

4.0 Guiding Themes and Principles



4.1 Guiding Principles

The guiding principles are drawn from the opportunities and weaknesses identified through the site assessment and stakeholder interviews. They represent the goals of the Plan, and inform the strategies and projects identified to realize the vision the Centre.

- Unify the Centre while celebrating its unique areas
- Maintain and enhance a distinct identity for the Centre
- Prioritize pedestrians
- Balance transportation modes and infrastructure
- “De-isolate” and connect the Centre’s areas
- Improve the sense of scale and comfort
- Improve and provide new amenities
- “Green” the Centre

4.2 Guiding Themes

The Guiding Themes represent the overall qualities that the Centre should embody in the future. The themes are not meant to be interpreted as distinct features of the future Centre, but rather as interconnected parts of a much larger whole. In combination with the Guiding Principles, the Guiding Themes informed the identification of key projects to be implemented in this Plan (See Section 9.2).



Mobility

Movement in and through the area is key to Etobicoke Centre. Two TTC subway stations, a GO Train station, multiple Mississauga Transit surface routes, and a planned Mobility Hub create a strong public transit presence. Today the area primarily focuses on car traffic with wide roads and high volumes of traffic. In the future, cycling and walking will also be important aspects of movement through the Centre, connecting the various parts of the Centre with safe and easy movement options.



Identity

Etobicoke Centre needs to have a special identity. Automobile-centric infrastructure, a lack of trees, disparate street furniture, and generic paving details occupy much of the Centre and contribute little to a sense of place. There are opportunities to tell stories that reflect the diverse experiences of the Centre’s residents through public art, while landscaping and elements such as lighting, paving and street furniture will knit the area together and provide it with a coherent identity and sense of place.



Liveability

Recent development activity has created new residential areas throughout the Centre. The number of people living, working and playing within the Centre will only increase as the area evolves, and the public spaces should respond and adapt to their needs. Walkable streets, plazas and parks will provide an open and welcoming atmosphere in the area and contribute to the “eyes on the street” that create safe and livable communities.



Sustainability

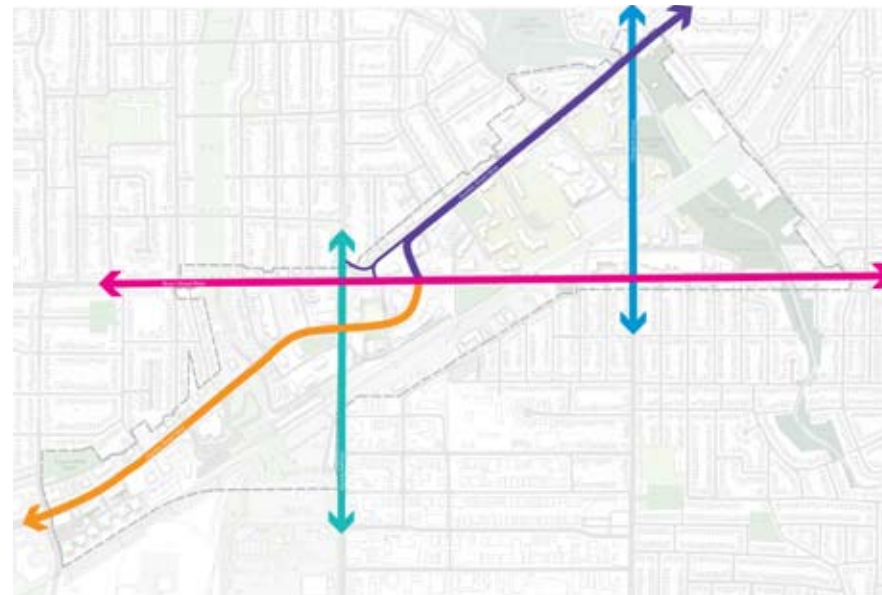
The Centre must reflect sustainability through design, land use, transportation and landscaping. Generous tree planting, the use of low-polluting and recycled materials, and an emphasis on active and public transportation will all reinforce the importance of environmental sustainability. Innovative approaches to stormwater management will reduce the strain on the City’s sewage system and, through the reuse of stormwater, ensure a healthy tree canopy.



5.0 Framework Components

These framework components describe the structure around which change in Etobicoke Centre will be organized. When combined, they unify the Centre and identify it as a distinct place.

Each component is marked by the degree to which it reflects elements of consistency or distinction in streetscape design. Certain components, such as the Corridors, will have a high degree of consistency that unify the look and feel of Centre, while other components, such as the Entryways, signify unique important areas that have distinct streetscape elements.



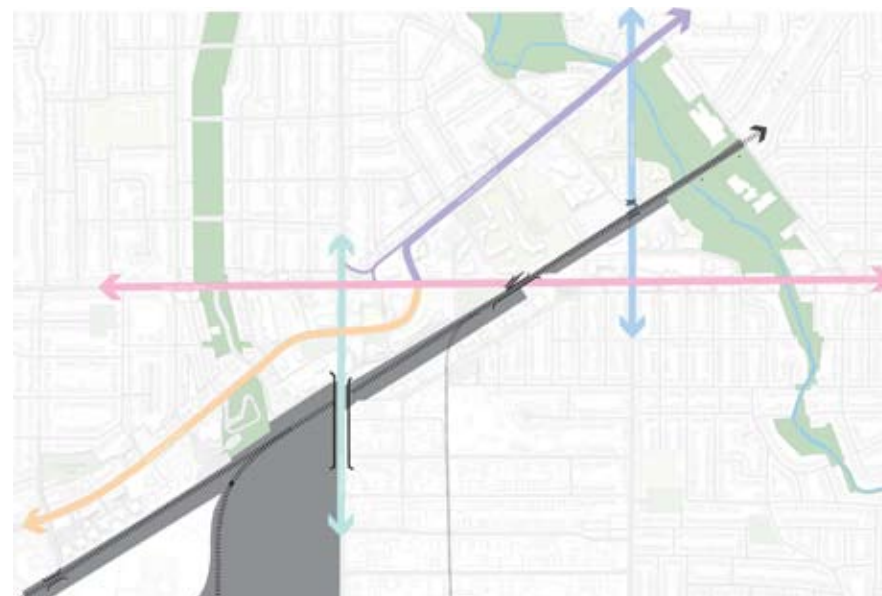
The Corridors

The Corridors will generally be consistent throughout the Centre, receiving similar lighting, paving and street furniture treatments, with the exception of the Islington Village area, which will evolve as per its existing streetscape treatments. At key transition points they will respond to the Character Areas. The corridors connect the Character Areas and end at the Entryways.



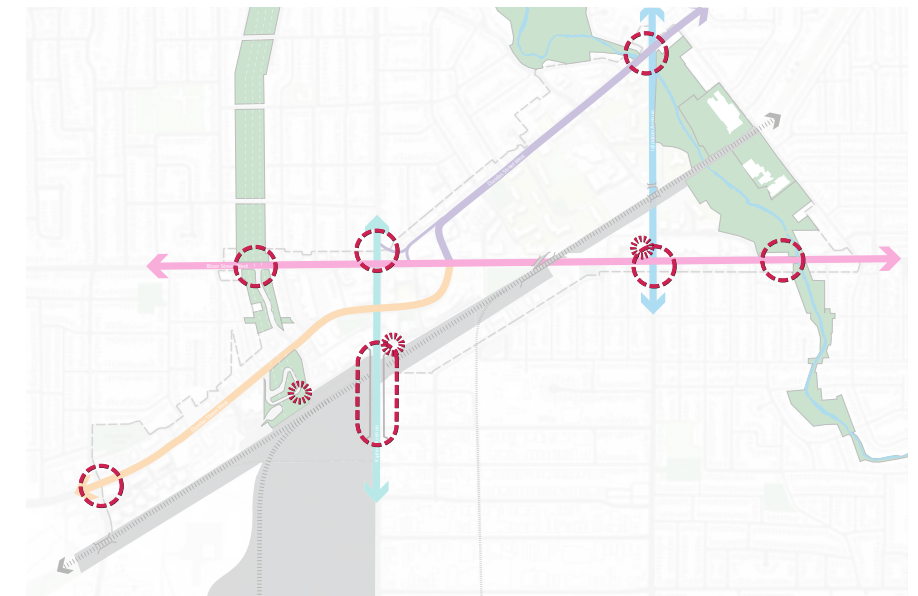
The Greenways

The Greenways are the primary major open spaces in the Centre, made up of Tom Riley Park in the east the north-south Hydro corridor in the west. The Greenways are key amenity areas for the Centre and contribute to the overall breathability of the area. They also have potential to form important north-south transportation routes for cyclists.



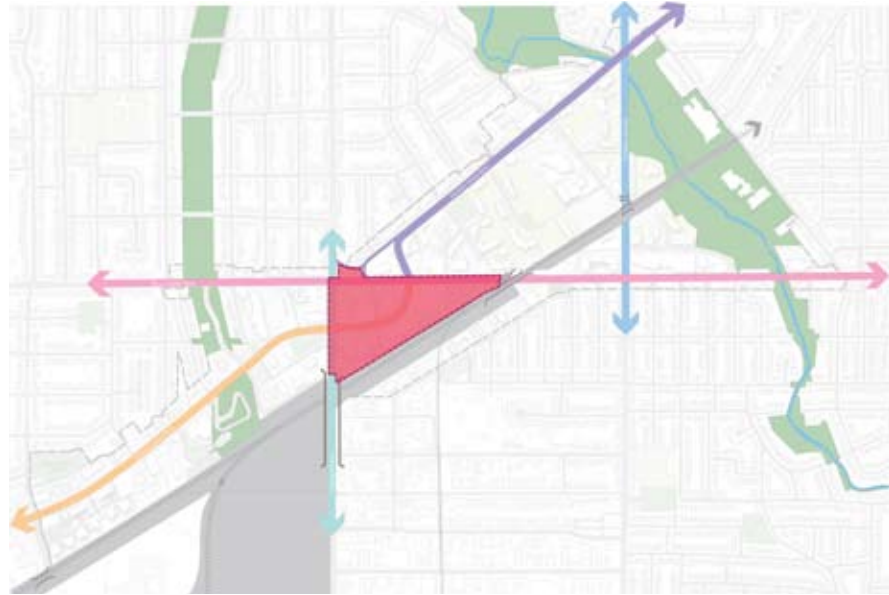
Major Transportation Infrastructure

A rail corridor runs diagonally through the area and is a major piece of transportation infrastructure. In addition to creating a southern boundary for the site, this infrastructure also creates a number of bridges and underpasses throughout the Centre. The changes in grade create gateway and vista opportunities and also help define transitions from the different Character Areas.



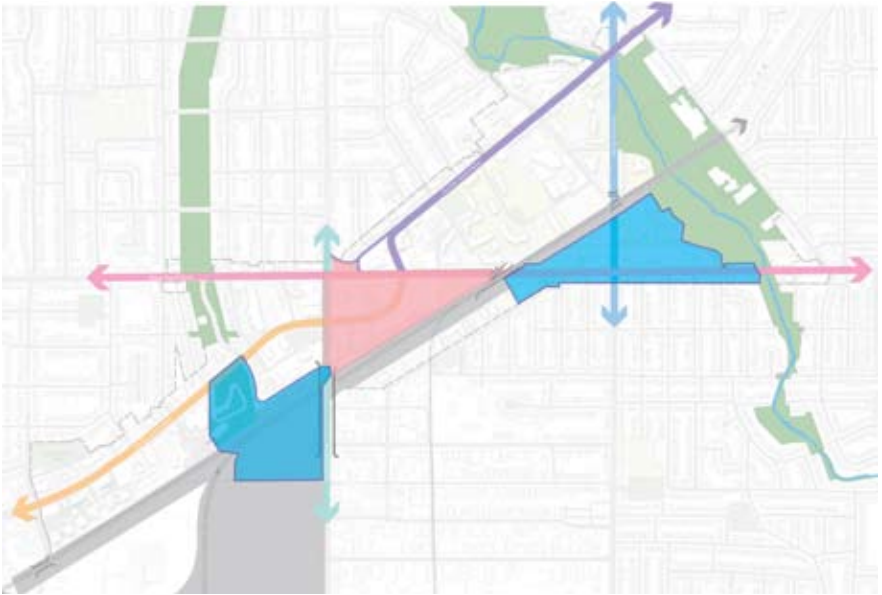
The Entryways

The Entryways are the major entrances to the Centre, and are located at the ends of the Corridors and at Subway Entrances. They are places where elements of distinction can mark the importance of the Centre as an important and unique place.



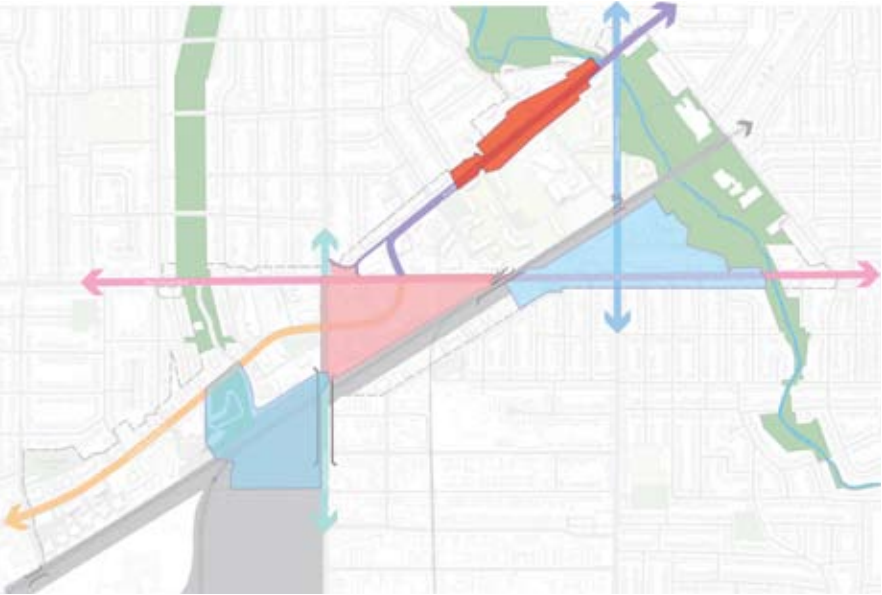
The Civic Centre

The Civic Centre is the heart of Etobicoke Centre. It will boast the highest investment in public realm and public art, and should have a strong civic presence. The Civic Centre will be the primary place of civic celebration, identity and activity, and will have a diverse range of public spaces that provide opportunities for active and passive recreation.



The Mobility Areas

The Mobility Areas are transportation nodes located near Islington Subway station and the future Kipling Mobility Hub. These will be major destinations in the Centre and will serve as the primary public transit entryways into the community. They will also be key destinations for residents within the Centre looking to travel to other parts of the city and region. The Kipling Mobility area will be largely defined by the Kipling Mobility Hub itself, and will serve the majority of transit traffic. The Islington Mobility Area will be more of a mixed use community, including office and residential uses and a stronger focus on pedestrian and cyclist accessibility.



The Village

The Village is the heritage fabric of Etobicoke Centre, centred along Dundas Street West in the area's north east corner. The "soul" of Etobicoke Centre, this area will be defined by a pedestrian oriented, Old Ontario Main Street feel. While it will adopt some major unifying elements, the Village will also be characterized by a high degree of distinctiveness that will acknowledge its special place within the Centre.



The Mixed Use Neighbourhoods

Dundas Street West, the Westwood / Civic Centre area, and the Mabelle-Cordova community represent different scales of mixed use communities that will be characterized by high-density residential communities and opportunities for commercial, recreational and cultural uses. Dundas Street West will be highly urban in nature, with a large volume of pedestrian and vehicular traffic moving to the Mobility Hub and through the Centre. The Westwood / Civic Centre will similarly have a high density mix of uses, although the emphasis will be more on the pedestrian experience. Finally, Mabelle-Cordova will emphasize pedestrian experience and, through Mabelle Park, will provide a cultural destination within the Centre.



The Character Areas

Six Character Areas make up Etobicoke Centre: Dundas Street West, Kipling Mobility Hub, Westwood / Civic Centre, Islington Village, Mabelle-Cordova, and Bloor-Islington. Each of these areas boast unique characteristics that define their existing and future conditions.



The Local Mobility and Park Network

The secondary streets and smaller parks within the Centre form the Local Mobility and Park Network, which functions as the connective "veins" for the Centre. These spaces facilitate pedestrian movement in and through the Centre, and will respond to the unique identity of the Character Areas.

6.0 The Concept Plan

The Concept Plan presents 50 key projects to improve the public space and streetscape of Etobicoke Centre. These projects range from park and mobility infrastructure improvements to tree plantings and gardening opportunities.

6.1 Key Projects

1

Dundas West

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

2

Kipling Mobility Hub

9. Maintain and extend the Hydro Corridor as a greenway with a 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. Create gateway on Kipling overpass to mark entry into the Centre

3

Westwood / Civic District

15. Improve vertical pedestrian connections 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. Implement Dundas Street West “Westwood” streetscape
23. Improve access between Bloor Street and new park
24. Add signalized intersection at Dundas Street West and Dunbloor
25. Create pedestrian connection / plaza
26. Seek laneway opportunities
27. Introduce new streets /mews in former Courthouse site
28. Add public art to median
29. Support potential new above-grade crossing
30. Facilitate improved connections between Bloor Street and Michael Power site
31. Encourage multi-use trail parallel to rail corridor

4

Mabelle - Cordova

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

5

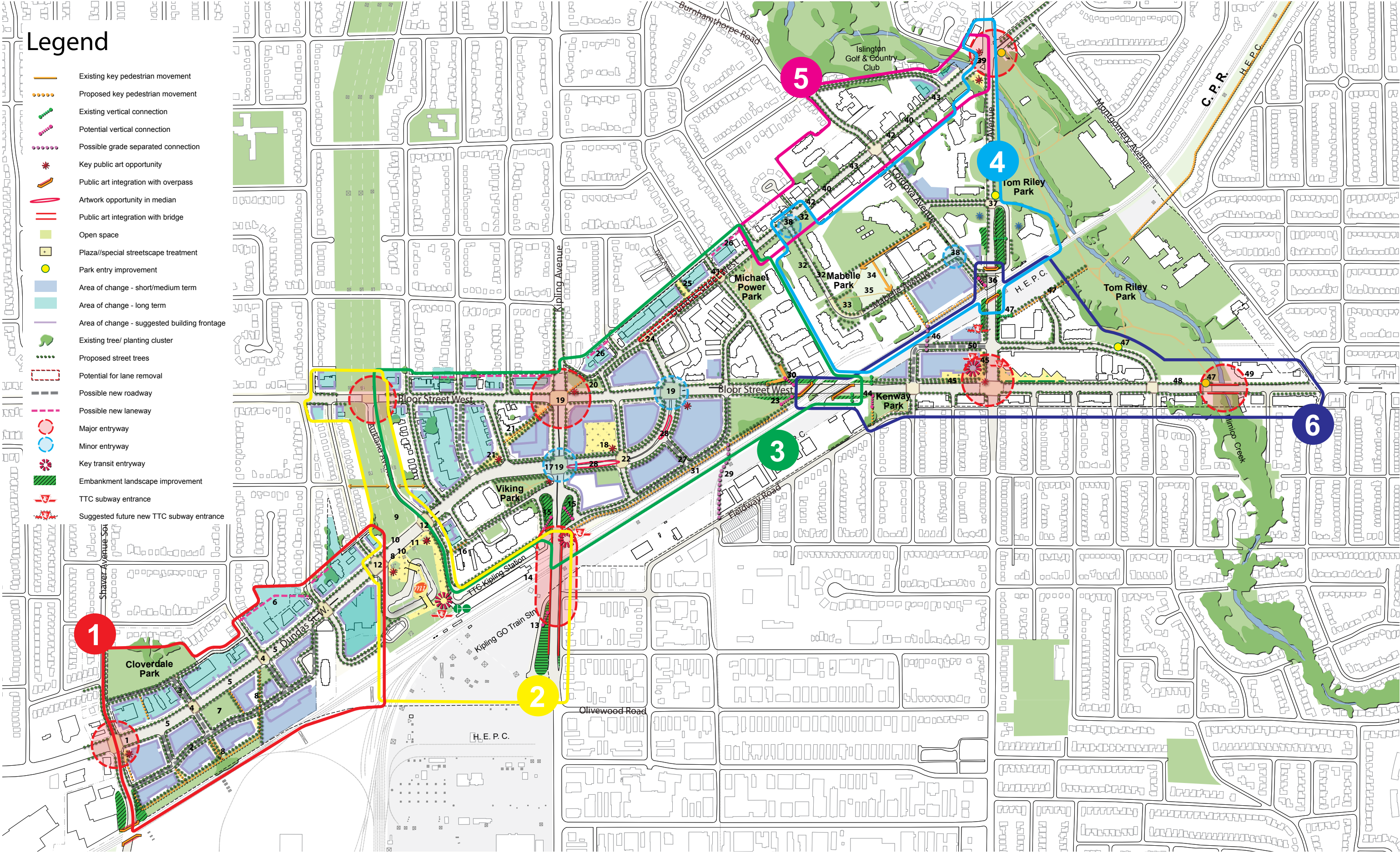
Islington Village

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

6

Bloor / Islington Area

44. Improve connections between Kenway Park, Fieldway Road and Bloor Street
45. Islington Station Streetscape including public plaza, widen sidewalk 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



7.0 Key Strategies to Improve the Streetscape & Public Realm

The Key Strategies to improve the streetscape and public realm in Etobicoke Centre identify opportunities at two scales: General Strategies and Detailed Strategies. Combined, these strategies represent the application of the Guiding Themes and Principles to resolving issues identified in the Site Assessment.

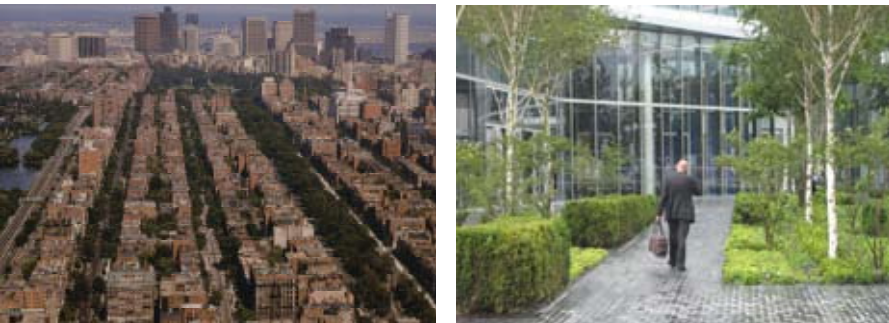
The General Strategies present a big picture view of Etobicoke Centre, proposing broad gestures that will transform the Centre into a unified, distinct area. The Detailed Strategies take a closer look at how the General Strategies land on the ground, proposing specific treatments and methods to realize these broader goals and ensure they embody best practices and the highest possible quality.



7.1 General Strategies

7.1.1 Grow the Urban Forest

The Centre needs more green. Today the Centre has very few trees and poor tree diversity, contributing little to the urban forest. Adding a double row of trees where possible (such as in the Civic Centre, along Dundas West, and the Islington Mobility Area) will help transform the Centre into a greener, more vibrant area. Everywhere else, a single row of trees will create a green canopy over the centre. Finally, diversifying the species will create a healthier and more dynamic presence for street trees throughout the Centre.



Map 18: Tree Planting Opportunities



7.1.2 Improve Pedestrian Environment and Street Linkages

Walking must be easier, safer and more comfortable. The balanced circulation of vehicular and pedestrian traffic is crucial to facilitating pleasant and easy movement through the Centre. New streets, connections, lane-ways, and the strategic removal of turning lanes will create a generous pedestrian realm. To provide a strong street enclosure and continuous public realm, daylight triangles should be minimized or not provided since large setbacks will be sufficient to meet safety requirements. Informal pathways will be formalized and protected and connections will be improved to Tom Riley Park and transit hubs.

Map 19: Existing and Possible Pedestrian Environment Conditions

