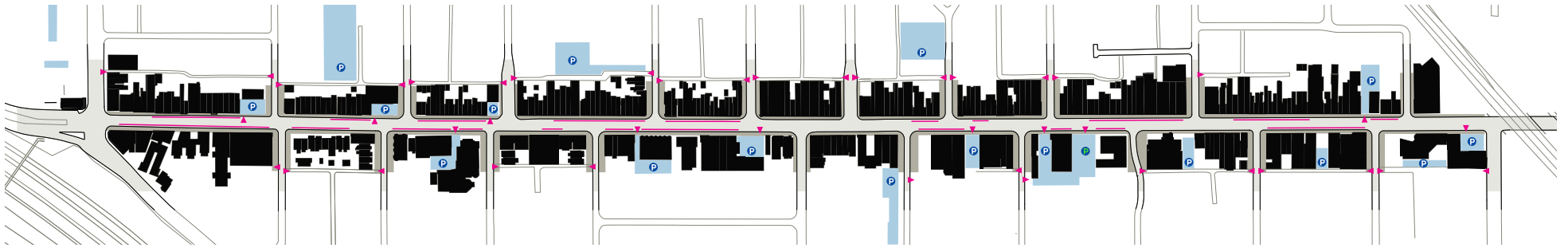


FIGURE 4. PARKING AND ACCESS
 P 18 Parking Lots | P 1 Green P Lot | — 223 On-Street Parking Spots



FIGURE 4. HERITAGE BUILDINGS
 ■ 21 Listed Heritage Buildings | ■ 2 Designated Heritage Buildings

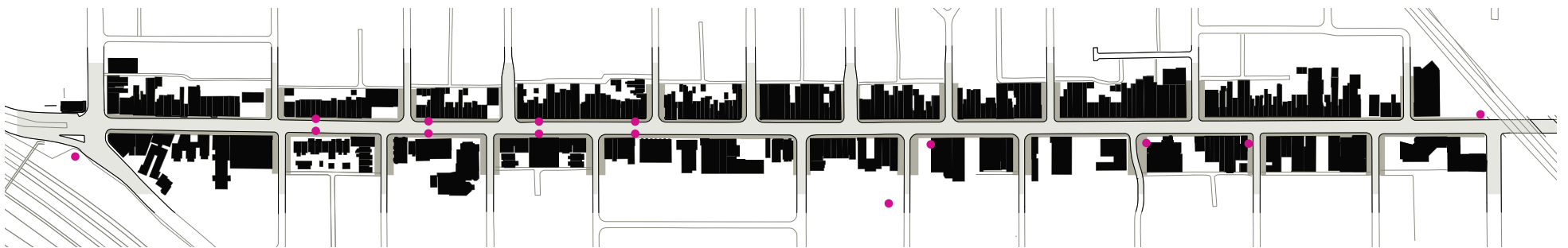
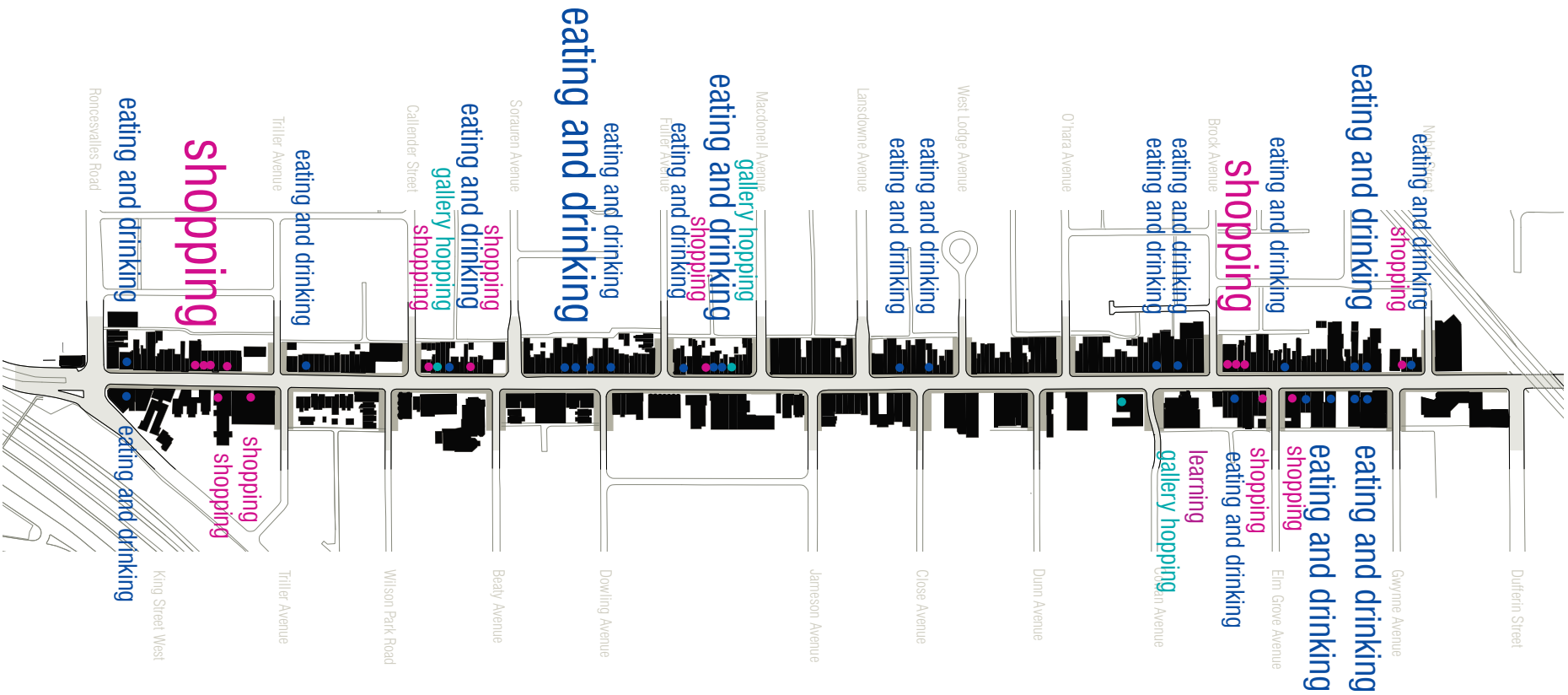
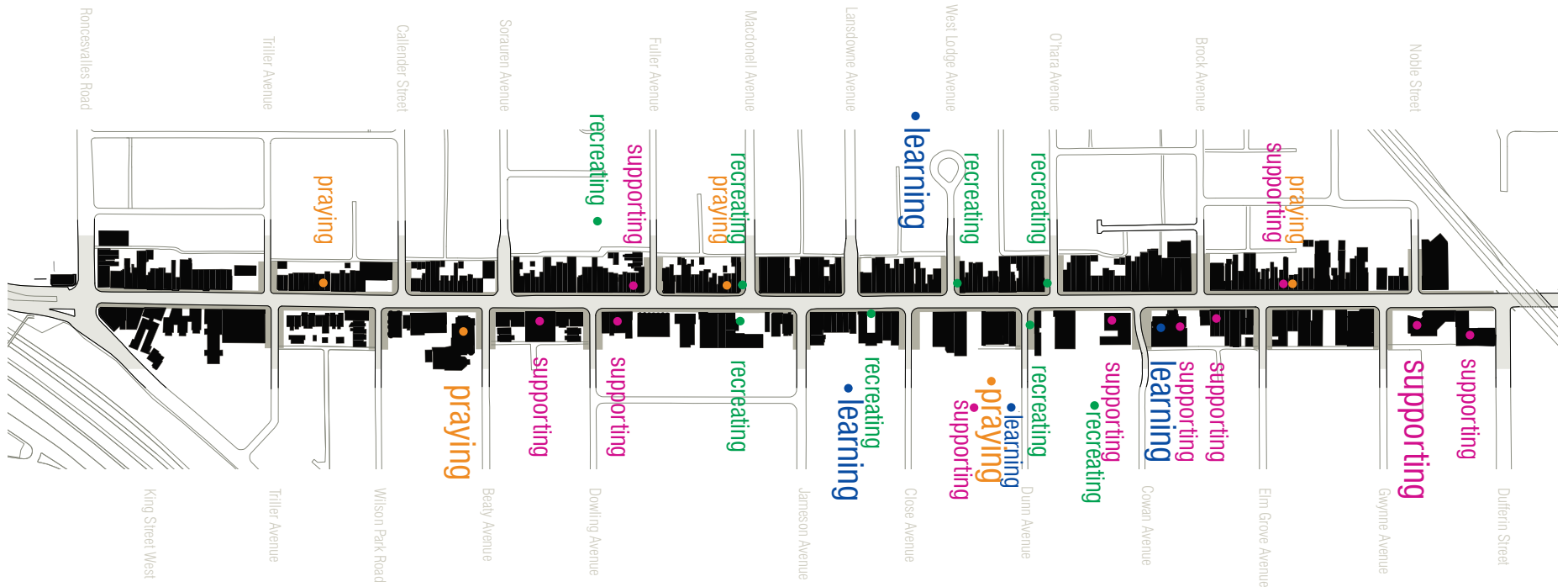


FIGURE 4. KEY PUBLIC ART
 ● public art







4.3 >

Key Terms

Appendix

Light Emitting Diode (LED) Installations

LED Lighting brings several advantages to the overall lighting strategy. They have high efficiency and durability with superior life over other lamp sources. There is also an overall reduction in the cost of ownership over the product's lifetime. In terms of safety, LEDs fail by dimming overtime rather than the abrupt burn-out of other lighting sources, which means that areas will remain lit until the light is replaced. In some instances, LED lighting can also be paired with solar electricity for smaller lighting designs, such as seasonal lighting for trees.

Solar Powered Installations

Other BIA's in Toronto have experimented with the use of solar power for seasonal lighting. Solar power is best used for more decorative lighting given that the power is less reliable. Solar power is captured by panels that are installed along the streetscape, often on utility poles or the light box itself. When it is sunny the solar panels store this energy in battery packs that need to become fully charged before they work. The first step for installing solar panels is to have a technician determine the optimal spots for panel placement.

Permeable Pavings

Permeable pavements infiltrate stormwater while simultaneously providing a stable load-bearing surface. While forming a surface suitable for walking and driving, permeable pavements also contain sufficient void space to infiltrate runoff into the underlying reservoir base course and soil. In this way they can dramatically reduce impervious surface coverage without sacrificing intensity of use.

Street Swales

A Bio Swale is a planted depression designed to absorb rainwater runoff from impervious urban areas. This reduces rain runoff by allowing stormwater to soak into the ground. Bio swales can cut down the amount of pollution reaching creeks and streams by up to 30% by filtering water through soil layers before entering the groundwater system. In addition to providing a filtration service, street swales are also pleasing landscapes and create educational opportunities along the streetscape.

Bullfrog power

Bullfrog power provides green, carbon-free power as a means to help fight climate change and create a healthier environment for future generations. Bullfrog uses clean power sources like wind and water power to generate off-grid energy sources. In addition to using clean energy, this is also a marketing opportunity for the BIA to market Parkdale as a "Green" neighbourhood.

Continuous Soil Trench

A continuous tree pit trench runs beneath sidewalks or other pavement, linking the soil area of two or more trees together. A continuous soil trench gives each tree more room for root growth and offers an alternative to small, isolated tree pits. The most critical factors are how much soil is provided, whether it drains properly, and whether it is loose enough.

