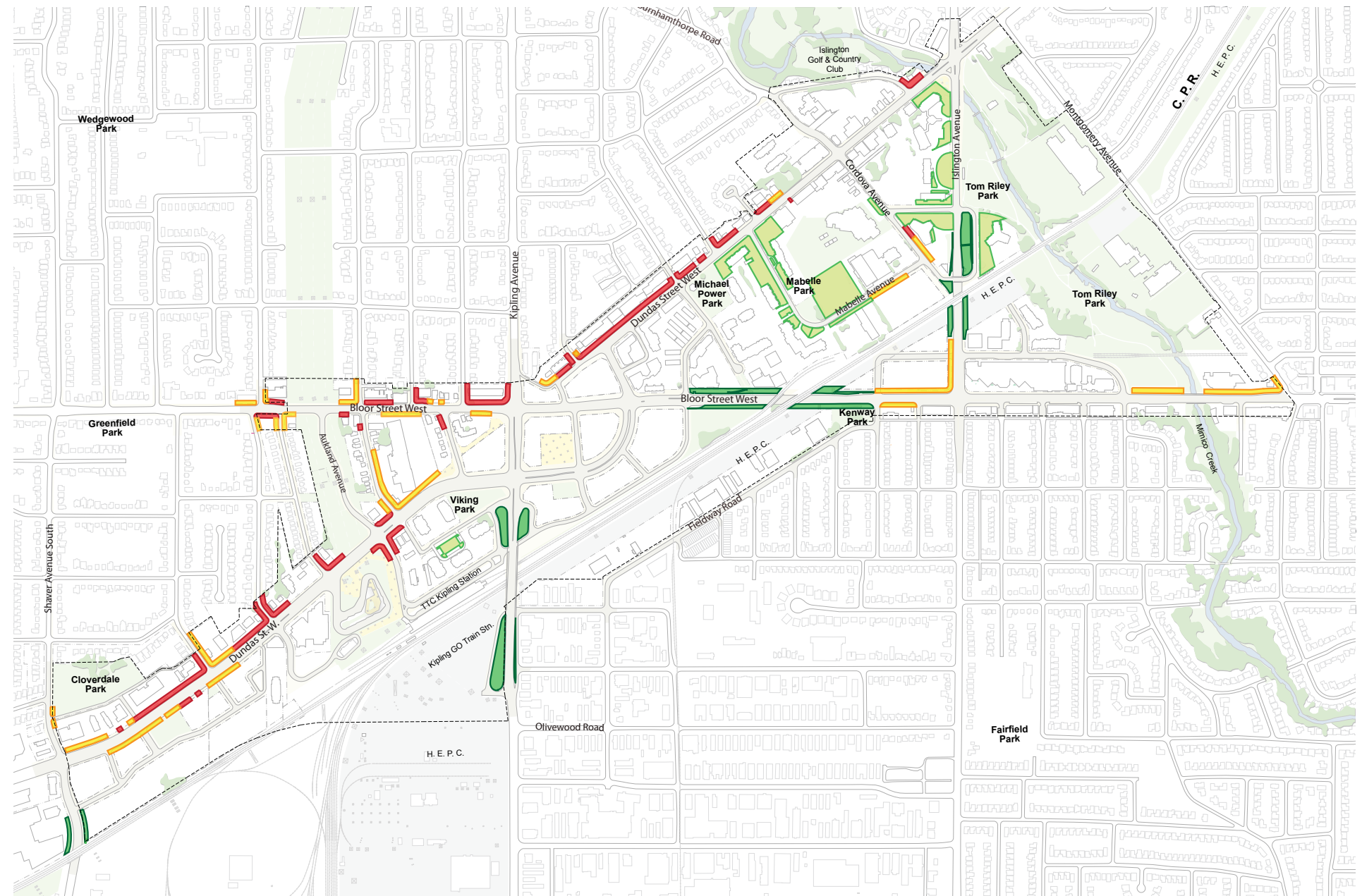


7.1.8 Soften Public / Private Interface

The interface between public space and private space must be more complementary. Eliminating parking encroachments will reduce the impact of vehicular parking on to the public right of way, as will softening the buffer between private open spaces in communities like Mabelle-Cordova. Where it is necessary to maintain surface parking, landscape elements such as plantings can minimize the impact of the parking on the public realm.

Map 26: Existing and Future Open Space Areas



Landscaped edge improvement



Soft surface parking edge

- █ Parking Edge Improvements
- █ Embankment Improvements
- █ Parking Encroachment Improvements
- █ Private Open Space Edge Improvements

7.2 Detailed Strategies

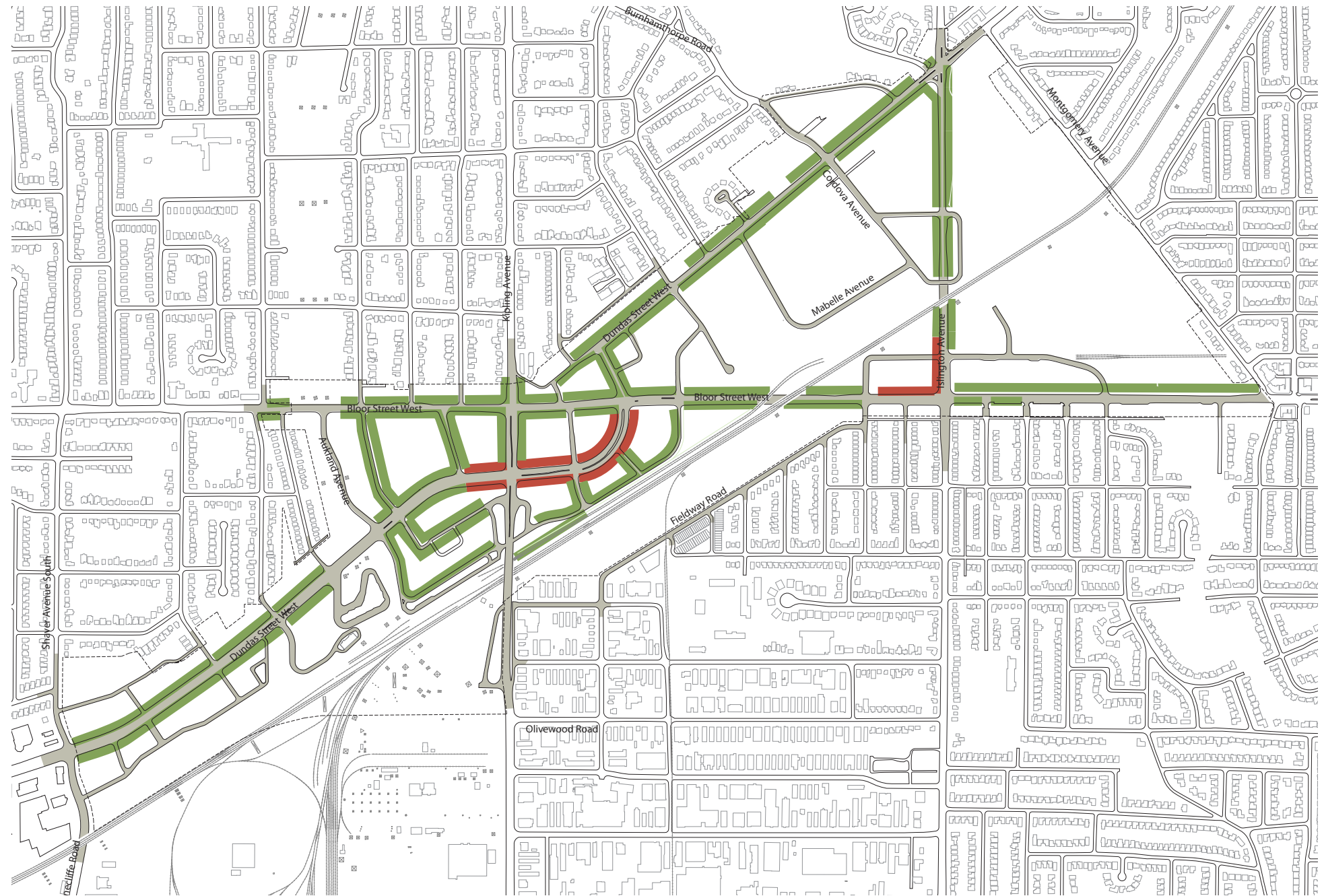
7.2.1 Greening Strategy

The proposed Plan pursues all opportunities for new tree planting along the major corridors and utilizes planting methods that maximize the success of tree health. A combination of semi-mature and mature trees will visually unify the district, provide shade and reduce the heat island effect in the study area. The Plan proposes the use of current city standard planting details such as those found in the Toronto Street Trees: Guide to Standard Planting Options and Urban Forestry's Tree Planting Guidelines. Please follow the link to <http://wx.toronto.ca/inter/plan/streetscape.nsf/street%20Trees?OpenView> for more information on these details.

Generally, where possible, single rows of trees are proposed where the sidewalk width (distance between the street curb and the face of a building) is a minimum of 4.8m (15.75ft). Double rows of trees are proposed where the sidewalk width is a minimum of 12m (39.4ft).

A variation in tree opening finishing as described in more detail in the above mentioned city documents will promote vibrancy in streetscape. For example, the city's standard detail T-1 Open Planting Bed is proposed where additional soft landscaping, separation between pedestrians and cycling and traffic is desired and where minor storm water control is needed. Detail T-2 Raised Planter is proposed where additional soft landscaping and separation between pedestrians and cycling and traffic is desired and where tree protection from intense pedestrian use is required. Detail T-3 is proposed where the sidewalk width is limited and pedestrian activity is intense.

Map 27: Proposed Tree Planting Strategy



TREE PLANTING LOCATION MAP

- SINGLE ROW OF TREES
- DOUBLE ROW OF TREES

Please Note:
Coordination with various above and below ground utility companies is recommended. Proposed tree locations may be adjusted through this process.

Greening Strategy Matrix

The Greening Strategy Matrix is provided to summarize various aspects of the boulevards of the study area major corridors. The dimensions provided were determined by examining the minimum and preferred requirements for both successful tree planting zones and meaningful pedestrian clearways. The Matrix is cross referenced to the Boulevard Strategy and proposed pavement types as outlined on pages 57 to 60.

Street Name	ROW Width	Proposed Boulevard Width	Min. Curb to Bldg Face Dimension ⁷	Number of Rows of Trees ³	Edge Zone Dimension	On-Boulevard Uni-Directional Bike Way Dimension	Pedestrian Clearway Dimension ⁵	Planting and Furnishing Zone ⁴	Pavement Detail Reference ⁸
Dundas Street West (South of Bloor)	36m (OP) ¹	6.93m to 7.50m	8.5m	1	Min. 0.60m	Min. 1.5m	Min. 3.0m	Min. 1.83m 2.40m preferred	EC-P1
Dundas Street West (North of Bloor)	27m (OP) ¹	Min. 4.8m 6.0m preferred	Min. 4.8m 6.0m preferred ⁶	1	Min. 0.60m	NA	Min. 2.1m	Min. 1.83m 2.40m preferred	P1, P3, P7 Refer also to City Streetscape Guidelines
Bloor Street West	27m (OP) ¹	Min. 5.40m 6.0m preferred	Min. 5.4m 6.0m preferred ⁶	1	Min. 0.60m	NA	Min. 3.0m	Min. 1.83m 2.40m preferred	P1, P3, P7 Refer also to City Streetscape Guidelines
Bloor Street West at Subway Station (Islington)	30m (OP) ¹	10.0m	12.0m	2	Min. 0.60m	NA	Min. 2.1m 3.0 Preferred	Min. 1.83m 2.40m preferred	EC-P2
Islington Avenue at Subway Station (Bloor)	27m (OP) ¹	10.0m	12.0m	2	Min. 0.60m	NA	Min. 2.1m 3.0 Preferred	Min. 1.83m 2.40m preferred	EC-P2
In the Westwood District:									
Dundas Street West	42m (EA) ²	10.0m	12.0m	2	Min. 0.60m	Min. 1.5m	Each Clearway min. of 2.1m (More than one clearway proposed)	Min. 1.83m	EC-P2
Kipling Avenue	42m (EA) ²	8.0m	10.0m	1	Min. 0.60m	NA	Min. 2.1 / Max. 5.5m	Min. 1.83m	EC-P4
Bloor Street West	42m (EA) ²	10.0m	10.0m	1	Min. 0.60m	NA	Min. 2.1 / Max. 5.5m	Min. 1.83m	EC-P3

Notes:

¹ Right of Way width as indicated in the City of Toronto Official Plan.

² Right of Way width as indicated in the Six Points Interchange Reconfiguration Class Environmental Assessment (2007).

³ Where possible, a double row of trees could be considered where a minimum 12.0m curb to building face dimension can be achieved.

⁴ A minimum of 1.83m has been identified in the "Vibrant Streets" document and in the Toronto Street Trees: Guide to Standard Planting Details for urban areas. All opportunities should be explored to widen this zone to 2.4m provided that minimum pedestrian and bikeway dimensions are observed.

⁵ Dimensions can increase or decrease (to a min. of 2.1m) depending on the intensity of pedestrian traffic and the nature of adjacent land uses. For example, a ground related retail / commercial use may indicate that wider pedestrian clearways may be appropriate.

⁶ A minimum curb-to-building-face dimension of 4.8m is indicated in the "Vibrant Streets" document and in the Toronto Street Trees: Guide to Standard Planting Details for urban areas; however, a minimum of 6.0m is recommended for this study area to maximize the dimension between the street tree and the building face, the width of the planting zone and the width of the pedestrian clearway widths.

⁷ It is anticipated that setbacks required to achieve the recommended Curb-to-Building-Face dimension may vary for each site and should be examined on a case-by-case basis.

⁸ Paving details with 'EC' prefix are details that were developed as part of this study.

7.2.2 Boulevard Strategy

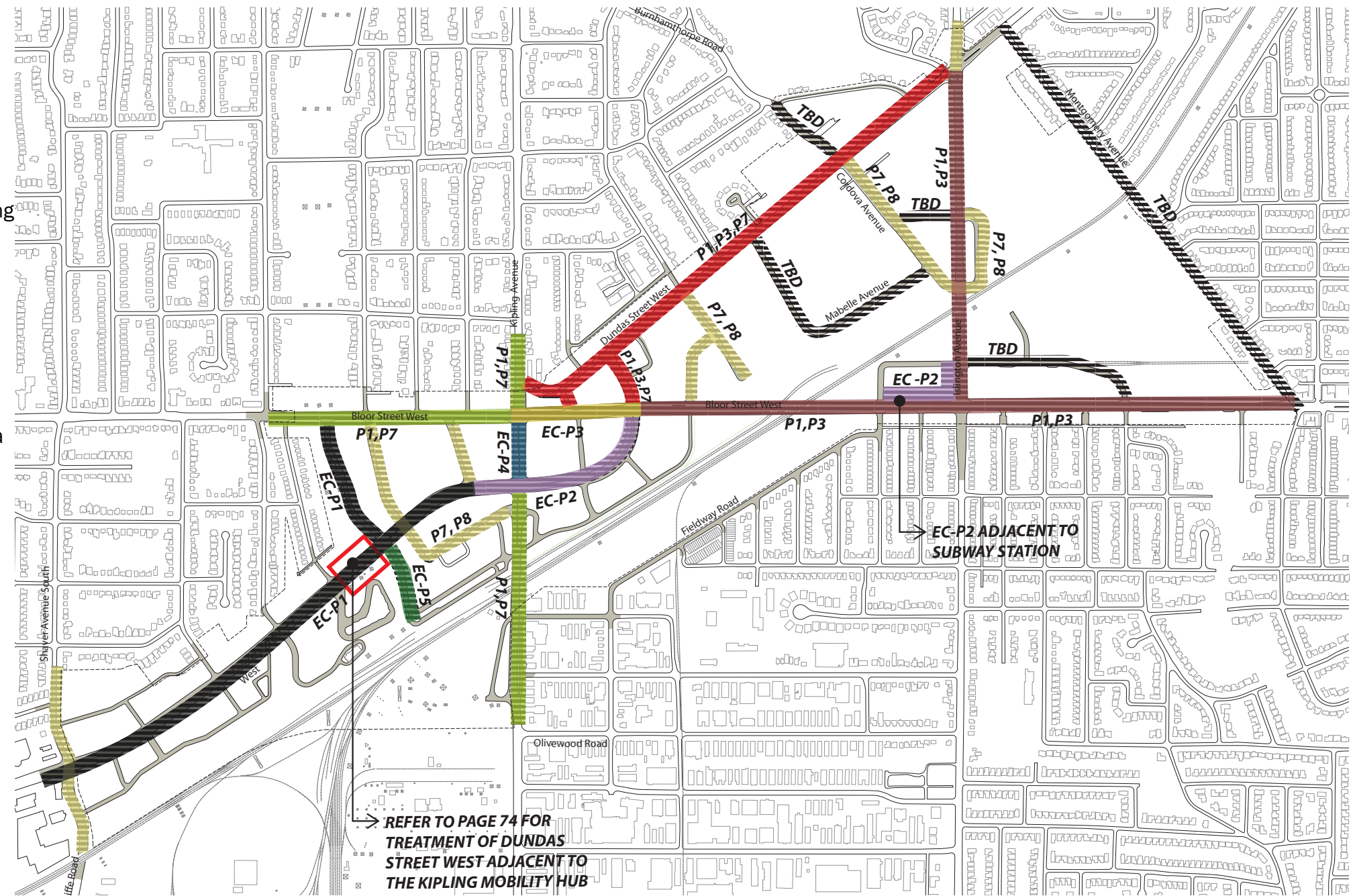
The proposed Plan provides a palette of paving designs for the major corridors that addresses the conditions of the existing and proposed boulevards. The palette of materials and dimensions are to provide consistency throughout the public realm.

Where a limited amount of new development will occur, continued use of existing streetscape details is being proposed. In areas facing significant redevelopment, a new palette of paving types is being recommended.

The new palette consists of using light colored materials with solar reflectance of 0.29 or better and accommodating bikeways within the boulevards where it is possible to do so. Additionally, the plan aims for a minimum of 2.1 m or wider pedestrian clearways using a combination of public and private property.

The following pages illustrate the existing standard pavings that should be maintained into the future, as well as several new treatments that should be encouraged as the Centre grows.

Map 28: Proposed Boulevard Paving Strategy



PAVING TREATMENT LOCATION MAP

PAVING TREATMENT TYPES:

EC-P1 (NEW)	Proposed Etobicoke Centre Paving Treatment Types	P7, P8	Existing City Paving Treatment Types
EC-P2 (NEW)		P1, P3, P7	
EC-P3 (NEW)		P1, P3	
EC-P4 (NEW)		P1, P7	
EC-P5 (NEW)		Special Street (TBD)	

Recommended Existing City Standard Paving



City Standard Paving P-1



City Standard Paving P-3



City Standard Paving P-7



City Standard Paving P-8

Recommended New Boulevard Treatments



EC-P1

Dundas West between Shaver Avenue and Kipling

- Single row of trees within boulevard
- On-boulevard bikeway
- Varied tree planting details depending on streetscape function
- Wide pedestrian clearways
- Assumes a 5.5m boulevard width
- Assumes a 3.0m building setback



EC-P2

Aukland Avenue between Bloor and Dundas

- Single row of trees within boulevard
- On-boulevard bikeway
- Varied tree planting details depending on streetscape function
- Wide pedestrian clearways
- Assumes a 5.5 m boulevard width
- Assumes a 3.0m building setback



Dundas West between Kipling and Bloor

- Double row of trees within boulevard
- On-boulevard bikeway
- Varied tree planting details depending on streetscape function
- Wide pedestrian clearways
- Assumes a 12.0m curb to building face (was previously 10 m)



EC-P3

Bloor Street between Kipling and Dundas

- Single row of trees within boulevard
- On-road bike lane
- Varied tree planting details at grade and in planters depending on streetscape function
- Wide pedestrian clearways
- Assumes a 10.0m curb to building face.



EC-P4

Kipling between Dundas and Bloor

- Single row of trees within boulevard
- On-road bike lane
- Varied tree planting details and garden planting depending on streetscape function
- Wide pedestrian clearways
- Assumes a 10.0m curb to building face
- Assumes a 2.0m building setback



EC-P5

Auckland Ave. between Dundas and Subway Crescent

- Single row of trees within boulevard
- Organic shaped grass mounds
- Varied tree planting details depending on streetscape function
- Abundant bike parking.
- Minimum 10m pedestrian clearway zone.

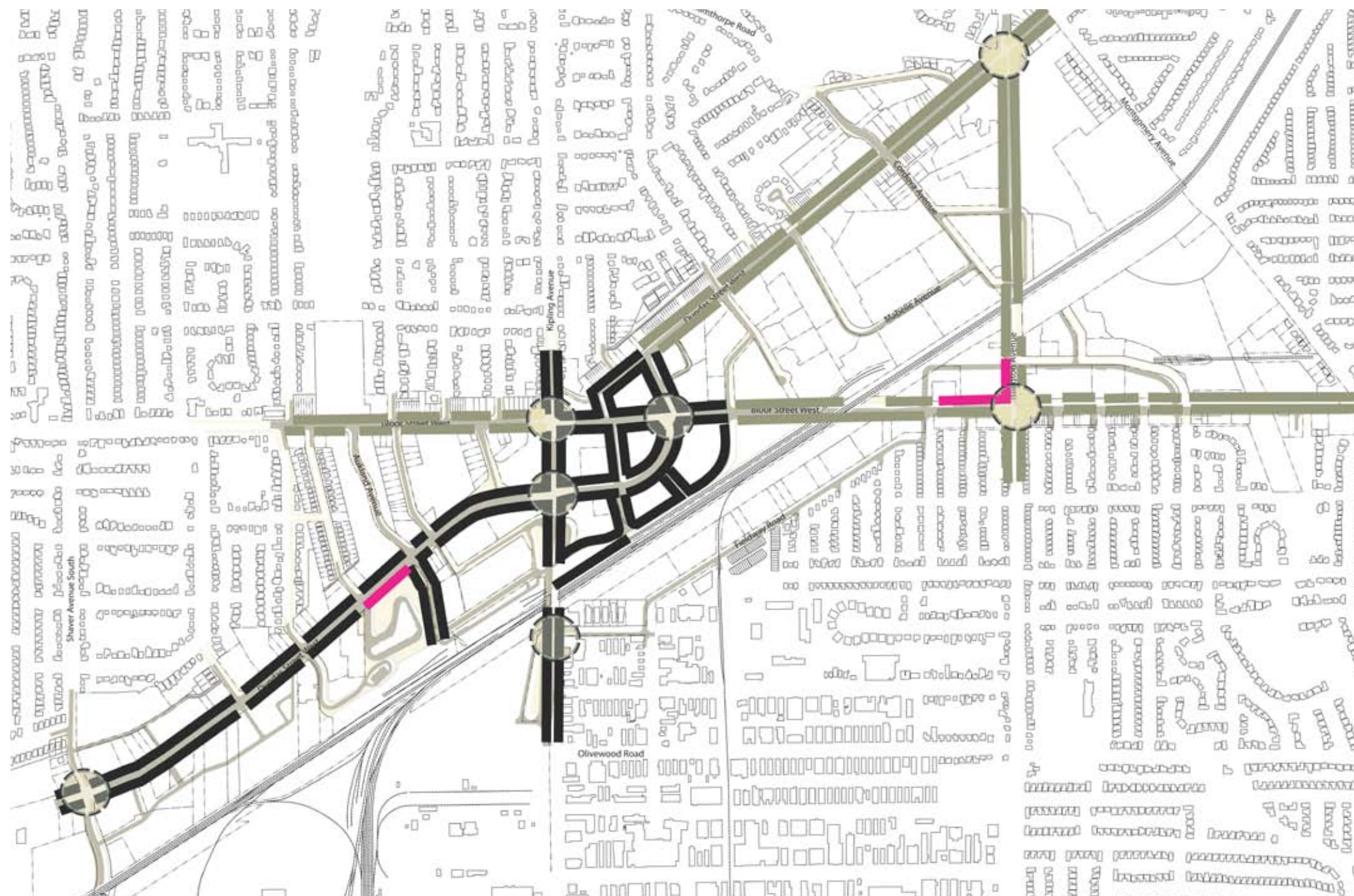
7.2.3 Lighting Strategy

Special attention was given to lighting in the study area as it is one of the more visible and permanent elements of the public realm. Strategic spacing of the light poles will provide a rhythm of vertical elements during daylight while serving their functional purpose during night. Introduction of pedestrian scale lighting will help in creating a sense of scale and order for pedestrians. In areas that will be re-invented (i.e. the Six Points Interchange), a new lighting scheme (Type 1) has been proposed that uses the “Sitelink” pole and luminaire. The Sitelink pole light as detailed in Appendix B was the recommended pole for the Transit City project. As such, the pole light was considered by the city and Toronto Hydro to be a modern version of the standard ‘cobra head’ light that integrated details that solved many of the problems associated with the current pole lights. For example, the grooved pole allows the attachment of arms, signs, and signal heads without the use of unsightly metal strapping.

In areas where little change is expected, the existing light poles will be retrofitted with a pedestrian arm. In all areas, an integrated pedestrian level light can be implemented through BIA or new development endeavors (Type 1 and Type 3). Some key areas will have character area identifiers (Type 3).

The Mobility Areas (Kipling and Islington) will have a unique lighting feature that would make the mobility areas more legible in the landscape and allow better way finding. There are also opportunities to accommodate public art in these light fixtures.

Map 29: Proposed Lighting Strategy

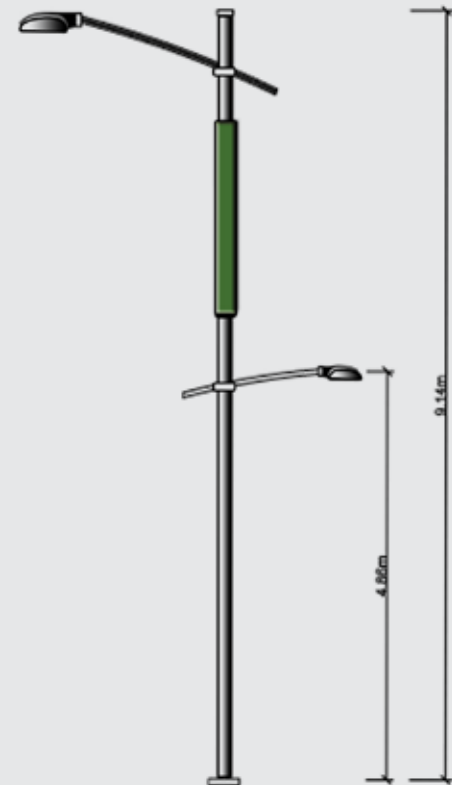


Please Note:
Special lighting standards in the BIA should continue, and banners and hanging baskets will only apply on BIA approved lighting in the BIA area.

Please Note:
Coordination with various above and below ground utility companies is recommended. Some proposed lighting locations may be adjusted through this process. Toronto Hydro must approve any new lighting.

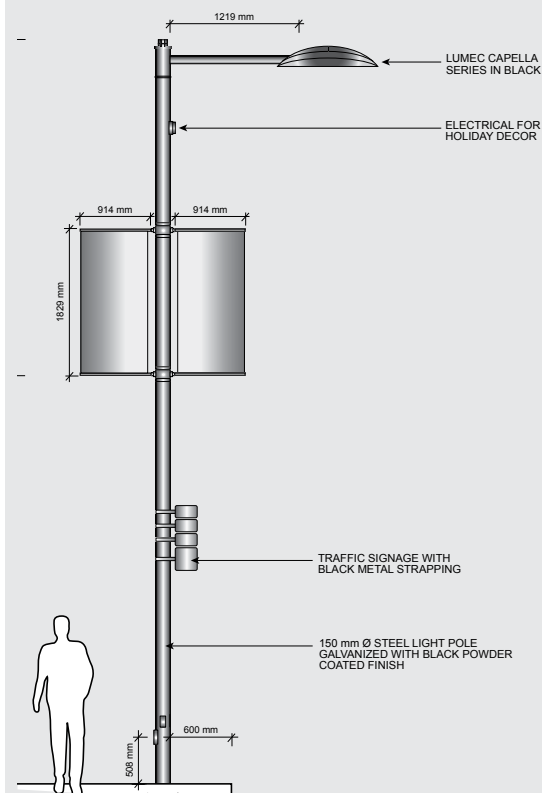
Lighting Type 1: NEW Preferred Option One

Combination of vehicular and pedestrian light. Sitelink pole with Aeris Luminaire and custom arm. Refer also to Appendix A.



Lighting Type 1: NEW Option Two

Combination vehicular light and pedestrian light. Sitelink pole with Lumec Capella Luminaire and arm



Lighting Type 2: Retrofit

Existing L-16 pole is fitted with new Aeris or Lumec pedestrian level luminaire with custom arm.



Lighting Type 3: Mobility Marker

Proposed at the Kipling mobility Hub and Islington Subway Station, the Mobility Markers will help identify the Location of the Transit Stations to pedestrians, cyclists and motorists.



Lighting Type 4: Identifier Sleeve

In key areas (refer to location map), identifier sleeves will be installed on poles to define an area or entrance way.




7.2.4 Site Furnishing Strategy

In addition to the City’s new street furniture program throughout the study area, new elements related to tree planting and seating will be implemented in specific locations of the study area.

City standard bike parking will be implemented in all key bike routes especially in zones of higher bike activity (such as the Mobility Areas). Seating benches will be incorporated within the raised tree planters to minimize stand alone benches and reduce maintenance. All furniture would be placed outside the circulation range of on-boulevard bikeway. A new seating element of “tree ring” will be implemented in specific areas. The tree rings would provide extra seating and add to the aesthetics of the streetscape.

Map 30: Proposed Tree Ring Locations



 recommended tree ring locations

Proposed Site Furnishings

1. TREE RING

The “Tree Ring” is proposed as a special element that can be integrated with tree planting at sidewalk level. It is intended that the Tree Ring be the responsibility of a local BIA or developer.



The “Tree Ring” provides a seating surface as well as providing protection for the tree trunk from physical damage.



The name of the tree or the name of a character area or BIA can be engraved on the seating surface to add to the identity of the area.

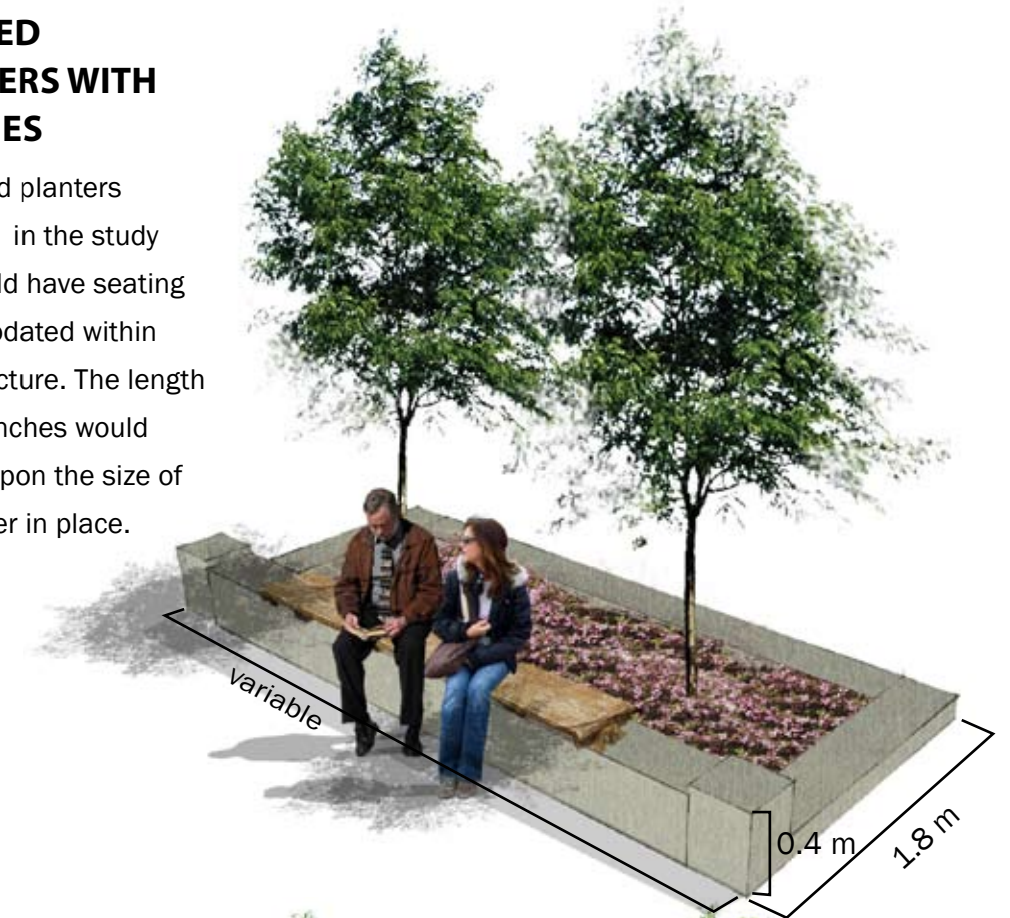


The “Tree Ring” could also be adapted as a planter for additional or seasonal greening.



2. RAISED PLANTERS WITH BENCHES

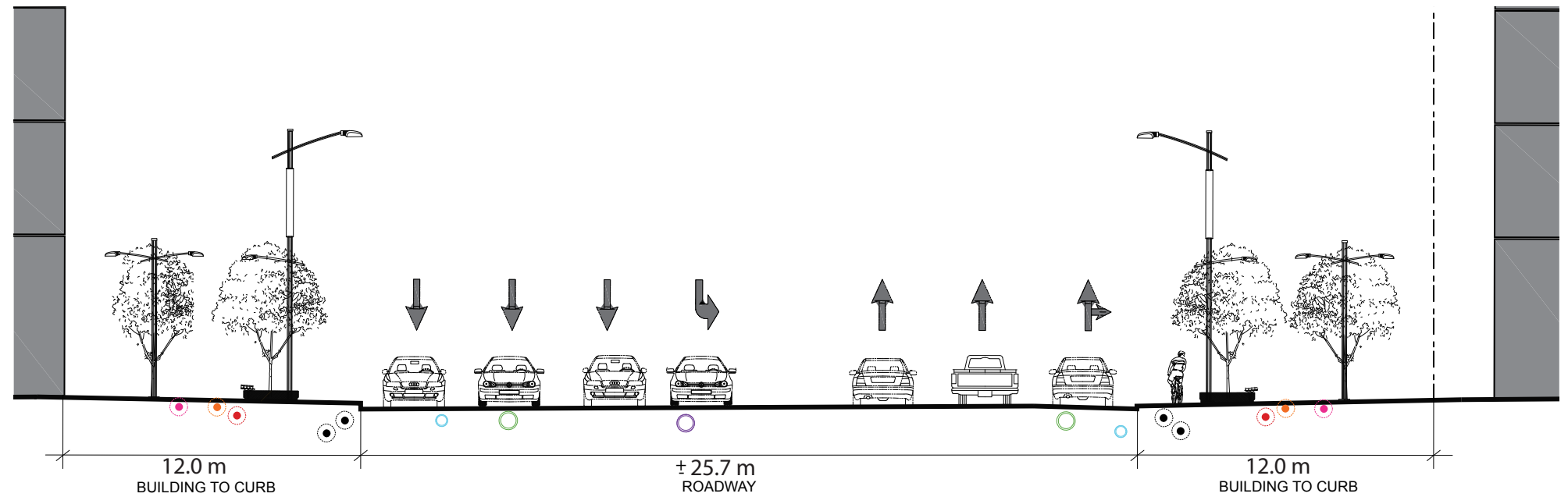
The raised planters proposed in the study area would have seating accommodated within their structure. The length of the benches would depend upon the size of the planter in place.



7.2.5 Utilities Strategy

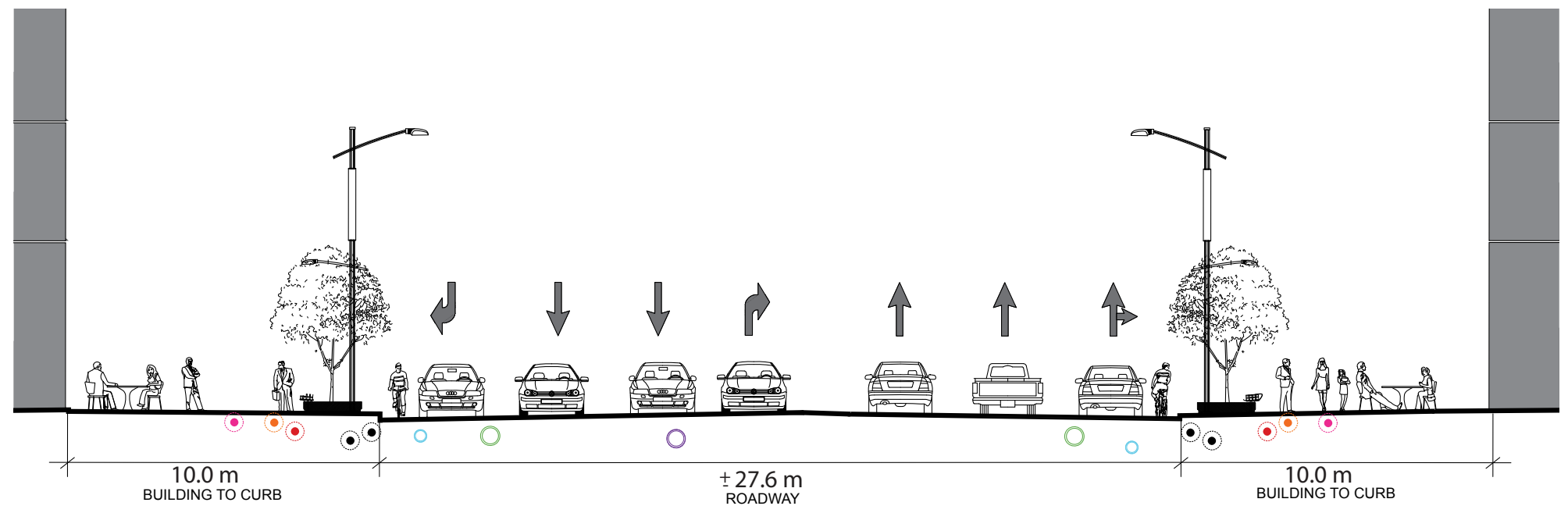
Given the level of detail provided by the city and various utility companies, this study has reviewed and integrated above/below utilities on conceptual basis only. It is recommended that more detailed analysis take place to determine exact locations and impacts of existing and proposed utilities. Where new development is imminent, the study proposes the conceptual layout of underground utilities (based on the horizontal and vertical clearance provided by the city for each utility). The study suggests that utility lines be restricted under the pedestrian clearway zone or the frontage and marketing zone to avoid interference with tree growth.

The Utilities present in the study area as known to date include Toronto Hydro, Enbridge Gas, Rogers Cable, Bell Cable, Telus Cable, Sanitary Sewer, Storm Sewer and Water lines.



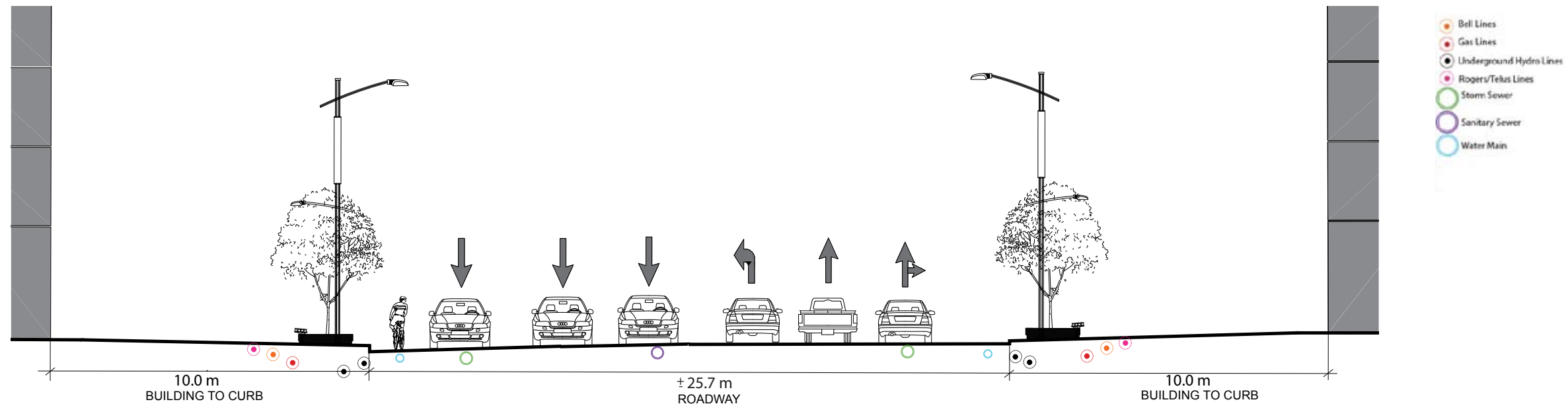
Conceptual Utility Layout. Dundas Street Westwood District

- Bell Lines
- Gas Lines
- Underground Hydro Lines
- Rogers/Telus Lines
- Storm Sewer
- Sanitary Sewer
- Water Main



Conceptual Utility Layout. Kipling Avenue Westwood District

This information was derived from the City of Toronto Utility Clearance Guidelines. (http://www.toronto.ca/engineering/mcr/pdf/appendix_o.pdf) and through the input of GHD



Conceptual Utility Layout. Bloor Street Westwood District

8.0 Character Area Opportunities

While the central focus of this Plan is to unify Etobicoke Centre, it is equally important to celebrate the distinct identity of its Character Areas.

The Character Areas represent different neighbourhoods throughout the Centre. Each boasts its own identity and urban form, and each will change as the area continues to evolve.

This chapter identifies opportunities that, when realized, will guide each Character Area into the future and better integrate it with its surroundings. The six Character Areas are:

- 1 **Dundas Street West**
- 2 **Kipling Mobility Hub**
- 3 **Westwood District**
- 4 **Mabelle/Cordova Neighbourhood**
- 5 **Islington Village**
- 6 **Bloor-Islington Area**

