

# Agenda

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|---|------------------|
| <b>1. Presentations</b>   | <b>7:30-8:00</b> |
| <ul style="list-style-type: none"><li>• What is the existing character of the study area?</li><li>• What is the vision?</li><li>• How do we achieve the vision?</li></ul> |                  |
| 2. Questions / Comments   | 8:00-8:20        |
| 3. Short Break  | 8:20-8:30        |
| <b>4. Discussion in Groups</b>  | <b>8:30-9:00</b> |
| 5. Large Group Re-Cap   | 9:00-9:20        |
| 6. Closing Remarks  | 9:20-9:30        |

# Dundas Street West Avenues Study

## Design Workshop II

Tuesday, October 25, 2005



# Study Area



# Introduction



What is the existing character of the study area?



What is the vision?



How do we achieve the vision?

# 1. What is the Existing Character of the Study Area?



- Numerous driveways
- Large surface parking lots
- Few trees
- Poor pedestrian environment
- Street edge poorly defined
- Study area in total contrast to the “Kingsway” character

# What has influenced the existing character?

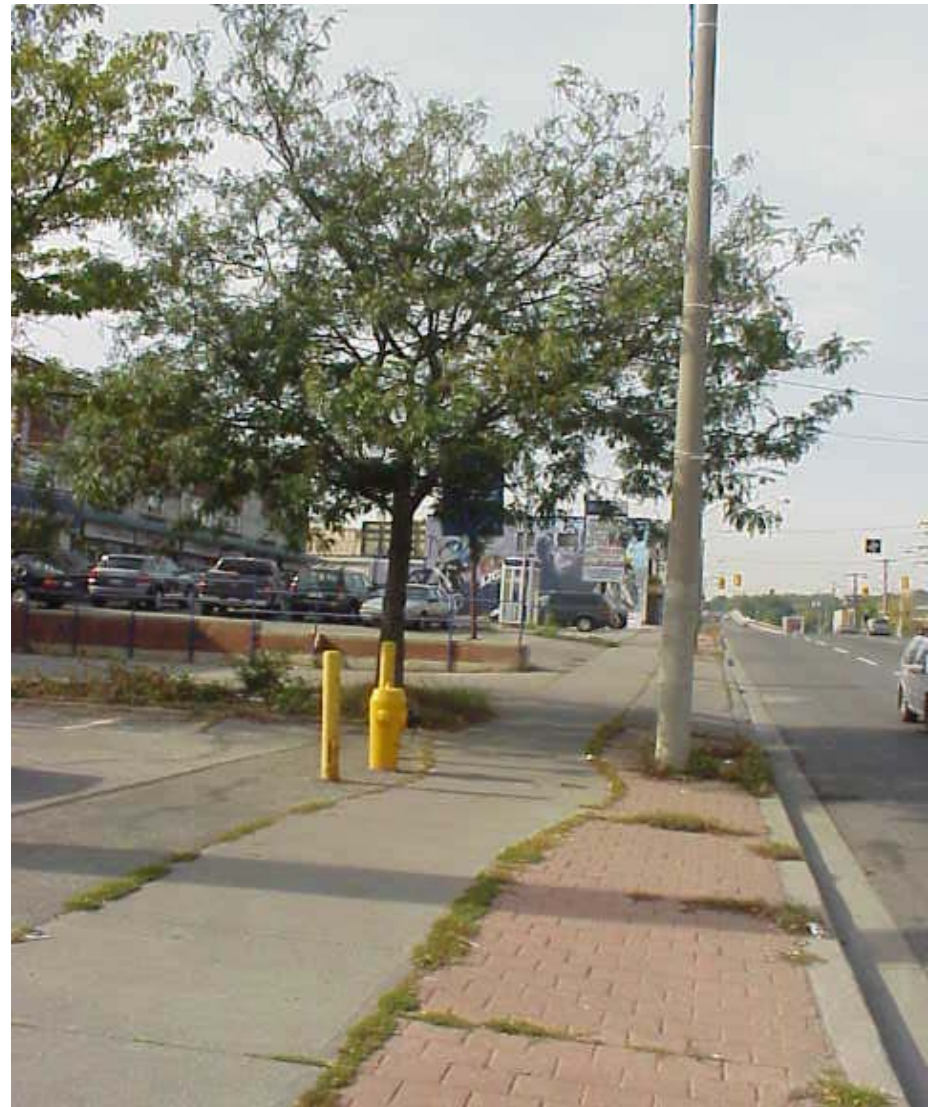
Zoning currently in force:

1949 Zoning:

- Outdated zoning encourages a car-oriented urban form with large surface parking lots and little green space.

1990 Etobicoke Official Plan:

- Allows maximum 6 storeys
- Requires 45 degree angular plane or buffer at adjacent low density areas



# What is the character of the Kingsway Neighbourhood?

- Designed by Robert Home Smith in the early 1900s
- Planned community modelled after the English Garden Suburb movement of the late 19<sup>th</sup> century
- Today, the Kingsway is characterized by grand homes and wide streets with mature trees
- One of the most successful communities in Toronto



# Dundas Street: Existing Traffic Issues

## Issues identified by residents:

- Speed too fast on Dundas
- Too many driveways; too much asphalt
- Not enough places for pedestrians to cross safely

## Addressing the issues:

- Add medians and street trees to signify a unique place – not a highway.
- Replace driveways and asphalt with planting beside sidewalk where possible.
- Encourage secondary road/lane networks to replace individual driveways.
- Suggest a new pedestrian crossing.
- Encourage transit and cyclist usage.



# Prince Edward: Existing Traffic Issues

## Issues identified by residents:

- This street must be safe for school children.
- Some residents feel that traffic has increased and Prince Edward already has too much traffic.

## Addressing the issues:

- Traffic counts carried out by the City on Prince Edward in April 2005 show no appreciable traffic increase over the past 10 years.
- Existing traffic on Prince Edward is beyond the Avenues Study area, but could be studied separately.



## 2. What is the vision?



What we heard:

“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”

# Benefits of Redevelopment

- 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



# Urban Design Principles

1. Create a safe and enjoyable pedestrian environment.
2. Encourage a diversity of uses.
3. Select an appropriate building scale for the street width and neighbourhood context.
4. Encourage high quality architecture and diversity of building form.

# Urban Design Principles

5. Enable safe, efficient vehicle movement and ease of transit and cyclist access.
6. Encourage opportunities for open space.
7. Protect the natural environment and enhance its enjoyment.
8. Transform the area with a new, distinctive identity.

### 3. How do we achieve the vision?



# The Avenues Study is an Opportunity to:



Building step-backs and street trees at a mixed use main street building

- Control Built Form
- Improve the look and feel of the street



Streetscape Improvements in Toronto

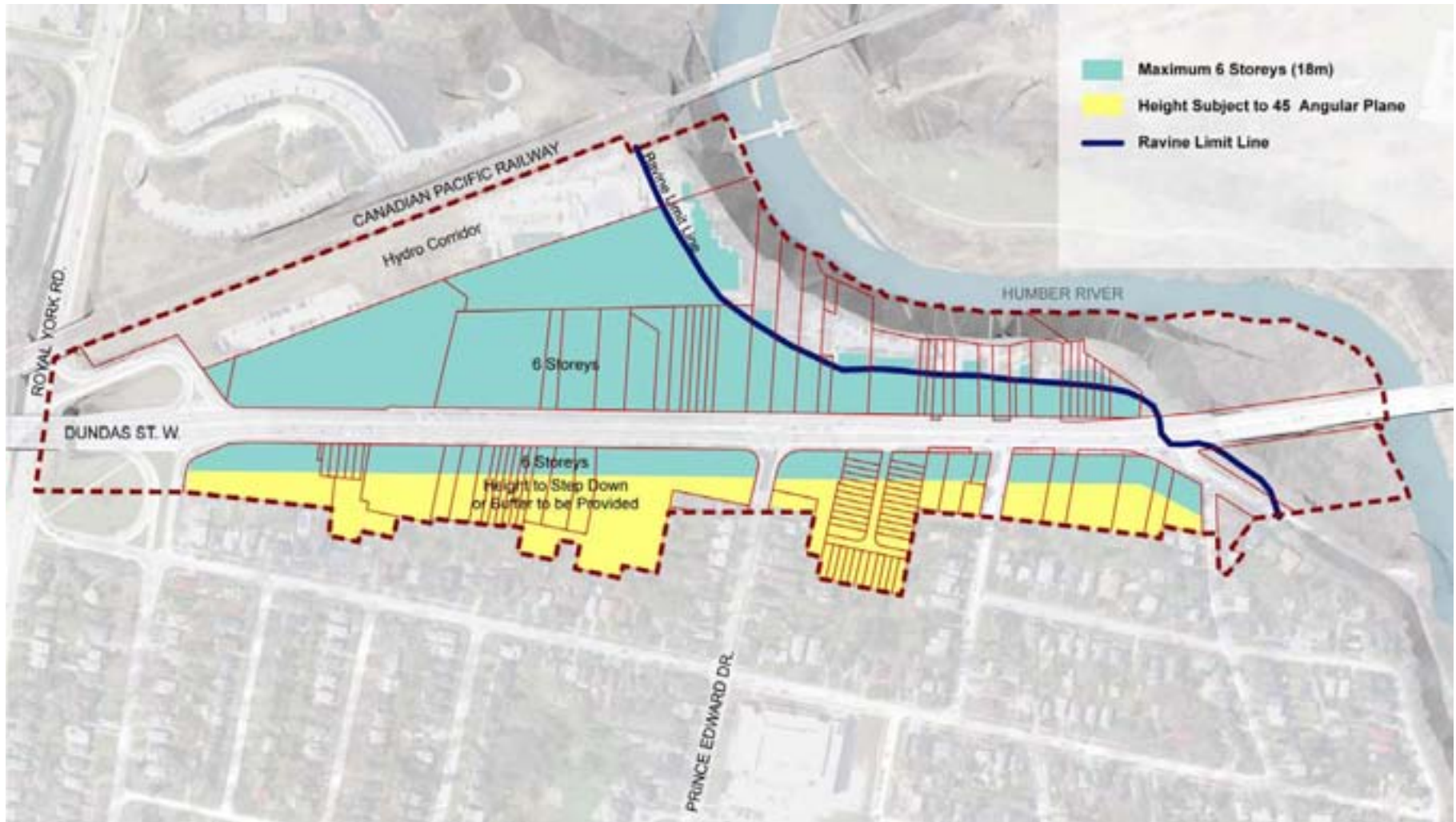
# Why do we need a new approach?

- The existing Etobicoke Official Plan and the new Toronto Official Plan are inconsistent with the existing zoning by-law.
- This leads to a situation where most developments proceed to Committee of Adjustment / Re-Zoning / OMB to obtain approvals.
- A new zoning by-law will enable consistency with the Official Plans

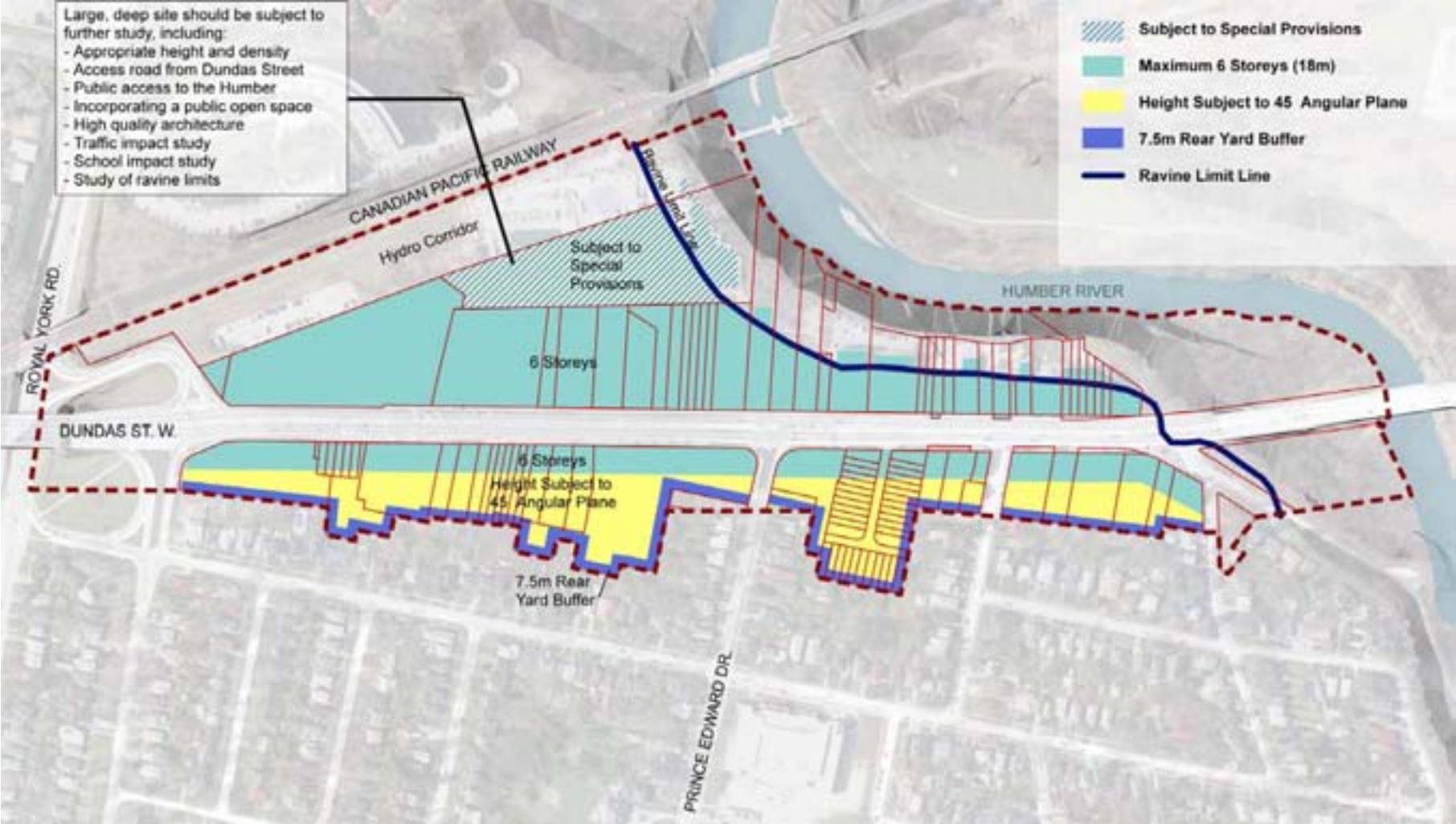
...but with an opportunity to establish development controls that will improve the look and function of the street.

- This new approach will generally allow the same amount of development that would have occurred anyway.

# Current Etobicoke Official Plan Permitted Heights



# Possible New Avenues Planning Tools



# Building Height and Angular Plane Control



# Redevelopment Scenario – How much and where?

202 Approved Units\* + Additional Units = estimated 600 to 850\*\* over 25 yrs.  
No change proposed to the possible number of residential units between the current Etobicoke Official Plan and a new zoning framework.



\*Currently approved are the Essence and The Prince Edward.

\*\*Mid range based on allowable built form controls and trends. Developer intentions are unknown and actual build-out may differ.

# Future Traffic Impacts

- Traffic on Dundas will experience a minor increase with demand for redevelopment.
- Over the next 25 years, under the current Etobicoke Official Plan / Avenues Zoning, new mixed use development could result in up to a 5 to 10% increase in traffic on Prince Edward based on estimated unit counts from the previous slide.
- Future transit improvements along Dundas will help to reduce traffic impacts.
- We recommend that a more detailed traffic study be undertaken to address the impact of future development.



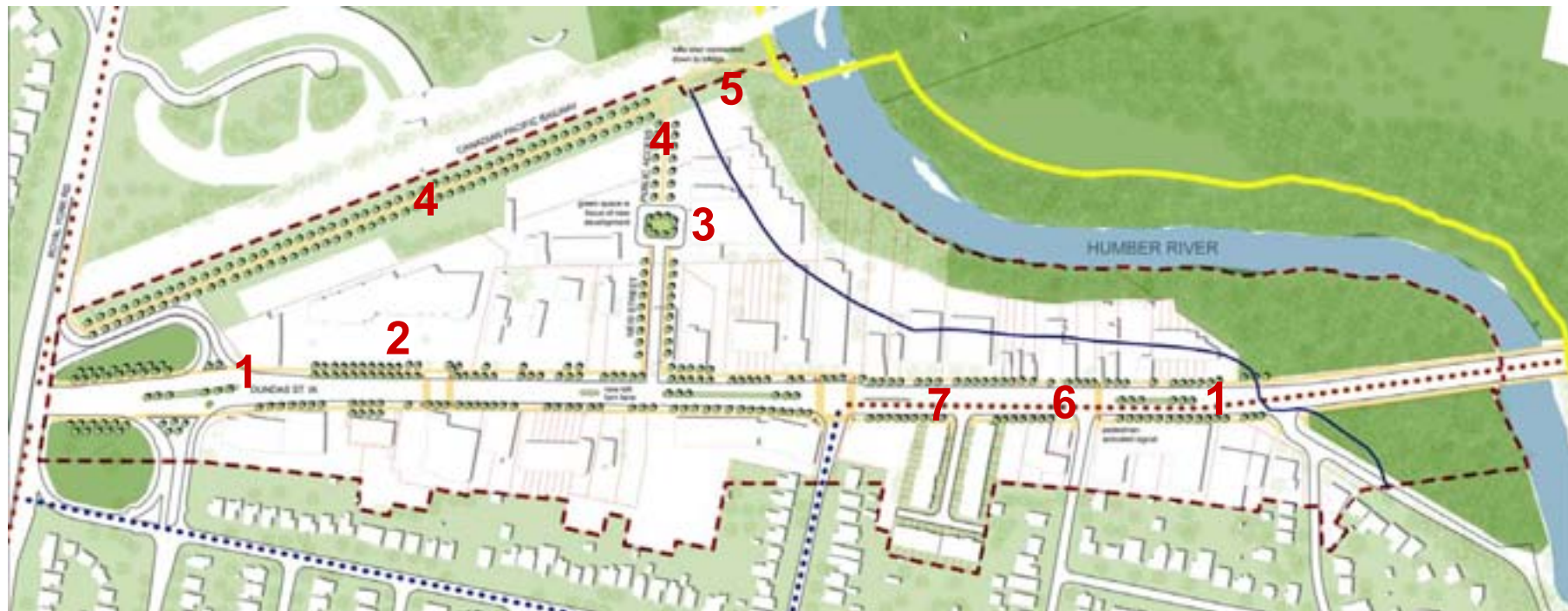
*Residential development creates less traffic than large scale retail development.*

# Potential Impacts on Schools

Statement from  
Toronto District  
School Board at  
the end of the  
presentation.



# Conceptual Public Realm Plan



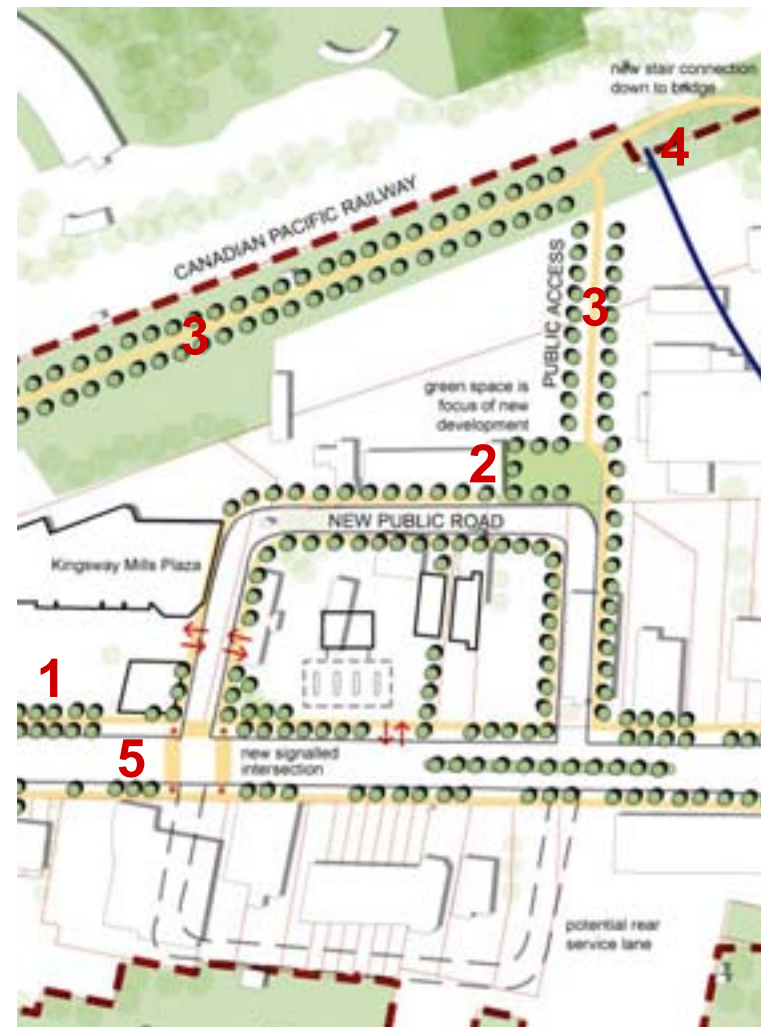
## Legend

1. Gateway features
2. Continuous streetscape and street trees
3. Possible future landscaped access road and parkette
4. Recreational pathway
5. Future pedestrian connection to the Humber River
6. Pedestrian-activated signal (if warranted)
7. Bicycle lanes east of Pr. Edward

# Conceptual Public Realm Plan – Loop Road Option

## Legend

1. Continuous streetscape and street trees
2. Possible future landscaped access loop road and parkette
3. Recreational pathway
4. Future pedestrian connection to the Humber River
5. Relocated signalled intersection



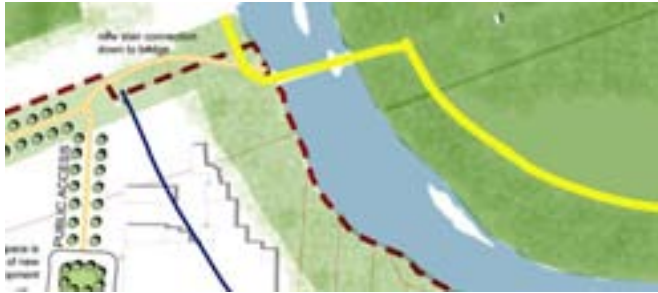
# Connecting to the Humber

- Dundas currently disconnected from the river valley

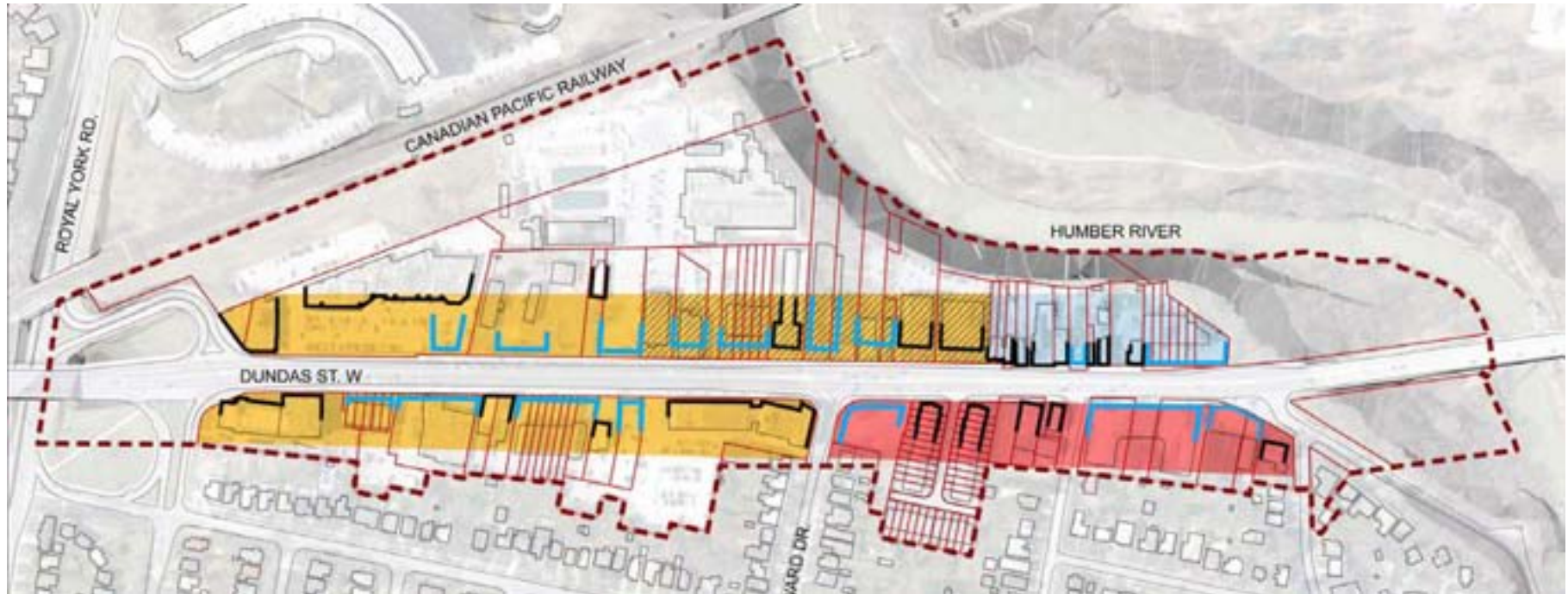


# Connecting to the Humber

- Key pedestrian connection opportunity from hydro corridor to existing pedestrian bridge



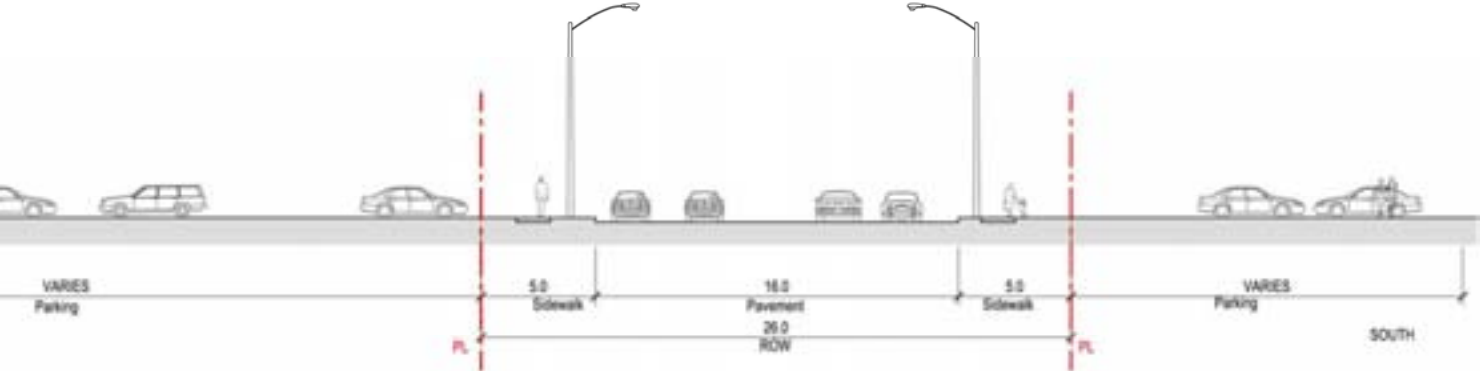
# Possible Building Setbacks along Dundas



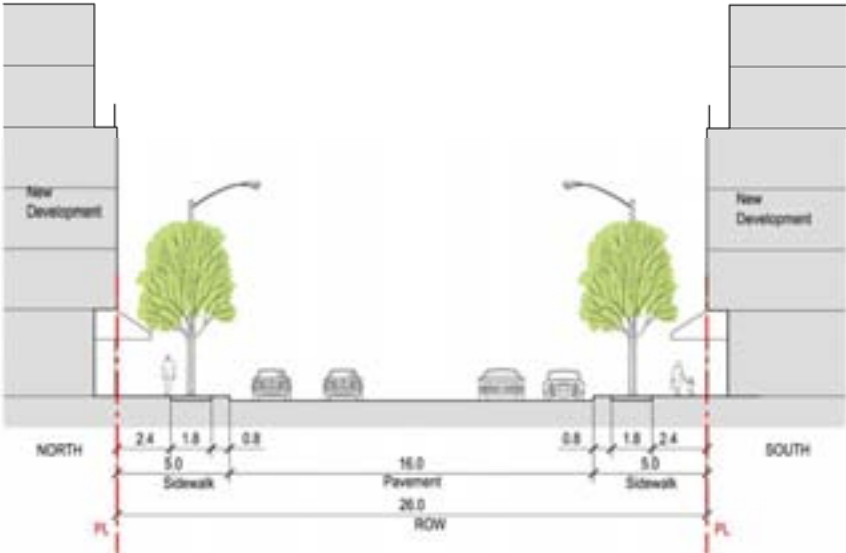
## Planning Tools to encourage street related building frontages:

- Minimum front yard frontage: 70% of front lot width
- Minimize front yard setback dimension to encourage buildings that address the sidewalk
- Align with existing landscaped setbacks where appropriate

# Potential Future Street Section



Before



After

# How can we enhance the pedestrian realm?

- Position buildings to help define and animate the street edge
- Provide visual interest, encourage pedestrian activity on sidewalks



# How can we enhance the pedestrian realm?

- Maximize greening opportunities: street trees, planting opportunities



# How can we reduce vehicle dominance?

- Screen existing front yard parking areas: reduces vehicle dominance, maintains convenience



# How can we reduce vehicle dominance?

- Encourage commercial parking at rear



# What diversity of uses should be at grade?

## Commercial Uses at Grade

- Provide goods and services, attract people
- Animate the street, add visual interest
- Building faces at sidewalk edge and street trees



# What diversity of uses should be at grade?

## Live-Work Uses at Grade

- Contribute services, provide flexibility of use over time
- Enable some landscaping in front yard setback



# What diversity of uses should be at grade?

## Residential Uses at Grade

- Quieter, less active street edge
- Can add increased greening to the pedestrian realm



# How can we create a distinctive identity?

- Gateway features such as medians and murals to signal entry to a special character area
- Consistency of streetscape elements to provide unity: distinctive paving, lighting, furniture
- Reinforce greening vision for Dundas



# Potential Impacts on Schools



# Contact Information

For a copy of this presentation :

<http://www.toronto.ca/planning/dundas.htm>

To provide additional feedback, please fax or e-mail

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# Questions for Break-out Groups

1. What do you think about the Vision and Urban Design Principles?
2. What do you think about the built form controls?
3. Have we missed any public realm opportunities?
4. What ground floor uses and setbacks along Dundas, and where, would be appropriate for animating street life?