

3.0 Community Vision and Guiding Principles

3.1 What is the vision for this area?

Throughout the study's community consultation process, many different viewpoints were heard. The community was divided on topics such as the appropriate building height for new development. However, consensus was found in the wish to improve the overall urban environment, landscape, and pedestrian safety. The collective vision for Dundas Street West within the study area can be summarized as follows:

The Vision:

A tree-lined street in keeping with the character of the Kingsway neighbourhood, where people can walk safely, shop conveniently, and easily access the Humber River.

As previously stated, residents are not against redevelopment, but want it to be controlled. They insist that the impacts from new development on schools and traffic be adequately addressed. Clearly, in facilitating future development, the existing Kingsway neighbourhood must be protected.

The City's vision for this Avenue also emphasizes the need to create new housing and jobs here. When the process of urban revitalization unfolds under appropriate controls and direction, it can realize tremendous benefits to be enjoyed by the whole community.

Some of the benefits of redevelopment are as follows:

- Opportunity to create a great street environment
- Adds people and life to the street
- Encourages additional shopping and employment opportunities close to home
- Increases the number of "eyes on the street" – with good design, it improves safety and security
- Extends the range of housing choices – e.g., empty nester units, seniors
- Expands transportation choices – e.g., cycling, walking, improved transit
- Helps protect the environment by reducing urban sprawl



3.2 Key Priorities

The following key priorities for the study were identified during the community consultation process:

- Improve the pedestrian environment.
 - Add more street trees and enhance the streetscape.
 - Manage existing and future traffic flow and volumes effectively.
 - Look at opportunities for reducing the amount of vehicular pavement at the street edge (e.g., driveway reduction through access consolidation, tree planting, landscaping).
 - Encourage building frontages at or near the street edge, facing the street.
- Propose an appropriate scale of buildings.
 - Improve the transition to abutting residential areas.
 - Maintain and enhance shopping opportunities.
 - Create a distinctive identity and long-term vision for this area.
 - Manage potential future impacts from redevelopment on traffic in the Kingsway neighbourhood and the Lambton Kingsway Junior Middle School.
 - Propose controls for height and density.



Guiding Principles

3.3 Guiding Principles

The following principles, created in conjunction with the community, are intended to inform the recommendations, urban design guidelines and future zoning for the Dundas Street West Avenues Study area.

1. Create a safe and enjoyable pedestrian environment.
The pedestrian experience along Dundas Street West should be safe and enjoyable. A strategy should be developed for planting street trees along this entire strip while generally promoting greening opportunities on public and private properties throughout the area. Pedestrian safety and vehicular access should be balanced in the design of the streetscape. The current vehicular dominance of the strip should be reduced, while maintaining sufficient convenience and access. At the east and west entrances to the study area along Dundas, measures to reduce traffic speed should be explored in order to improve the pedestrian environment.

2. Encourage a diversity of uses.
Commercial and retail uses should be encouraged along with residential development, to create a mixed-use area where people can live, work and shop.



3. Select an appropriate building scale and density for the street width and neighbourhood context.
The scale of buildings along Dundas Street should enhance and support a positive pedestrian environment and assist in transforming the current character of the strip. The proportion of building height to street width should be appropriate to enhance the look of the street and to maintain sunlight access. On the south side, buildings should transition in scale to the adjoining low-rise residential neighbourhood. The effects of potential development on traffic and schools within adjacent existing neighbourhoods should be considered.



4. Encourage high quality architecture and diversity of building form.
High quality architecture and landscapes should be encouraged, in keeping with the prominence of this arterial road and the high quality of nearby residential neighbourhoods. Well articulated building façades and a diversity of building form should be encouraged to create visual variety and improve the look of the street. While uniformity of height can be a desirable attribute for a street, visual variety can be achieved by articulating elements such as: ground floor windows, awnings, entrances, banners and other signage; appropriate step-backs at higher levels; layered façade elements such as pilasters, bays and recessed balconies; cornices or projecting overhangs at roof level; and special treatments at corner locations.



5. Enable efficient vehicle movement and ease of transit and cyclist access.
Vehicle movement through and within the study area should be efficient, without compromising pedestrian safety. Opportunities should be created for secondary road and lane networks, particularly north of Dundas Street, in order to minimize the number of driveways opening directly onto Dundas. Transit and cyclist usage should be encouraged.



- 6. Encourage opportunities for new open space and improve access to existing open space.
 Opportunities for new public open space should be encouraged, particularly in large redevelopment parcels such as the lands north of Dundas Street.

- 7. Protect the natural environment and enhance its enjoyment.
 The ravine edge at the Humber River north of Dundas is eroding; protection, restoration and stewardship of this natural system should become a priority. Pedestrian access to Humber River pathways from the study area should be improved, with consideration given to ways to incorporate physical universal access.

- 8. Transform the area with a new, distinctive identity.
 The car-dominated character of Dundas Street needs a new image to respond to the greater neighbourhood's distinctive identity and heritage, and to integrate this street into the existing neighbourhood. By encouraging people to live or visit the area, a "critical mass" can be reached which will further encourage retail and transit improvements.



