

# 8.1 Dundas Street West

Dundas Street West will ultimately become an urban, mixed-use corridor. While the corridor will still largely be defined by vehicular movement, the pedestrian and cyclist environment will be improved to help move people through the area more comfortably. Pedestrian comfort will be a key objective in this area, as will be fostering connections to parks and other passive public spaces. The proposed public realm consists of an increased tree canopy, more comfortable pedestrian walkways, and new bike lanes.

## Dundas Street West Character Area Key Projects:

- 1. Create entryway feature with combination of plaza, lighting, public art
- 2. Create new public road system to create fine grain of blocks
- 3. Create connections linking Cloverdale Park to Dundas Street West and Shaver Avenue
- 4. Improve pedestrian crossings
- 5. Redesign boulevard to balance wide roadway and accommodate pedestrian, cyclists, and tree plantings
- 6. Introduce/connect laneways to minimize impact of vehicular traffic on pedestrian realm
- 7. Create new public park
- 8. Encourage pedestrian connections / pathways along new streets

Map 32: Dundas Street West Character Area





8.1.2 Dundas Street West Phased Improvements



Existing Condition

The current public realm in the Dundas Street West Area provides very basic non-descript environment for pedestrians.



Interim Condition

In the short-term an improved public realm can be implemented with minor impacts to adjacent properties. The addition of the bikeway and tree planting will be the key significant moves.



Future Condition

Over time, it is anticipated that future street related redevelopment will further enhance the public realm by providing enclosure and animation at the street level.



Over the course of years, it is anticipated that new development will frame the Dundas Street West Section providing edges and scale to the public realm.



### 8.1.3 Cloverdale Park Connection

In order to facilitate better connections between Dundas Street West and Cloverdale Park, a new street is proposed midway between Shaver Avenue South and Wilmar Road when this land is redeveloped. This road will open Cloverdale Park up to new communities currently proposed for the south side of Dundas Street West, create development frontage along the park, improve park safety, and break up the large blocks that currently dominate the streetscape.



Existing connection to Cloverdale Park at 5450 Dundas Street West.

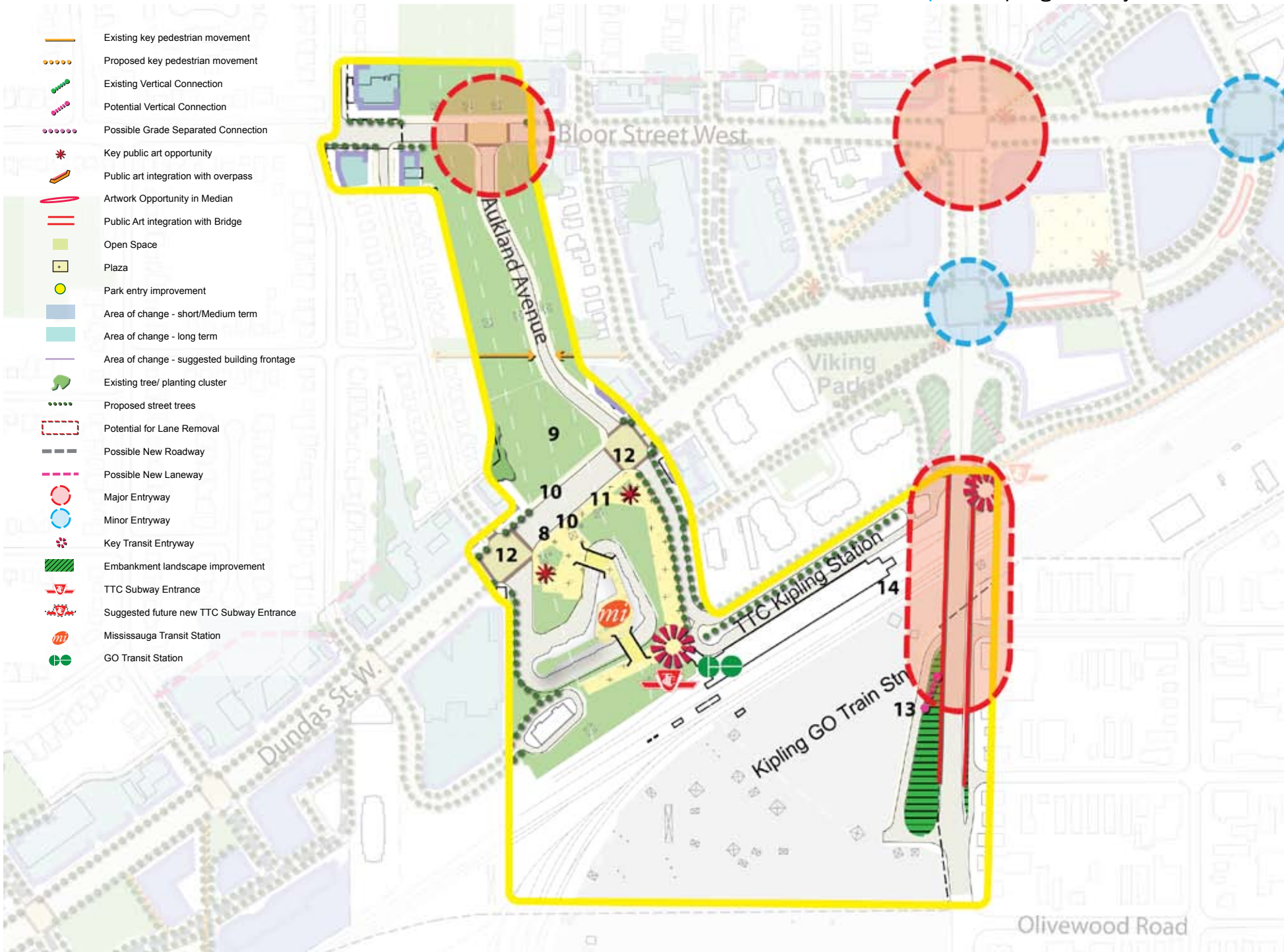
# 8.2 Kipling Mobility Area

The Kipling Mobility Area will be an urban environment and a transit destination. The movement of people and transit vehicles will be a priority mode for the Kipling Mobility Hub Area, which will have facilities for cycling, waiting and way-finding. The new public realm will consist of on-boulevard bikeways, a wide pedestrian walkway, and new lighting and furnishings. The suggested lighting for this character area will consist of new pedestrian level lighting and unique mobility markers. Single rows of trees will be planted where space permits. In areas where tree planting is not possible, organic shaped grass mounds have been proposed.

## Kipling Mobility Area Key Projects:

- 9. Maintain and extend the Hydro Corridor as a greenway with dedicated bicycle path to Dundas Street West
- 10. Widen sidewalk and special paving areas to identify the Mobility Hub
- 11. Embellish way-finding and lighting to identify the Mobility Hub
- 12. Improve pedestrian crossings
- 13. Improve pedestrian connection with Kipling Avenue overpass
- 14. Mark entry into the Centre on Kipling overpass through special lighting or public art

Map 33: Kipling Mobility Character Area





8.2.1 Auckland Road (between Bloor and Dundas)



Existing



Proposed Treatment of Auckland Road between Bloor and Dundas



8.2.2 Dundas Street West frontage at Kipling Mobility Hub



Proposed Public Realm along Dundas Street West at Kipling Mobility Hub. The proposed concept includes a 1.5m wide bikeway, grassed mounds, specialized lighting treatment and wide pedestrian promenade. Please refer to plan view for more details.



8.2.1 Aukland Road (between Dundas and Subway Crescent)



Proposed Public Realm along Aukland Road between Dundas Street West and Subway Crescent. The proposed concept includes grassed mounds, bike parking and a wide pedestrian promenade.

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Concept Design Plan. Kipling Mobility Hub



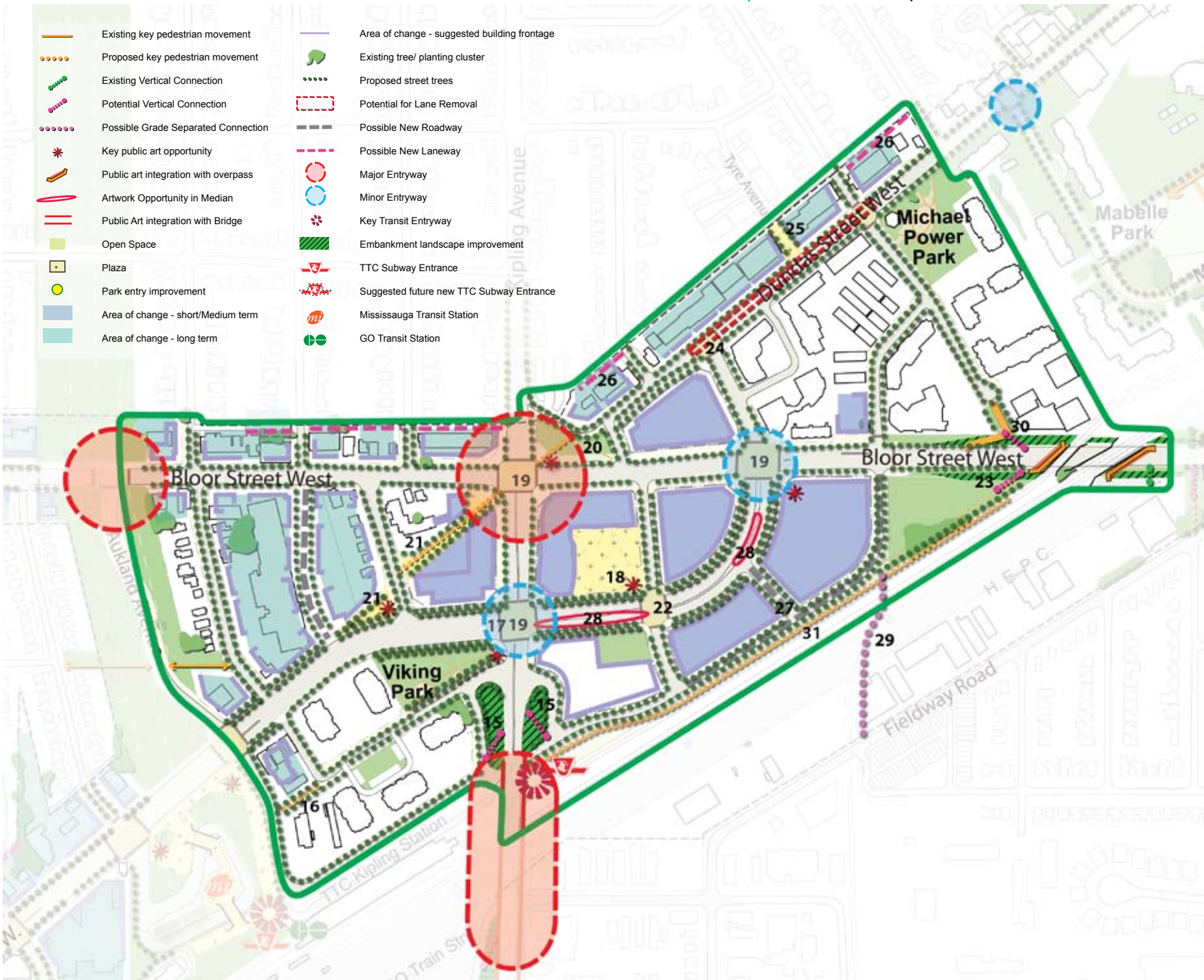
# 8.3 Westwood / Civic District

The Westwood / Civic District will be a core destination in Etobicoke Centre and a focal point of civic identity. The movement of vehicles and people will be key in the Civic Centre, but there will also be many opportunities for active and passive gathering as well as cultural and civic events.

## Westwood / Civic District Key Projects:

- 15. Improve pedestrian connection with Kipling Avenue overpass
- 16. Create a pedestrian connection
- 17. Create gateway feature (public art, lighting, original Westwood theatre sign)
- 18. Design civic squares and plazas with both unique common elements
- 19. Improve pedestrian crossings
- 20. Develop “Six Points Park”
- 21. Protect the Dundas view corridor and introduce pedestrian promenade
- 22. Plant a double row of trees
- 23. Improve access between Bloor Street and new park
- 24. Add signalized intersection at Dundas and Dunbloor
- 25. Create pedestrian connection
- 26. Seek laneway opportunities
- 27. Introduce new streets/news in former Courthouse site
- 28. Add public art to median
- 29. Support potential new above-grade crossing
- 30. Improved connections between Bloor Street and Michael Power site
- 31. Encourage multi-use trail parallel to rail corridor

Map 34: Westwood / Civic District Character Area





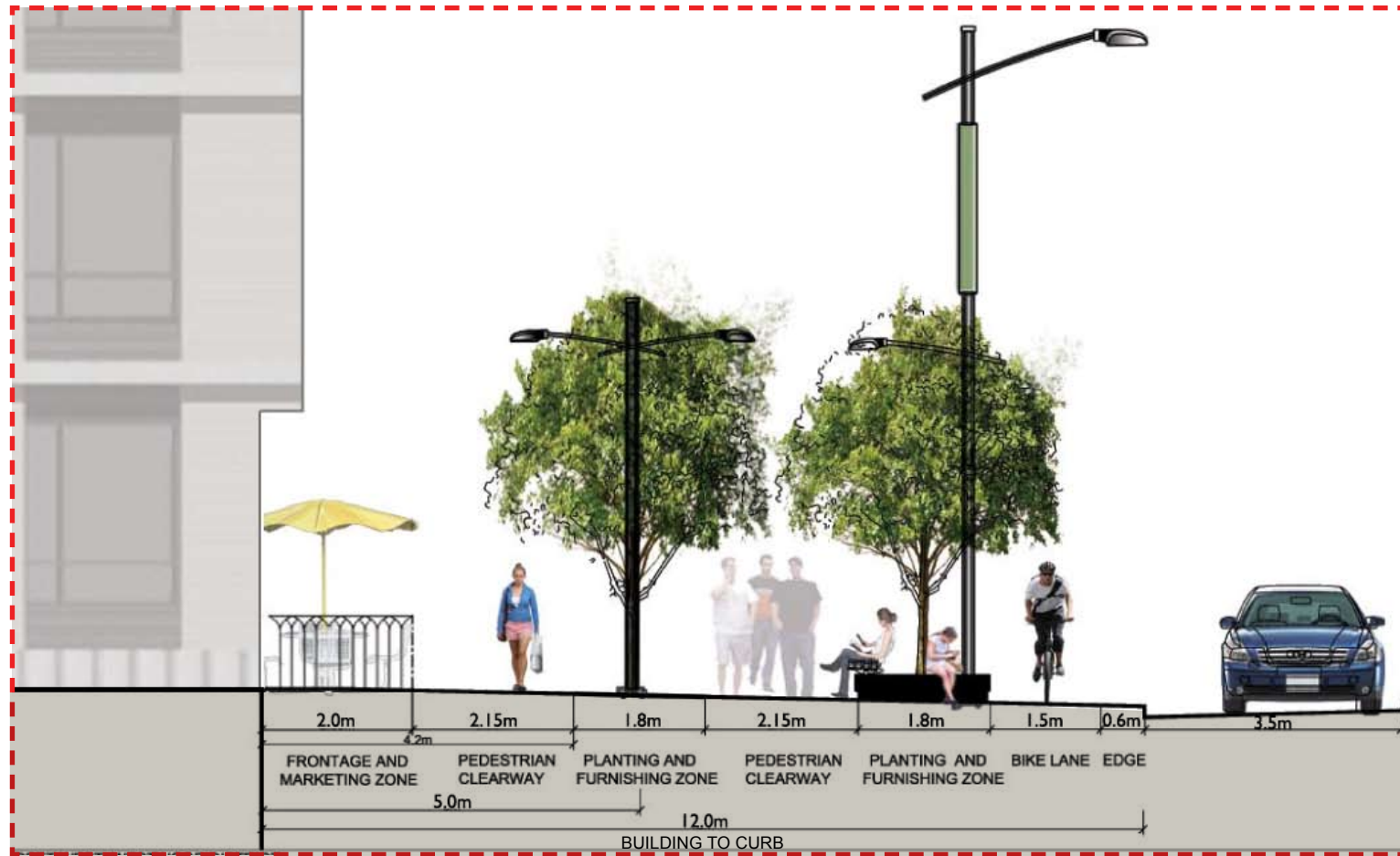
### 8.3.1 Dundas Street West

The Dundas Street West corridor in the Westwood District is one of the two major corridors in this proposed District. The new corridor would serve as an important mobility route and a thriving public realm consisting of bikeways, pedestrian walkways and substantial tree canopy. Two rows of trees would be planted along the length of the corridor along with new street furniture and lighting. The bikeways would be on the boulevard, separated from the pedestrian clearway by planting & furnishing zone, and separated from the vehicular traffic by a 0.6m apron.

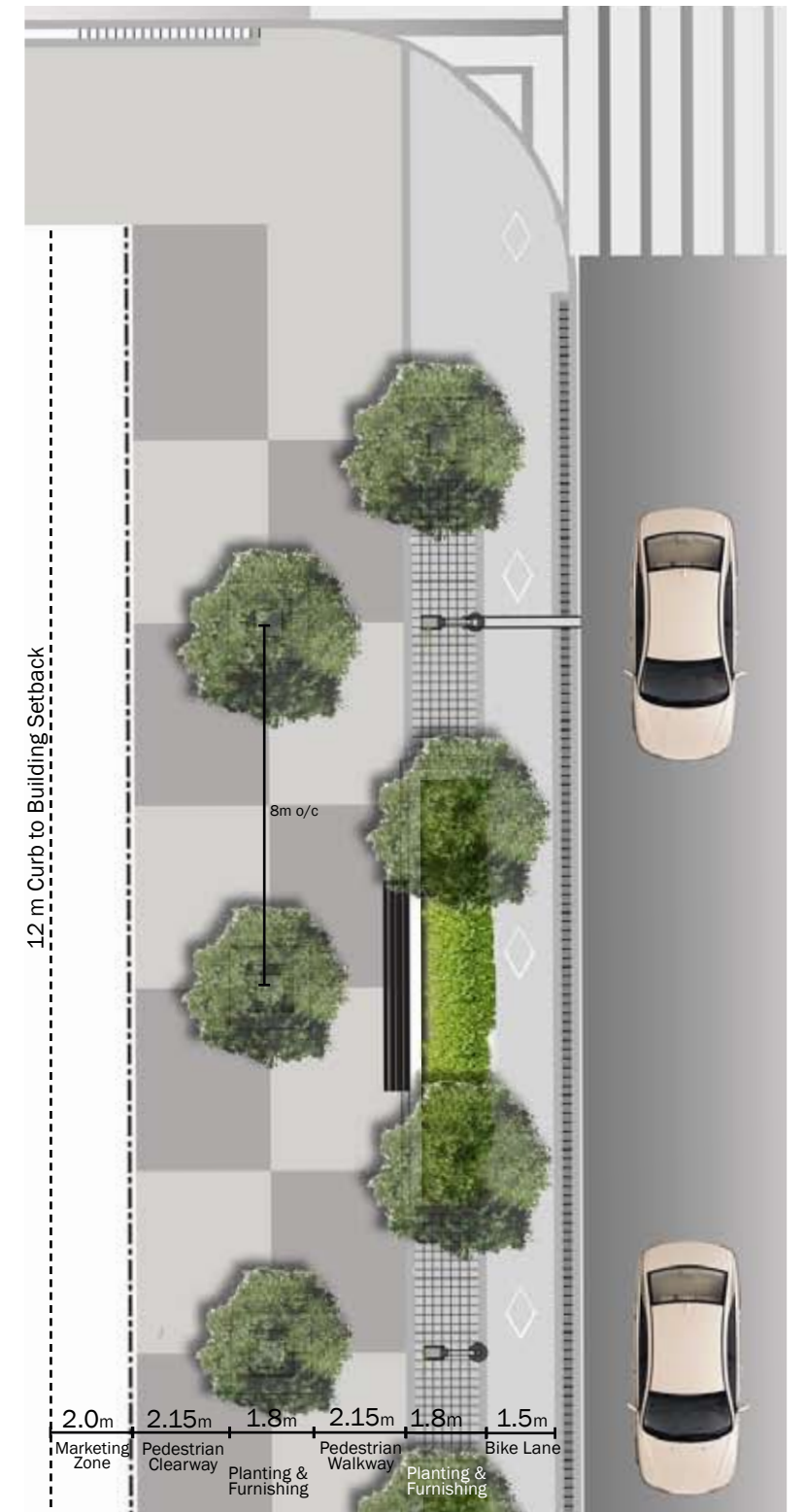
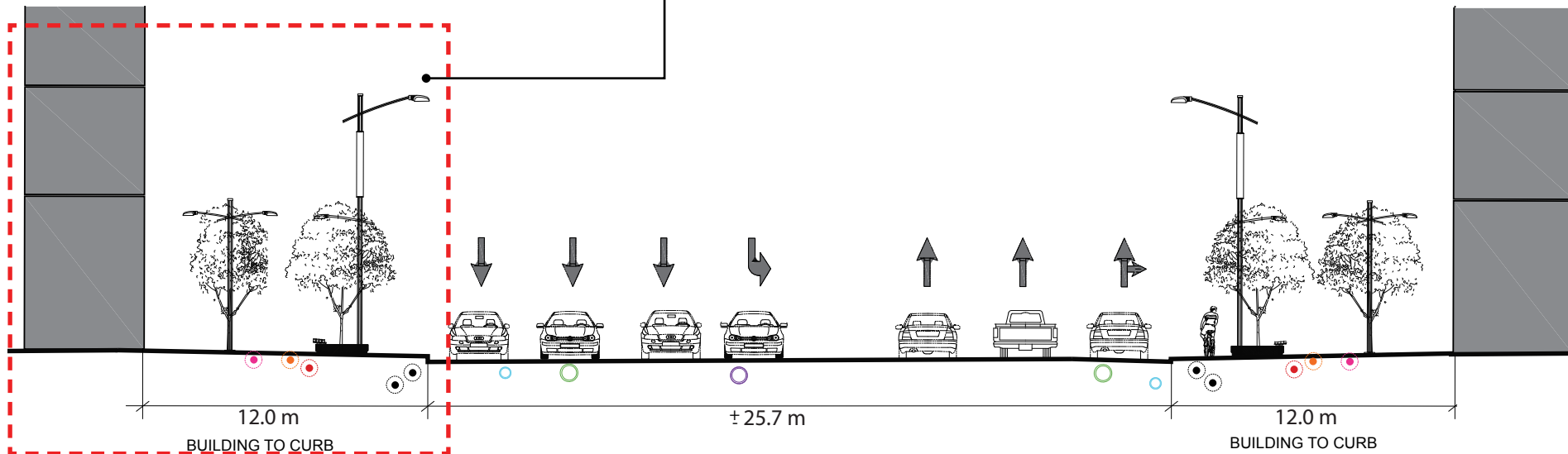


Proposed public realm along Dundas Street West in Westwood District





Dundas Street West. Westwood District. Section

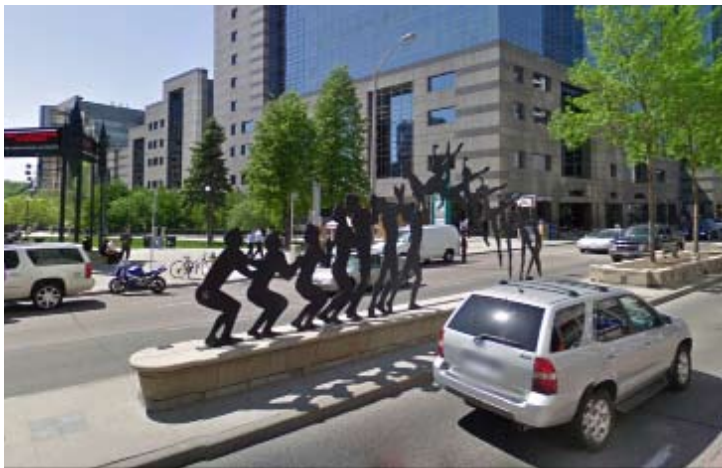


Dundas Street West. Westwood District. Proposed Typical Plan

For more details of typical plan, Please refer to new streetscape detail ECP-2 in Appendix C



The Dundas Street West corridor has opportunities for public art incorporated into the corridor median. Since, the medians are too narrow to be planted, public art, promotional banners or lighting is recommended to augment the vibrancy of this corridor.



Suggested public art on Dundas Street West corridor median.

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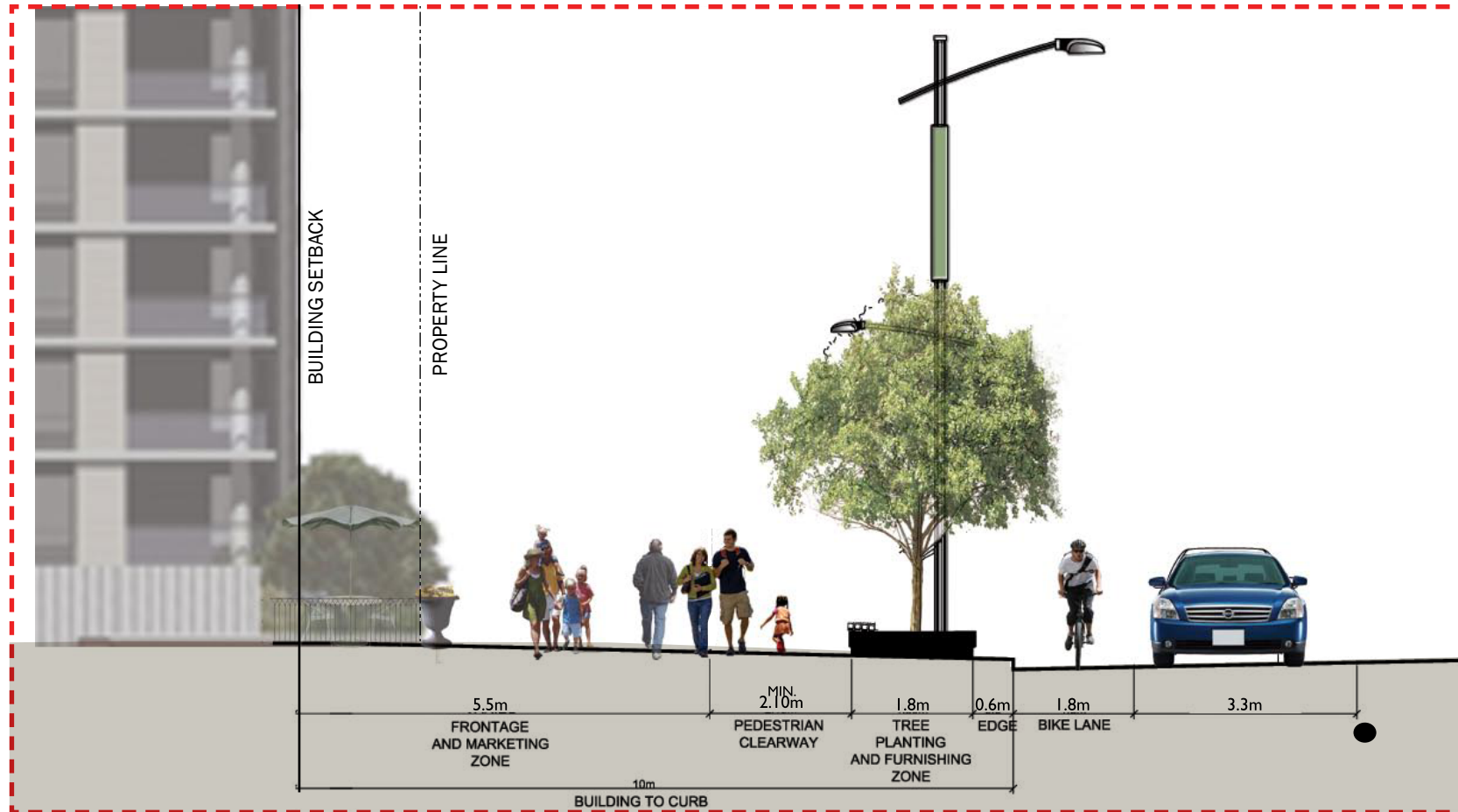
### 8.3.2 Bloor Street West

The Bloor Street corridor in the Westwood District is the other major corridor. The new corridor would serve as an important mobility route and a thriving public realm consisting of bikeways, pedestrian walkways and substantial tree canopy. A single row of trees would be planted along the length of the corridor along with new site furniture and lighting. New on-road bikes lanes have been proposed for Bloor Street corridor. The new lighting would consist of pedestrian scale lighting (every 15m ) and an identifier sleeve marking the entry into this district.

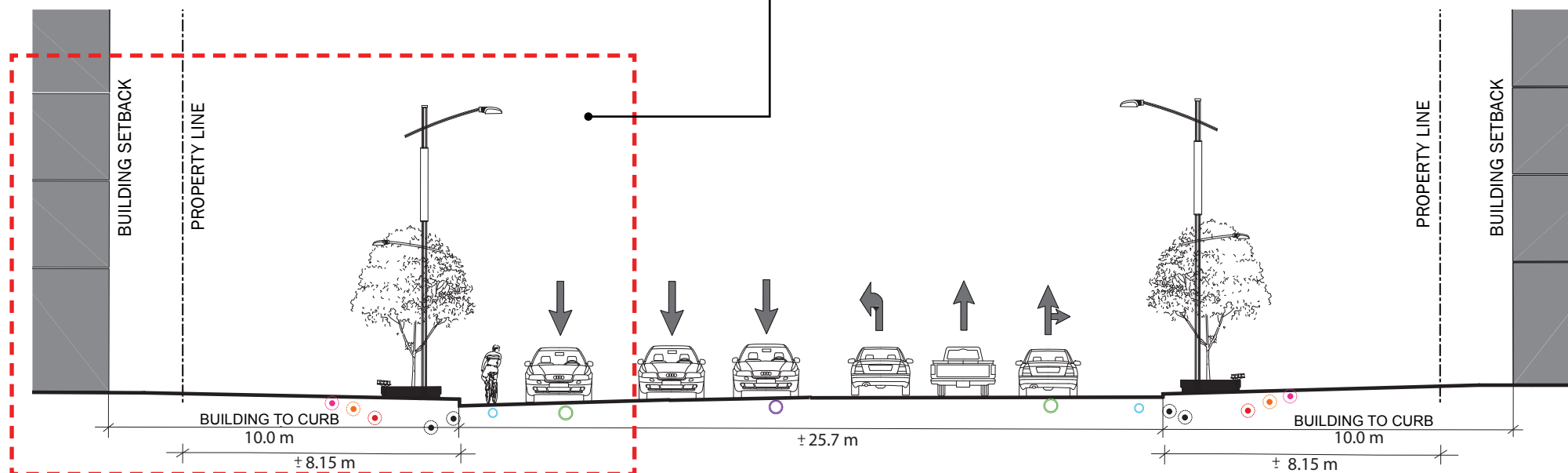


Proposed public realm along Bloor Street in Westwood District.

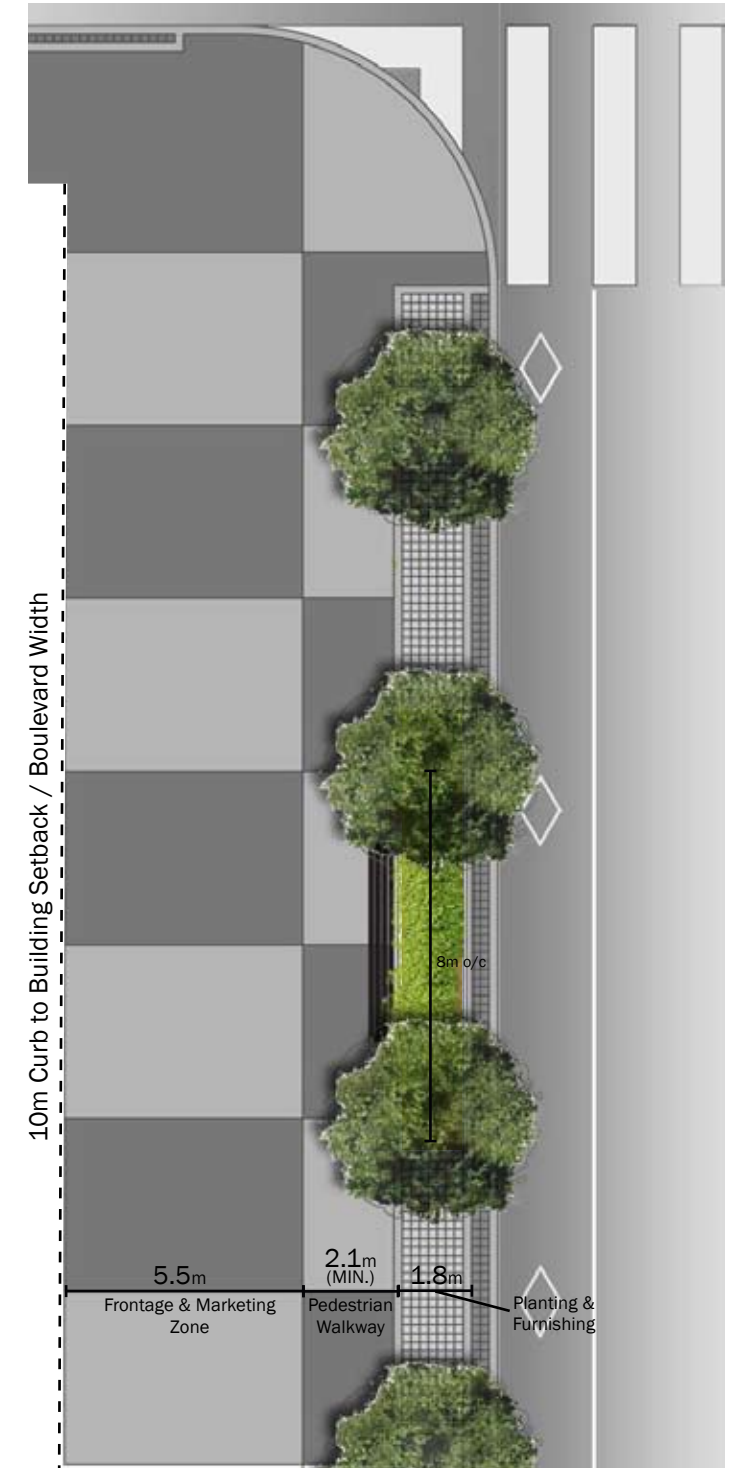




Bloor Street West, Westwood District. Typical Section



Bloor Street West, Westwood District. Section.



Bloor Street West, Westwood District. Typical Plan  
For more details of typical plan, Please refer to new streetscape detail EC-P3 in Appendix C



The plan recommends that the public open space in the Bloor Street corridor should largely serve as a multifunctional open green space for adjacent buildings. Consisting of a combination of lawn area and public gardens, the park will be an important extension of the surrounding public realm and surrounding development.



Expected use and programming of the open green space on Bloor Street corridor.



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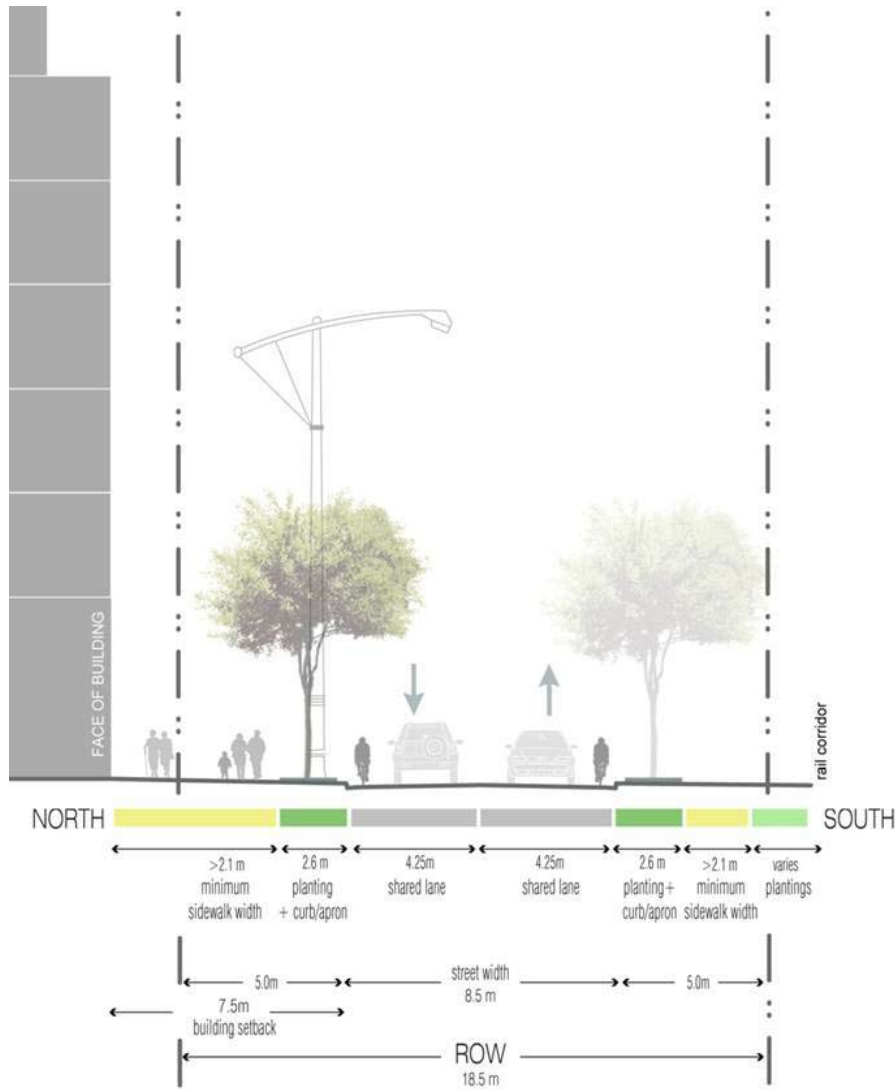
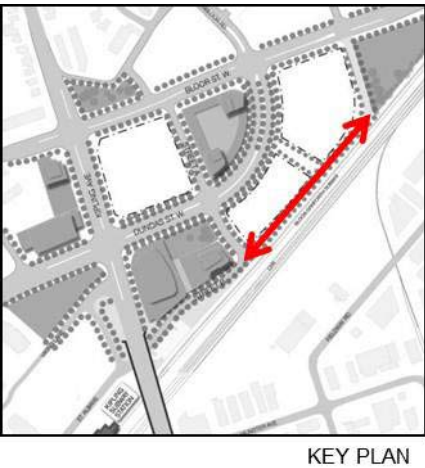


Design concept plan 6-points park.

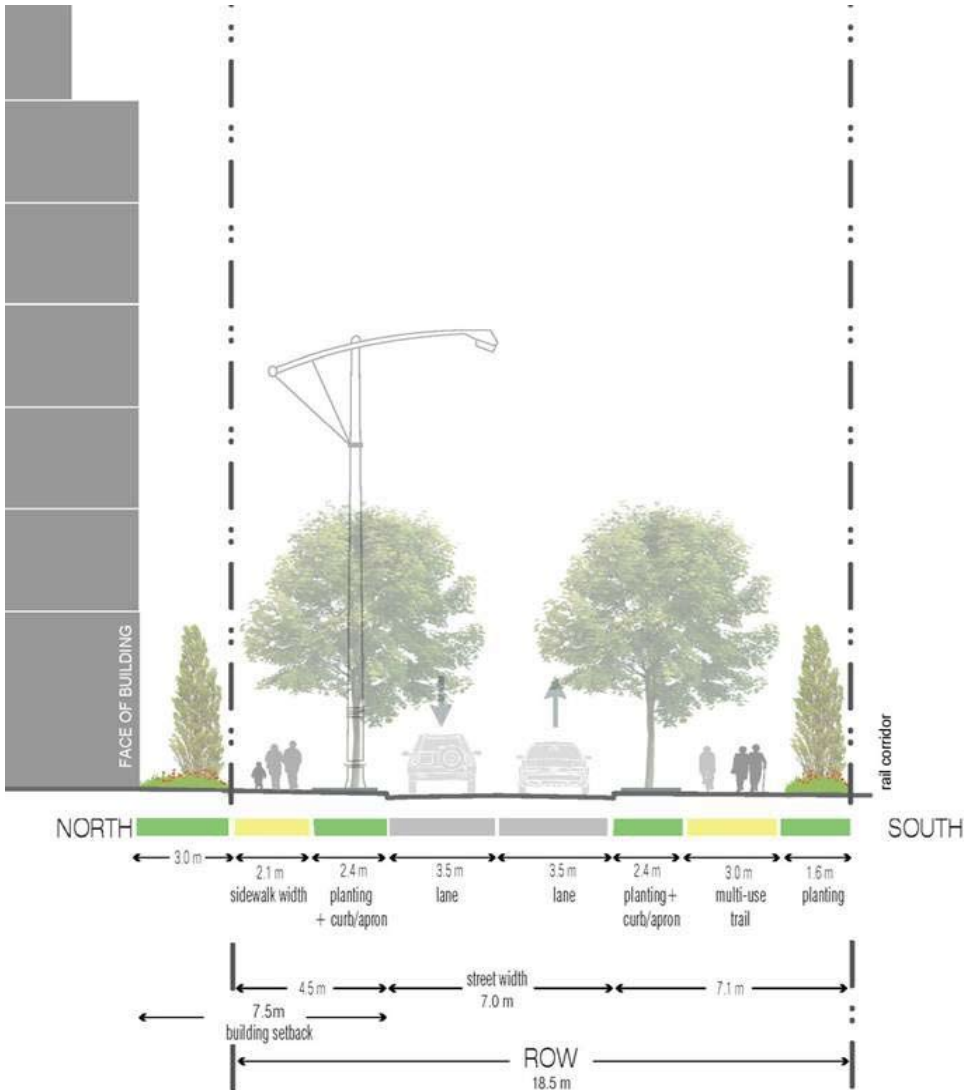


8.3.3 Street C

A new street will run parallel to the rail corridor as the Westwood Civic Area redevelops. In addition to providing access to new developments along Dundas Street West, this street will provide a connection between the Kipling Mobility Hub and the rest of the Centre. Two possible road configurations will happen on this street:



Proposed Configuration A envisions a generous pedestrian realm on the north side of the street, and shared bicycle and vehicle lanes on the road. Tree plantings on both sides of the street will provide a tree canopy.



Proposed Configuration B envisions a pedestrian path on the north side of the street, a narrower road, and a multi-use trail for pedestrian and cyclists on the south side of the street. If the right-of-way increases through the redevelopment of the north side of the street, the multi-use path should be 3.5 metres wide.



# 8.4 Mabelle – Cordova

Mabelle-Cordova will remain a largely residential community with a focus on pedestrian movement. There will be opportunities for continued and enhanced recreation and cultural programming in Mabelle Park, and improved connections between Mabelle-Cordova and the surrounding communities and infrastructure.

## Key Projects for Mabelle-Cordova:

- 32. Improve relationship between front lawns/courtyards and street
- 33. Support Mabelle Park as a cultural destination: facilitate addition of lighting traffic calming measures
- 34. Formalize pedestrian connections
- 35. Seek community garden opportunities
- 36. Improve access to Islington Station
- 37. Improve access to Tom Riley Park
- 38. Mark Mabelle entryway at Islington Village and at Corbova Avenue

Map 35: Mabelle-Cordova Character Area





8.4.1 Mabelle Park Improvements



In order to raise awareness about the presence of Mabelle Park to motorists using Mabelle as a shortcut between Dundas Street West and Islington Avenue, a traffic calming measure is proposed for the roadway surrounding the park. This measure could take the form of speed bumps, signage, or, as illustrated, a slightly raised traffic table. Similar treatments have been implemented successfully in other parts of the City, such as St. George Street in downtown Toronto.



In order to improve night time safety, lighting should be added to Mabelle Park. Mabelle Arts, a local arts-based community organization, has undertaken work to advance this particular project, including commissioning an artist to design future lights in the park, and should be involved in any park-improvement related projects.



8.4.1 Islington Subway Access Improvements

Access between Mabelle-Cordova and Islington Avenue is currently facilitated by a small, narrow stairway in a concrete wall that exits on to a narrow sidewalk between two overpasses. This access presents an unsafe condition that is uncomfortable for pedestrians. The proposed access improvements envision opening this area up to create a safety and more accessible environment while simultaneously creating a new meeting and gathering space in the community.



Existing Islington Avenue Access



Proposed Islington Avenue Access

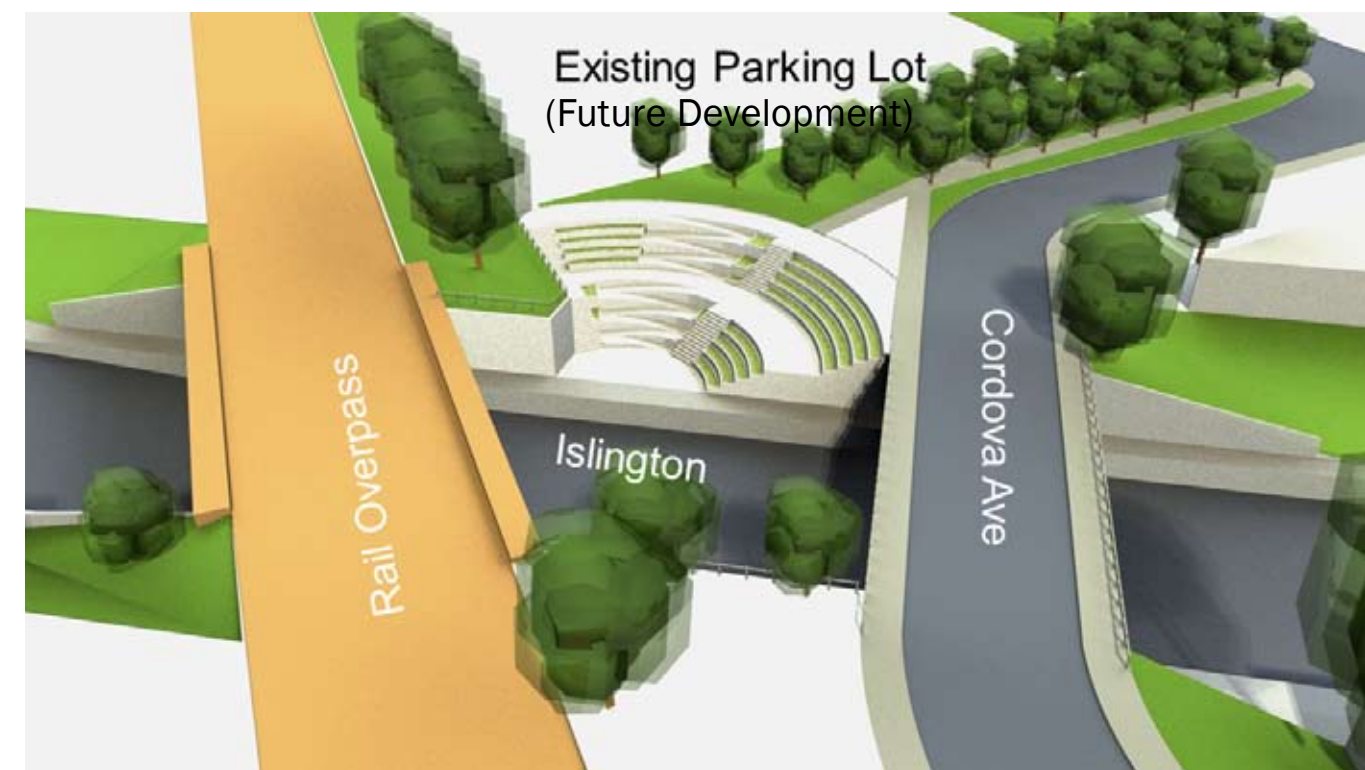




Existing Islington Avenue Access, facing west



Proposed Islington Avenue Access, facing west



Proposed Islington Avenue Access with Accessibility Ramp, facing west



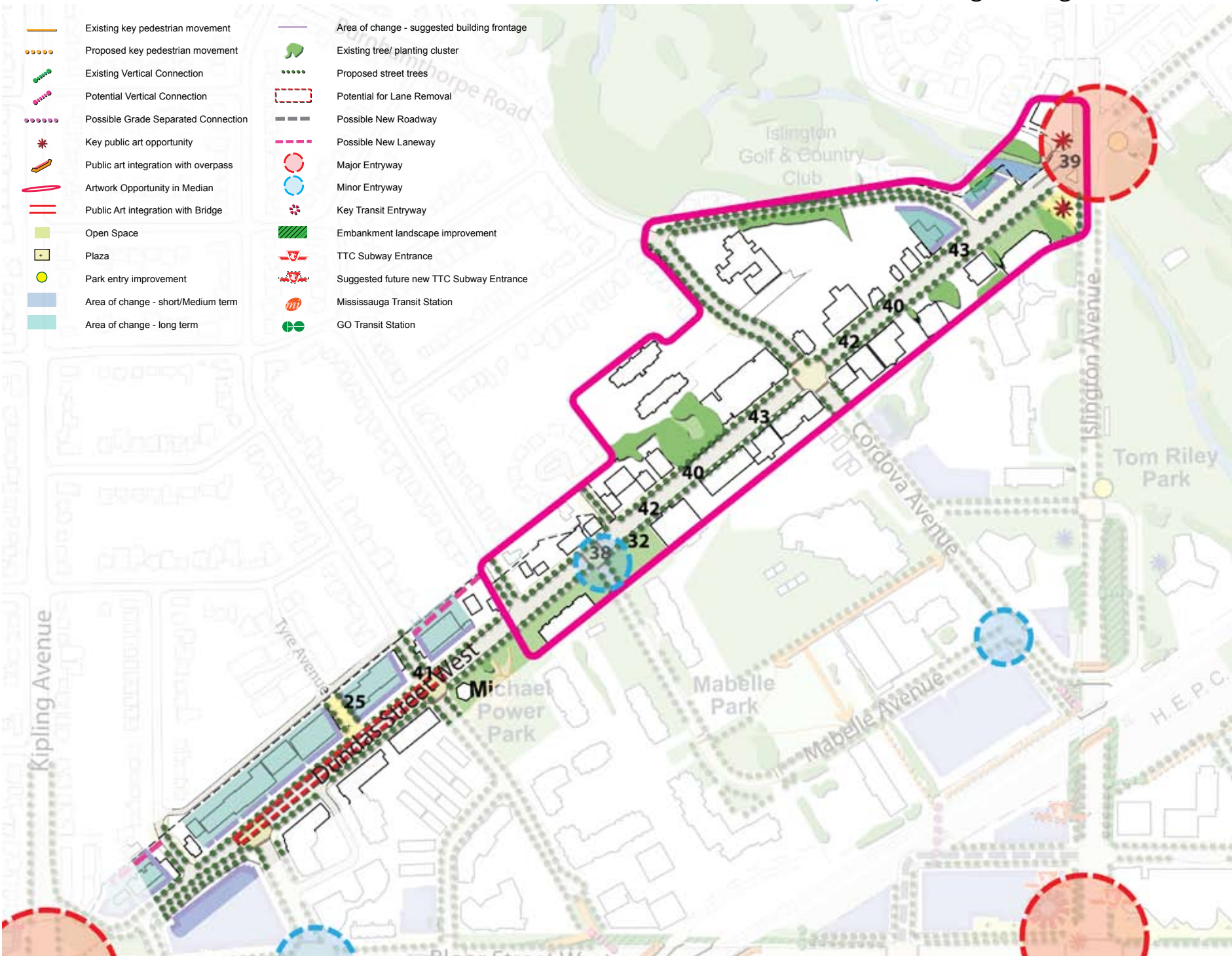
# 8.5 Islington Village

Islington Village will remain a commercial, pedestrian-scaled environment with an Old Town Ontario feel that will extend from Islington Avenue to Kipling Avenue. People movement and shopping will be important activities in Islington Village, and the area will feature opportunities and facilities for seating and protection elements.

## Islington Village Key Projects:

- 25. Create pedestrian connection / plaza at Tyre Avenue and Dundast West
- 32. Improve relationship between front lawns/courtyards and street
- 38. Mark Mabelle entryway at Islington Village
- 39. Mark entryway to the Centre with special public art / lighting
- 40. Improve lighting
- 41. Reclaim the turning lane centre lane and widen sidewalk
- 42. Add BIA placards, banners and hanging baskets
- 43. Select areas for public art and special paving features
- 44. Improve lighting
- 45. Reclaim centre turning lane and widen sidewalk

Map 36: Islington Village Character Area





8.5.1 Pedestrian Link

In the long term, a pedestrian connection between Dundas Street West and Tyre Avenue will contribute to this important walking area, forming a stronger connection to the neighbourhood to the north and creating a new public destination within Islington Village.



The current condition along Dundas Street west



Example of pedestrian connections: William Street, Ottawa



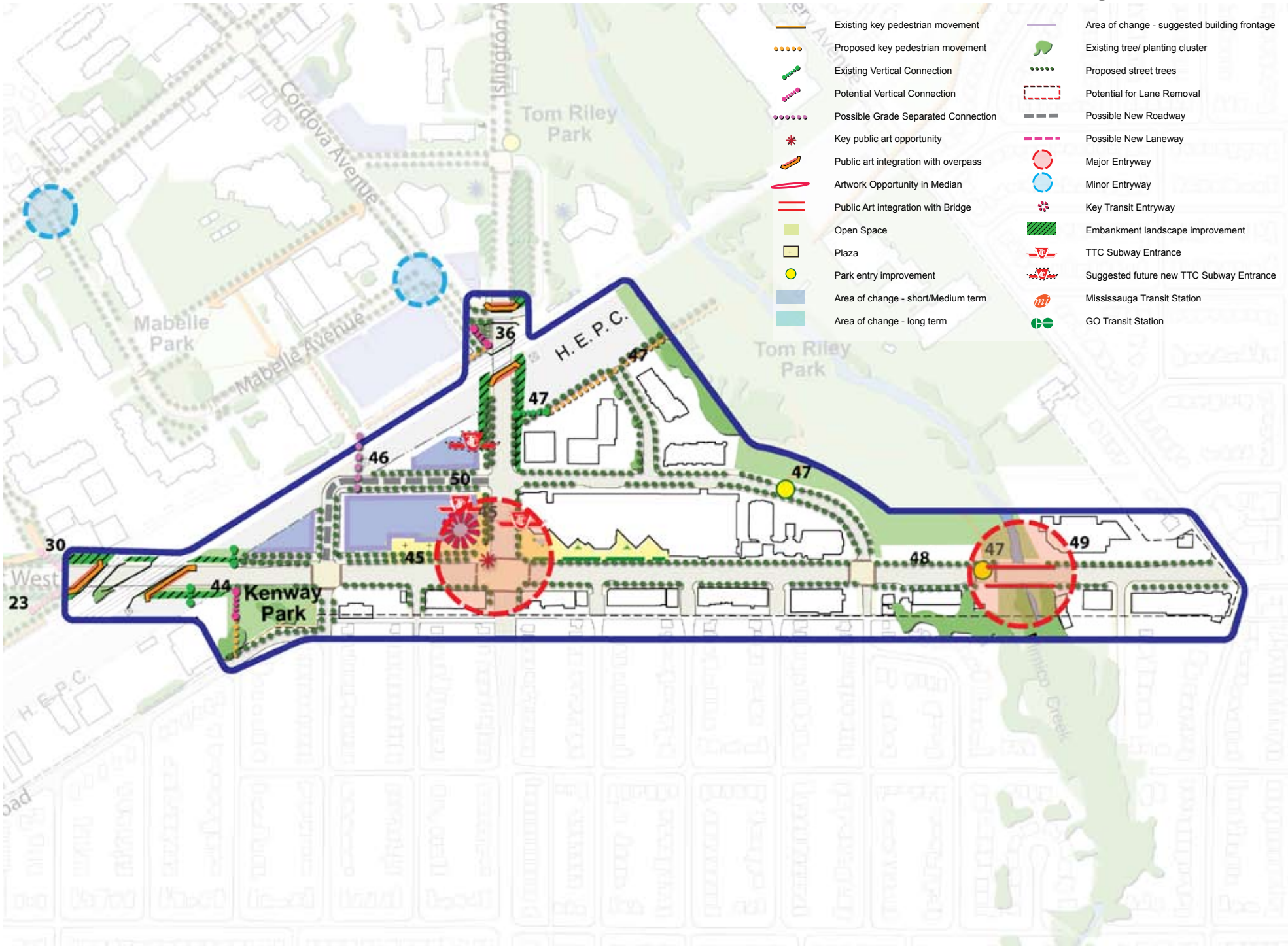
# 8.6 Bloor Islington Area

Bloor-Islington will be a higher density mixed-use corridor, with vehicle and pedestrian movement having equal priority. It will be designed for moving pedestrians in and through the area as well as connecting them to Tom Riley Park and Islington Subway station.

## Bloor Islington Key Projects:

- 23. Improve access between Bloor Street and new park
- 30. Improved connections between Bloor Street and Michael Power site
- 36. Improve access to Islington Station
- 44. Improve connections between Kenway Park, Fieldway Road and Bloor Street
- 45. Islington Station Streetscape including possible public plaza, widen sidewalk, special streetscape and double row of trees
- 46. Support potential new above-grade crossing
- 47. Improve access to Tom Riley Park
- 48. Improve public parking edges
- 49. Mark the eastern entryway into the Centre
- 50. Introduce new streets /mews as part of the future re-development of the Islington site

Map 37: Bloor-Islington Character Area





8.6.1 Rail Corridor Park Edge and Park Improvements



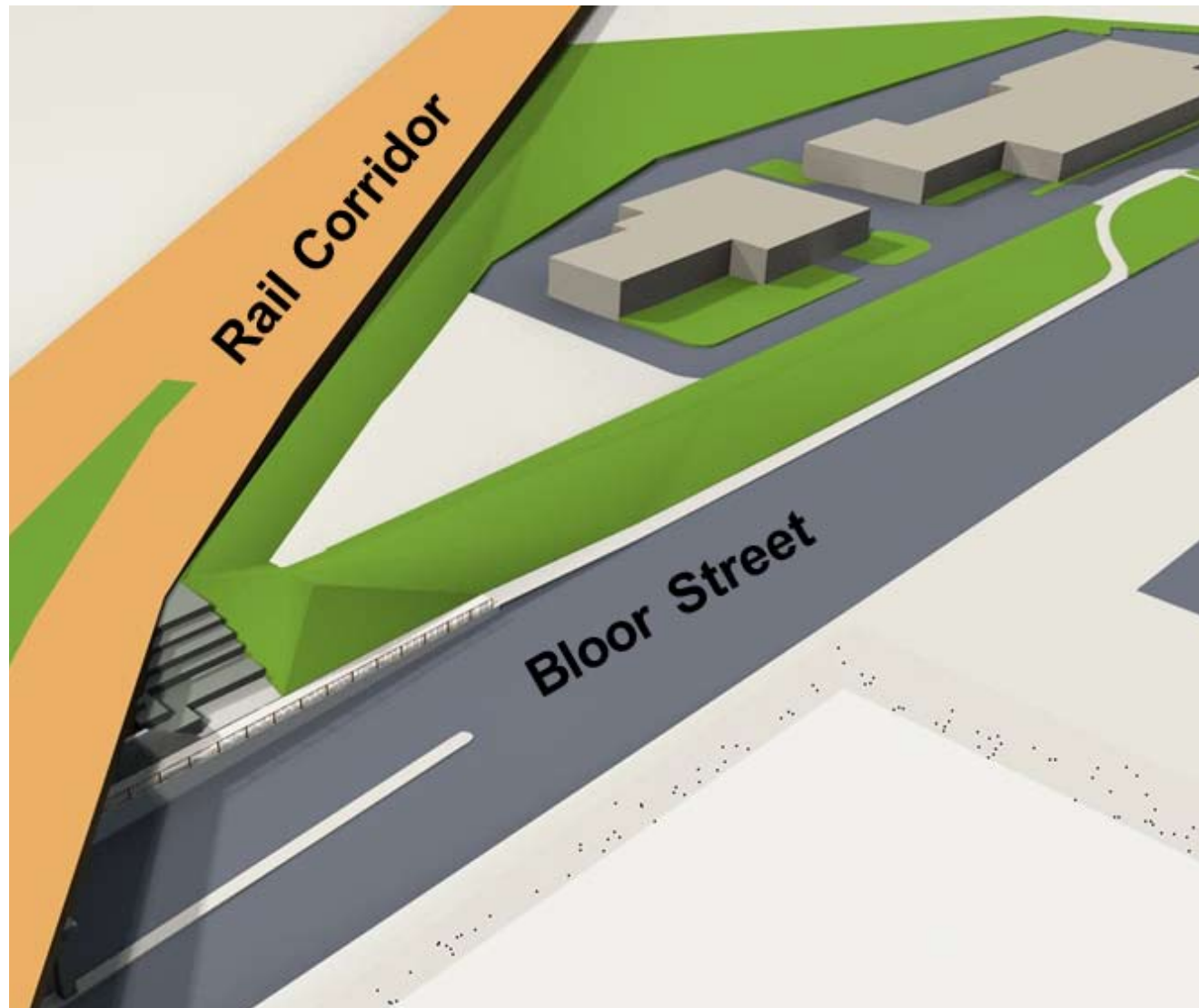
Aerial view of the proposed improvements surrounding the Bloor Street overpass.

The edges of the Bloor Street overpass will be improved through improvements to existing connections and parks, as well as through the creation of a new park south west of the overpass, which will connect to the Westwood / Civic District. In addition, the spaces beneath the overpasses could be improved through adding lighting and / or public art.

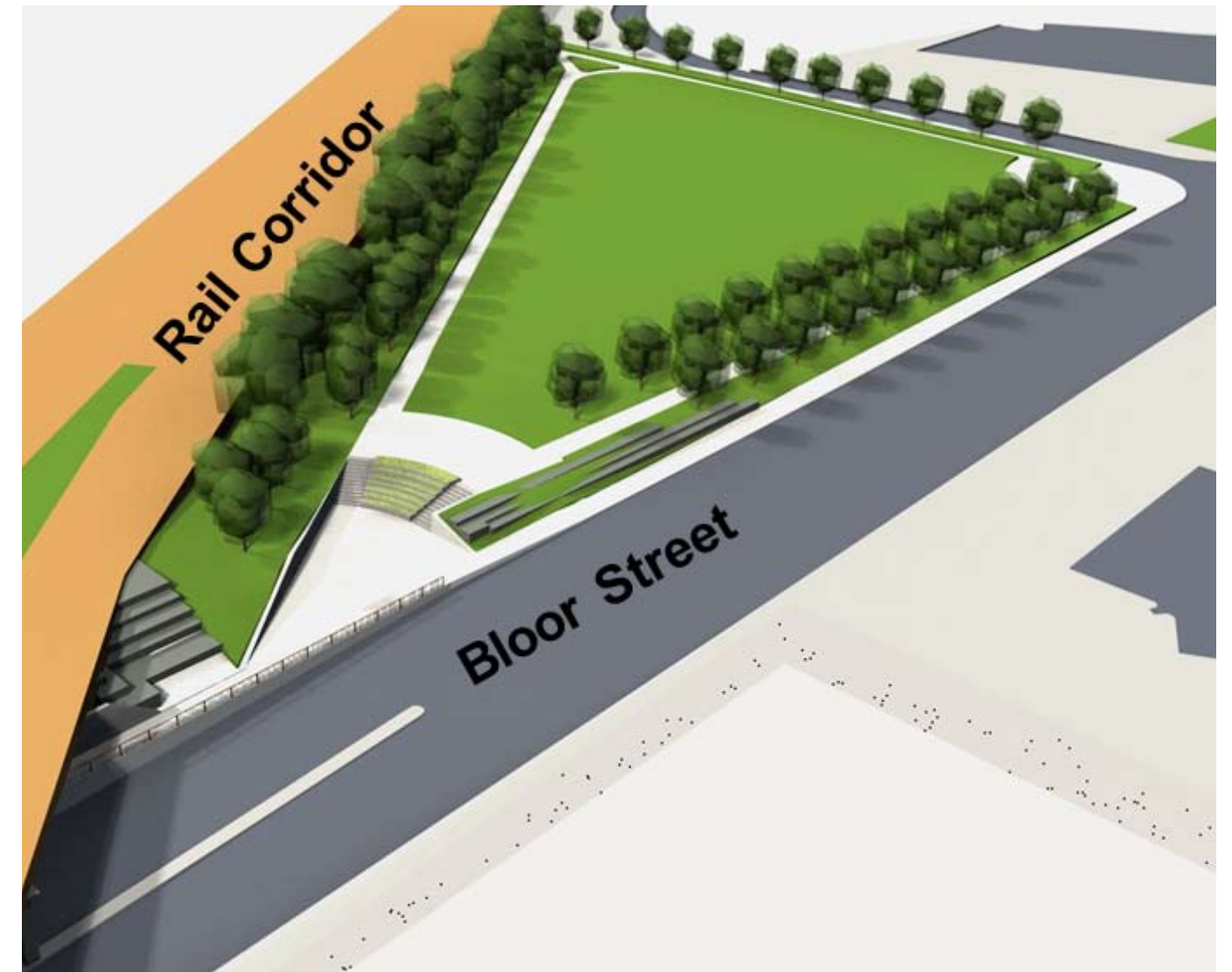


Potential underpass treatments





The existing site south west of the rail corridor overpass: currently occupied by a police station that will ultimately make way for a new park.



The future site south west of the rail corridor: providing improved pedestrian access between the park and Bloor Street as well as the future road parallel to the rail corridor that will connect to the Westwood / Civic District and Kipling Mobility Hub.





Currently, Kenway Park does not connect to Bloor Street, requiring pedestrians travelling from the south to travel a circuitous route to travel west along Bloor Street.



A new sidewalk through Kenway Park will provide improved pedestrian access between the park and Bloor Street.





On the northwest side of the rail corridor, there is currently a long ramp that leads west away from the new developments on the north side of Bloor Street and towards the future Civic Centre. A new stair will lead east, towards the Bloor Street Overpass, to facilitate a more direct connection with the east side of the Centre and Islington subway station.



Future north side of Bloor Street, facing east.



# 9.0 Implementation

## 9.1 Implementation Tools

The urbanization of Etobicoke Centre is a key city building project for both Etobicoke and the City of Toronto, transforming a car-oriented, suburban area into a dynamic mixed use focal point. As the area continues to change, its public realm will need to respond: it will have strong civic identity and sense of place, a high degree of mobility into and throughout the area, and a mix of active and passive gathering public and open spaces.

There are a number of funding mechanisms through which the City can secure financing and plan for the build out of the strategies and projects detailed in this plan.

### 9.1.1 Development Charges

Development Charges are levied by the City of Toronto to assist in funding growth-related capital costs, including: Childcare, Fire Facilities, Shelters and Housing, Police, Emergency Medical Services, Roads, Parks and Recreation, Transit, Urban Development Services, Sanitary Sewers, Development Related Studies, Water, Library, and, Storm water Management.

While many of these costs are outside the scope of this Plan, there are recommendations within it that apply to Roads, Parks and Recreation, Transit, and Storm water management.

### 9.1.2 Section 37 Funds

Section 37 of the Planning Act permits the City to authorize increases in permitted height and / or density through the zoning bylaw in return for community benefits. As more development comes to the Centre, the City will have opportunity to negotiate a number of Section 37 benefits.

Some of the proposed projects are not tied to specific capital projects, and will require additional funding to be realized. Section 37 provides a mechanism to secure such additional funding, and could be used to fund projects such as the improvements around Mabelle Park or additional pedestrian crossings.

### 9.1.3 Section 45 Funds

Section 45(9) of the Planning Act permits the City’s Committee of Adjustment to authorize minor variances from the by-law and to attach conditions to their approval. As more development comes to the Centre, the City will have opportunity to negotiate Section 45 conditions as with Section 37.

Some of the proposed projects are not tied to specific capital projects, and will require additional funding to be realized. Section 45 provides a mechanism to secure such additional funding, and could be used to fund projects such as the improvements around Mabelle Park or additional pedestrian crossings.



### 9.1.4 Capital Plan

The City of Toronto’s capital budget and plan identifies funding for the ongoing maintenance and replacement of the City’s major infrastructure such as transit, roads and bridges, parks, and trails to inform transportation services initiatives, parkland acquisition, the Civic Design Capital Budget, and Public Realm Group neighbourhood improvements.

The Capital Plan currently allocates funding to reconfiguring the Six Points Interchange, the development of the Kipling Mobility Hub, and and trail improvements in Tom Riley Park. Maintaining this funding is crucial to advancing projects that will have an enormous positive impact on Etobicoke Centre for years to come.

### 9.1.7 Development Approvals

As part of the City’s development approvals process, developers are required to submit applications to amend the Official Plan and the Zoning By-Law, receive Site Plan Approval, and enter into Condominium Agreements. Through these application processes, the City is able to review and secure matters related to the built form such as those identified in this Plan.

### 9.1.5 Land Development RFPs

A large portion of the land in Etobicoke Centre is publically-owned, and some of it is being actively marketed by various public development agencies, like Build Toronto and Infrastructure Ontario. These agencies should include the implementation of relevant projects as part of the land development requests for proposals issued to solicit developer interest. By incorporating important projects, such as the Islington-Cordova access improvements, into these land development RFPs, these agencies can secure the implementation of some of the large-scale and significant projects proposed in this plan, like the Cordova-Islington Access Improvements.

### 9.1.8 Percent for Public Art

The Percent for Public Art Program recommends that a minimum of one percent of the gross construction cost of each significant development be contributed to public art. City Planning (community planners and urban designers) administers this program and works with the private sector to secure public art contributions through development review, Official Plan amendments and re-zonings.

### 9.1.6 Partnerships

Partnering with other agencies will be a key to implementing this Plan. Metrolinx, the TTC, TCHC, Islington Village BIA, and the development community represent both public and private organizations and agencies that can contribute to implementing the vision set forth in this Plan.



# 9.2 Priority Actions

With over 40 key projects, this Plan proposes a multi-faceted approach to improving the public realm and streetscape in Etobicoke Centre. Yet with so many potential improvements, it is important to identify key projects and priority actions that wil make a meaningful, tangible, and lasting impact on Etobicoke Centre.

The key priorities are those that best embody and implement the Guiding Principles and Themes discussed in Chapter 4.0: Sustainability, Identity, Mobility, and Liveability. They also represent opportunities that, when realized, will go a long way towards transforming the Centre into the kind of environment envisioned in the 2002 Etobicoke Centre Secondary Plan.

## Mobility

- Continue to pursue the implementation of the Six Points Reconfiguration
- Acquire lands necessary for improved pedestrian connections
- Seek the completion of the laneway network
- Development of the Inter-Regional bus terminal as part of the Kipling Mobility Hub
- Continue to implement bicycle network, including:
  - Implementation of on-boulevard bicycle lane west of Kipling along Dundas Street West
  - Implementation of bicycle path along north-south hydro corridor

## Identity

- Bury utilities in areas of major future change
- Implement lighting strategy
- Mark entryways throughout the Centre
- Preserve the Westwood Theatre sign for use in future public art

## Liveability

- Improve pedestrian access from Michael Power Site to Bloor Street
- Improve pedestrian crossings along Dundas Street West
- Implement road width diet
- Reduce road lane widths where possible
- Increase required setback along Dundas Street West from 0.0 - 3.0 metres to a minimum 3.0 metre setback
- Undertake detailed design for Islington Access Improvements
- Implement Mabelle Park traffic calming measures and lighting improvements

## Sustainability

- Plant trees everywhere possible
- Diversify tree species



# 9.3 Recommendations for Modifying the 10-Year Capital Plan

As discussed in Section 2.2.6, the current 10-Year Capital Plan identifies a number of important projects in which the City must invest to guide change in Etobicoke Centre. In addition to these initiatives, this Plan proposes a number of projects that should be added to the 10-Year Capital Plan in order to improve the public space and streetscape of the Centre. For detailed costing, see Appendix C - Costing.

## 9.3.1 Key Projects to Include in 10-Year Capital Plan



### Six Points Interchange Reconfiguration

The reconfiguration of the 6 Points Interchange will present one of the most dramatic changes in the Centre, replacing the complex elevated flyover structure with a urban focal point. The implementation of this project should remain a top priority within the Capital Plan.



### Islington Access Improvements

Given the safety risks currently presented by the current access between Islington Avenue and Mabelle-Cordova, opening up this access should be a key project incorporated into the Capital Plan.



### Kipling Mobility Hub / Regional Bus Terminal

Consolidating a great portion of bus activity at the future Kipling Mobility Hub has the dual benefit of freeing up the lands above Islington Subway station for redevelopment and creating an importan focal point at the current end of the Bloor-Danforth subway line.



### Land Aquisition

Encouraging better connections between existing and future communities and the rest of the Centre will create more porosity and better connect the Centre’s disparate areas. Acquiring the lands necessary to facilitate these connections will enable to City to implement this important initiative in the Centre.



### Mabelle Park Improvements

Mabelle Park is one of the most important open spaces in the Centre, serving a large number of new Canadians and providing opportunities for community and cultural gathering. Moving forward, adding lighting and improving safety around the park should be a priority identified within the Capital plan.