



## CARLAW+DUNDAS | COMMUNITY INITIATIVE

A Public Space Plan  
for the  
Carlaw-Dundas Area

TORONTO JULY 2014

CARLAW + DUNDAS

## VISION

A community where people live,  
work, play and learn; adapting  
and changing while respecting  
the area's unique character and  
industrial heritage



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## EXECUTIVE SUMMARY

Carlaw-Dundas is a former industrial area in the City's east end that has been undergoing a transformation, emerging as a mixed-use creative and cultural hub of workers and residents. This transformation began in the late 1990's where live/work units were permitted based on site-specific zoning provisions. The area was subject to several studies in the early 2000's that considered neighbourhood improvements.

The Carlaw + Dundas Community Initiative is a public space plan that establishes a vision, principles and an implementation plan that identifies priority projects that are underway and further improvements to public spaces.

The key items that are addressed in this public space plan include:

- Strengthening the Carlaw + Dundas area as a hub for small business and cultural activities.
- Improvements to streetscapes and other public spaces.
- A strategy to execute the improvements.

The previous Carlaw/Dundas Neighbourhood Improvement Plan (2000) provided "Principles for Development" that were used to evaluate development applications in the area. Based on community feedback and analysis, those principles have been updated.

The key principles are:

1. Maintain the historic industrial character of Carlaw + Dundas.
2. Re-use existing buildings and preserve heritage features.
3. Strengthen Carlaw + Dundas as a hub for small businesses and cultural activities.
4. Improve streetscapes and public spaces.
5. Create green streets and pedestrian networks.
6. Promote active uses at street level along Carlaw and Dundas.
7. Improve bicycle parking and cycling routes.
8. Ensure that new development is compatible with surrounding neighbourhoods.
9. Support the use of public transit in the area.

This public space plan updates previous studies and guides public realm improvements beginning with five projects that are underway which will act as a catalyst for public space improvements in the Carlaw-Dundas area.

A Carlaw + Dundas Implementation Plan has been developed and is included on the last page of the Public Space Plan. It summarizes the actions being proposed, the timing and the City of Toronto Division which is to lead implementation.

Funding for the public space improvements in the Carlaw-Dundas area will be allocated by appropriate Divisions on a project by project basis.

# BACKGROUND

## INTRODUCTION

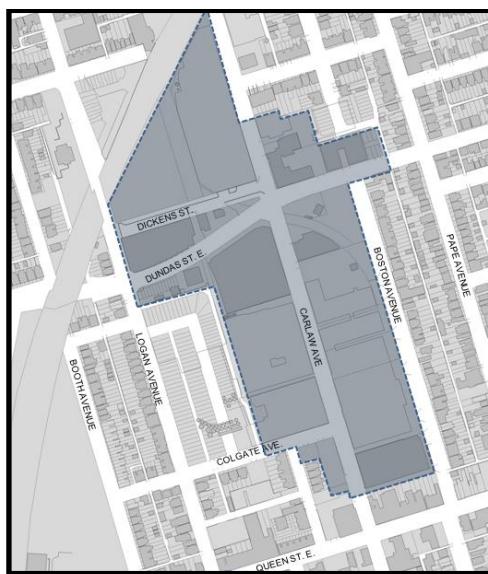
The Carlaw + Dundas area is a former industrial area that is located within the larger community of Leslieville. The area is surrounded by residential neighbourhoods and has been undergoing a transformation from an industrial area to an emerging hub of cultural and creative workers and residents. The area is designated as *Employment Areas* in the Official Plan which are "places of business and economic activity". The area is also subject to an Official Plan policy that allows a mix of employment and residential uses.

The area has been experiencing an influx of small businesses, live/work and residential uses since the Official Plan Policy was put in place in 1998. Industrial pockets, including the Carlaw-Dundas area, were physically set up to serve industrial needs areas, but did not provide residential community amenities such as public parks and community services. With the number of people now working and living in the area, a review was needed to determine public space improvements.

A previous plan for the area, the *Carlaw/Dundas Neighbourhood Improvement Plan* was prepared by Paul Young and Lewis Poplak in 2000 and provided an overview of the area with recommendations for public realm improvements. Because of Council priorities at the time, this plan was not formally adopted by City Council, but has been serving as a guide for the area's growth and desired improvements. Since 2000, the area has seen considerable growth and change with significant development approvals and construction taking place. This document updates the *Carlaw / Dundas Neighbourhood Improvement Plan (2000)* and provides a course of action.

## STUDY AREA

The study area is roughly bounded by Logan Street to the west, the CNR rail line to the north, Boston Avenue to the east, and Queen Street East to the south. The long term vision for Dundas/Carlaw is as an "Employment Area" contained within the City of Toronto Official Plan.



Carlaw-Dundas Study Area

## COUNCIL DIRECTIVES

In October 2012 a recommendation in a report at Toronto East York Community Council directed staff to report back in 2013 on potential development guidelines and public realm improvements for the Dundas and Carlaw community.

In February 2013 Toronto East York Community Council a further motion by Councillor Fletcher directed that the study include:

- Recommendations for safe pedestrian crossings on Carlaw Avenue;
- Public Realm and community benefits that are desirable for the neighbourhood and a plan to implement these benefits;
- A review of the feasibility of allowing condo-owners to construct loft space within their units;
- Recommendations for transit provisions that promote economic development and quality of life in the neighbourhood;
- Relationship of Carlaw & Dundas to surrounding residential community; and
- Incorporation of City Planning's ongoing condo consultations.

## A BRIEF HISTORY of CARLAW- DUNDAS

Formerly referred to as the Colgate Industrial Area, industry was attracted to the Carlaw-Dundas area by the convenient rail lines that form the northwest boundary of the area. Today, the Carlaw-Dundas area is in transition from an industrial area to an emerging hub of cultural and creative workers.

The Carlaw-Dundas neighbourhood has been an important source of jobs for the surrounding community. One of the earliest and most important factories (est.1908) was the Smart Bag Co. Ltd., which later became Woods Manufacturing Co. Ltd., where they produced camping equipment and outdoor clothing. On Carlaw Avenue, the Phillips Manufacturing Co. Ltd, began production of mouldings and mirrors in 1909. During World War I, Roden Brothers silverware and cut glass manufacturers, later became Rolph, Clark, Store Ltd. Lithographers. Wrigley built their plant in 1916 and in 1917 George Lamonte and Sons Ltd. began a paper finishing business on Carlaw. Colgate-Palmolive built a factory 1919 and became one of the most important manufacturers in the area.

During the 1980's, large manufacturing firms had left the area. Much of the industrial space formerly used for manufacturing has been divided into smaller units that now contain firms which are able to utilize raw "brick and beam" flexible space for studios, including photographers, graphic artists, cabinet makers, caterers, film and recording studios, and other small businesses.

## Carlaw – Dundas Heritage

### Listed Buildings



201 Carlaw Avenue



1135 Dundas Street East

Heritage Preservation Services makes recommendations to Council regarding properties that should be included on the heritage inventory or designated as heritage under the Ontario Heritage Act.

"Listed" is a term for properties which City Council has adopted a recommendation that the property be included on the Inventory. "Designated" refers to properties that have been designated under Part IV of the Ontario Heritage Act. Listing heritage buildings allows Heritage Preservation Services to monitor and review development occurring on these properties and those adjacent to them for any impact to the properties.

There are currently two properties within the Carlaw-Dundas study area that are listed on the City of Toronto's Inventory of Heritage Properties. 201 Carlaw Avenue, the Rolph-Clarke Stone Limited Building c. 1913, was listed on March 6, 2007. The building has physical or design value as a representative example of an industrial building from the World War I era with a high degree of craftsmanship. The contextual value of the Rolph-Clark-Stone Limited Building relates to the structure's role in maintaining, defining and supporting the industrial character of Carlaw Avenue. 1135 Dundas Street East was listed on October 28, 2004. Located on the south side of Dundas Street, between Logan Avenue and Carlaw Avenue, the building at 1135 Dundas Street East was built around 1910 and occupied by Canada Starch Company. The building was altered in the early 1950's to accommodate the extension of Dundas Street East. The northern portion of the building was demolished. The building has architectural significance as an early 20th century factory building with classical detailing.

369 Carlaw Avenue is just outside the study area boundary and was listed on the Inventory on May 7, 1991. The Toronto Hydroelectric System building was constructed in 1916 with a 1924 addition to the south and 1929 addition to the east of the property.

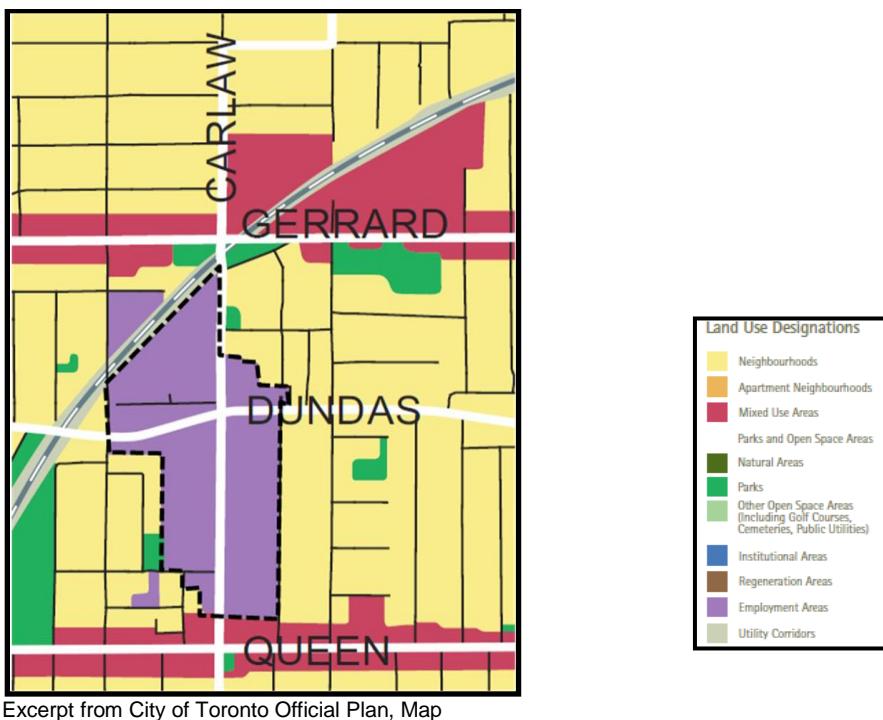
### Potential Heritage Listing/Designations

Properties at 181, 235 and 245 (Wrigley Buildings) within the Carlaw-Dundas area, will be researched by Heritage Preservation Services for potential listing on the City of Toronto's Inventory of Heritage Properties.

There are currently no heritage designated properties within the Carlaw-Dundas area.

# PLANNING FRAMEWORK

## OFFICIAL PLAN

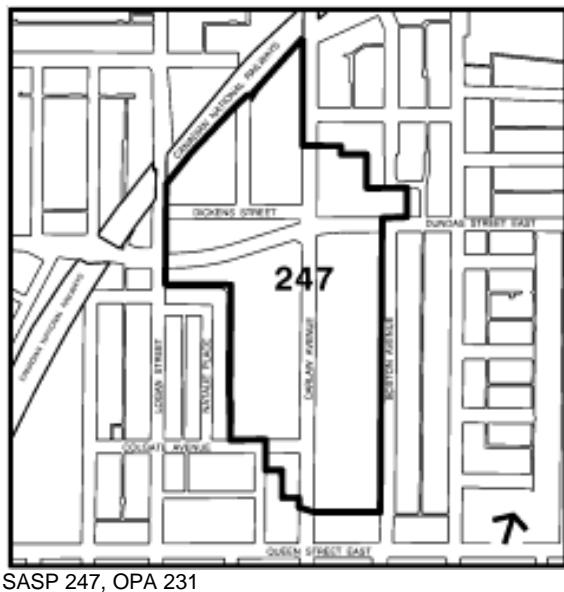


The Official Plan provides the policy vision that manages and directs physical change in the City. Development applications are evaluated against the policies of the Official Plan and all zoning bylaws and bylaw amendments must be consistent with and conform to the Official Plan.

The City of Toronto Official Plan designates most of the Carlaw/Dundas study area as "Employment Areas" (purple), which are areas that have been targeted for growth and where the primary function is that of business and economic activity. The majority of the surrounding area is designated as "Neighbourhood" (yellow) which are not projected for growth. Adjacent land uses must transition to these stable residential areas. The green indicates Parks, which are also areas where growth has not been targeted.

"Mixed Use Areas" are indicated in red, and are adjacent to the Dundas/Carlaw Employment Areas to the south, along Queen Street East. The Toronto Official Plan Urban Structure (Map 2) indicates that adjacent portions of Gerrard and Queen Street East are identified as *Avenues*. Queen Street East and Gerrard Street East form part of the grid of Toronto's early concession roads and are part of the important arteries of movement that link the City together. These arteries also provide vital commercial and residential uses and are targeted for lower scale growth that works within the existing context.

## SITE AND AREA SPECIFIC POLICIES (SASP)



SASP 247, OPA 231

The Carlaw + Dundas area was originally part of the South Riverdale Part II Official Plan policies that were adopted in 1986. Illegal live-work studios and applications to permit residential uses in industrial buildings on Carlaw Avenue led to a review of policies for the area. The review considered the potential impact of permitting non-industrial uses within the study area.

The original South Riverdale Part II Official Plan policies have been updated and are now included in the Official Plan as Site and Area Specific Policies (SASP). SASP are provided within the Official Plan for sites and areas that require more detailed policies and generally reflect unique historic conditions for approval in an area.

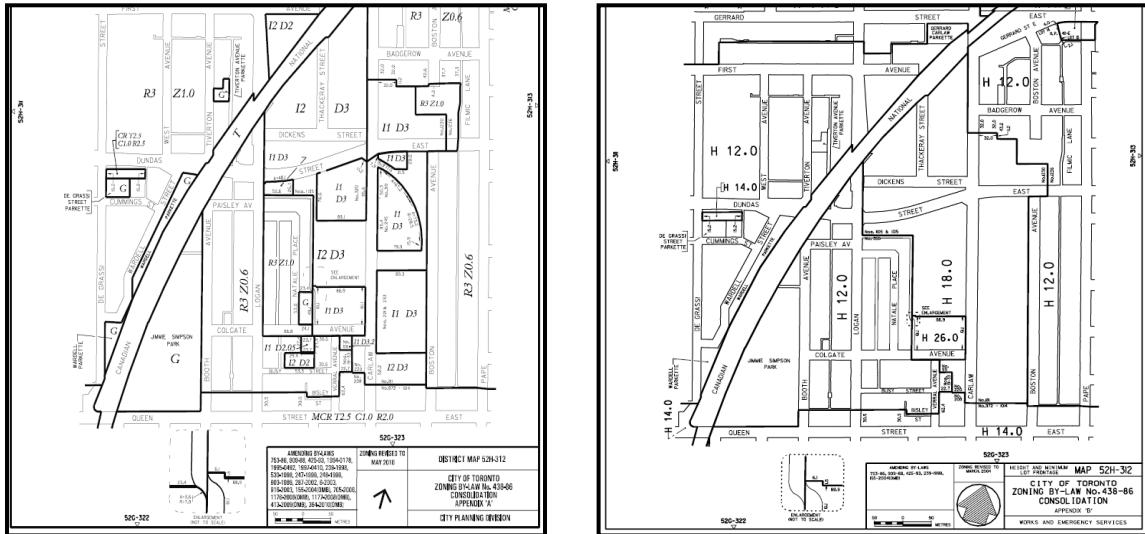
Site and Area Specific Policy 154 allows for a mix of employment and residential uses provided the employment uses are compatible with residential uses. An updated site and area specific policy (SASP 247) was adopted by Council on December 18, 2013, and updates SASP 154, including relevant provisions which require that:

- "iii) *the height, density and massing of new development respects and reinforces the existing and planned physical character of the adjacent area;*
- iv) *residential, live/work and places of worship uses are located a minimum of 30 metres from the nearest rail corridor; and*
- v) *non-residential gross floor area existing on December 16, 2013 or developed subsequently is replaced with any new development. "*

These new provisions help to strengthen the area as a hub for business and also work towards providing a policy framework to require transition of new development to surrounding residential neighbourhoods.

SASP 247 is part of the Municipal Comprehensive Review (OPA 231). The Ministry of Municipal Affairs and Housing issued its Decision which approved the majority of OPA 231 with minor modifications. The Decision is subject to a 20-day appeal period, with a last date of appeal on July 29, 2014.

## ZONING



City of Toronto Zoning By-law 438-86

The City of Toronto's Zoning By-laws implement the vision of the Official Plan by defining permitted uses, densities, minimum and maximum standards including such matters as height, parking and open space requirements.

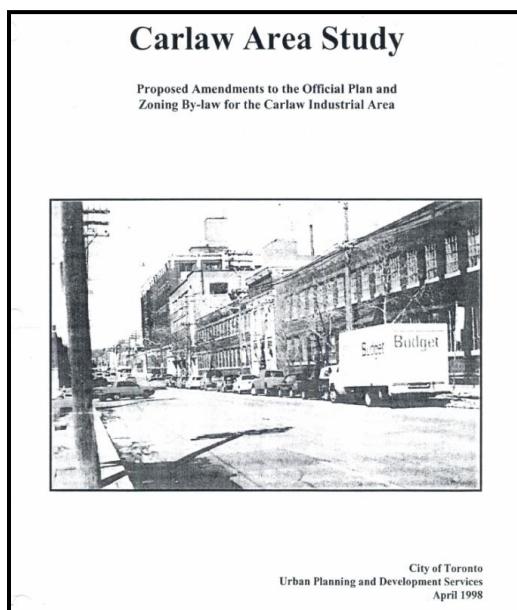
These City of Toronto Zoning By-law maps show the zoning that applies to the Dundas/Carlaw area, with the exception of site specific zoning amendments. Most of the properties in the study area are zoned for industrial uses under I1 or I2 zoning designations. Overall the permitted density is 3X. The height limits are 18 metres within the study area, with site specific exceptions. The lower-scale surrounding residential area permits a 12m height. Prior to the 1998 study, some areas allowed for 32 metre heights.

Although the site and area specific policy allows for residential uses, the Zoning By-law does not permit residential uses. Proposals for live/work and residential uses are required to go through a rezoning process that includes community consultation and Council approval resulting in appropriate site-specific standards for residential uses. Site specific zoning amendments have been necessary throughout the area for new residential developments.

## PREVIOUS AREA STUDIES

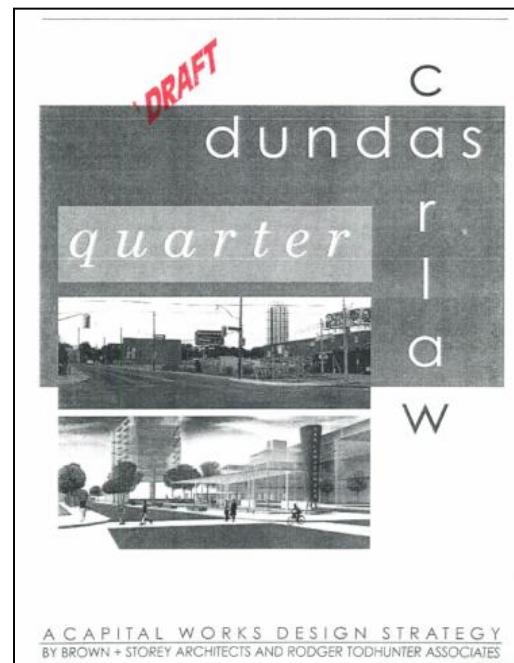
### **Carlaw Area Study**

**Proposed Amendments to the Official Plan & Zoning By-law for the Carlaw Industrial Area**  
City of Toronto Department of Urban Planning and Development Services, April 1998



This study was initiated in response to residential uses proposed at 233 and 320 Carlaw, prompting a review of the South Riverdale Part II Official Plan policies for what was known as the "Carlaw Restricted Industrial Area". The former policies allowed two small pockets of a mix of residential and industrial with a limit of 1x density for the residential component. The study found that live/work uses were appropriate for the area and caused little conflict. Later, changes to the Part II Plan allowed for the residential and industrial mix for the entire area, with the residential density restricted to encourage a mix. Height limits were reduced in some areas from 32 metres to 18 and 12 metres.

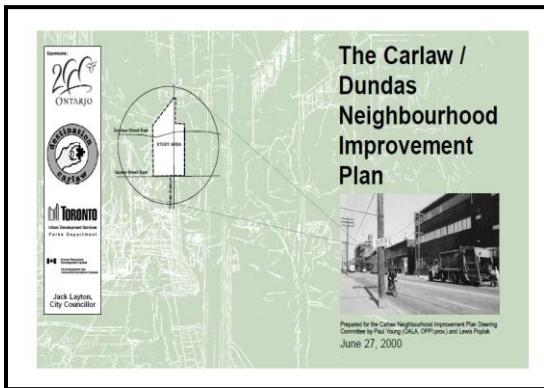
### **Dundas Carlaw Quarter Capital Works Design Strategy** Brown + Storey Architects and Rodger Todhunter Associates, 2003



The City of Toronto Economic Development Division retained Brown + Storey Architects and Rodger Todhunter Associates to prepare this capital design program with the intention of revitalizing the Carlaw Quarter. This study provided conceptual design concepts for public realm improvements that could be used to estimate capital budgets.

## **Carlaw/Dundas Neighbourhood Improvement Plan**

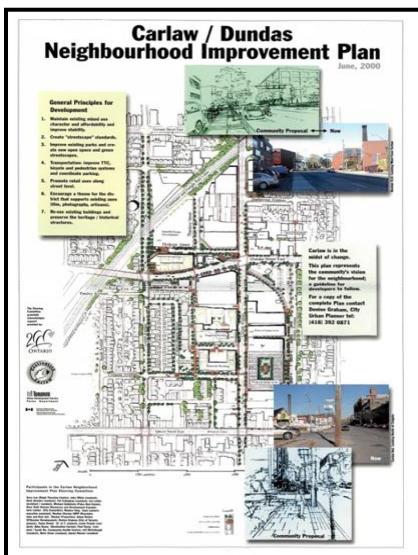
Paul Young and Lewis Poplak, June 2000



In 2000, the Carlaw/Dundas Neighbourhood Improvement Plan was done in consultation with the neighbourhood and provided recommendations to consider in the process of developing guidelines for future development in the Carlaw/Dundas neighbourhood. The study identified deficiencies in the neighbourhood with respect to services, parks and public spaces; suggested opportunities for improving and supporting community development, business, safety, heritage, transportation, land uses; and identified potential community improvements.

The plan included recommendations to improve streetscapes; a pedestrian zone on the west side of Boston Avenue to provide for a transition zone to the adjacent neighbourhood; narrowing Colgate Avenue with widened boulevards and street parking; and "Transformer Vault Park", a proposed urban parkette on the Hydro lands triangle at the intersection of Dundas/Carlaw/Dickens. These recommendations are still relevant and set the groundwork for public space improvements in this report.

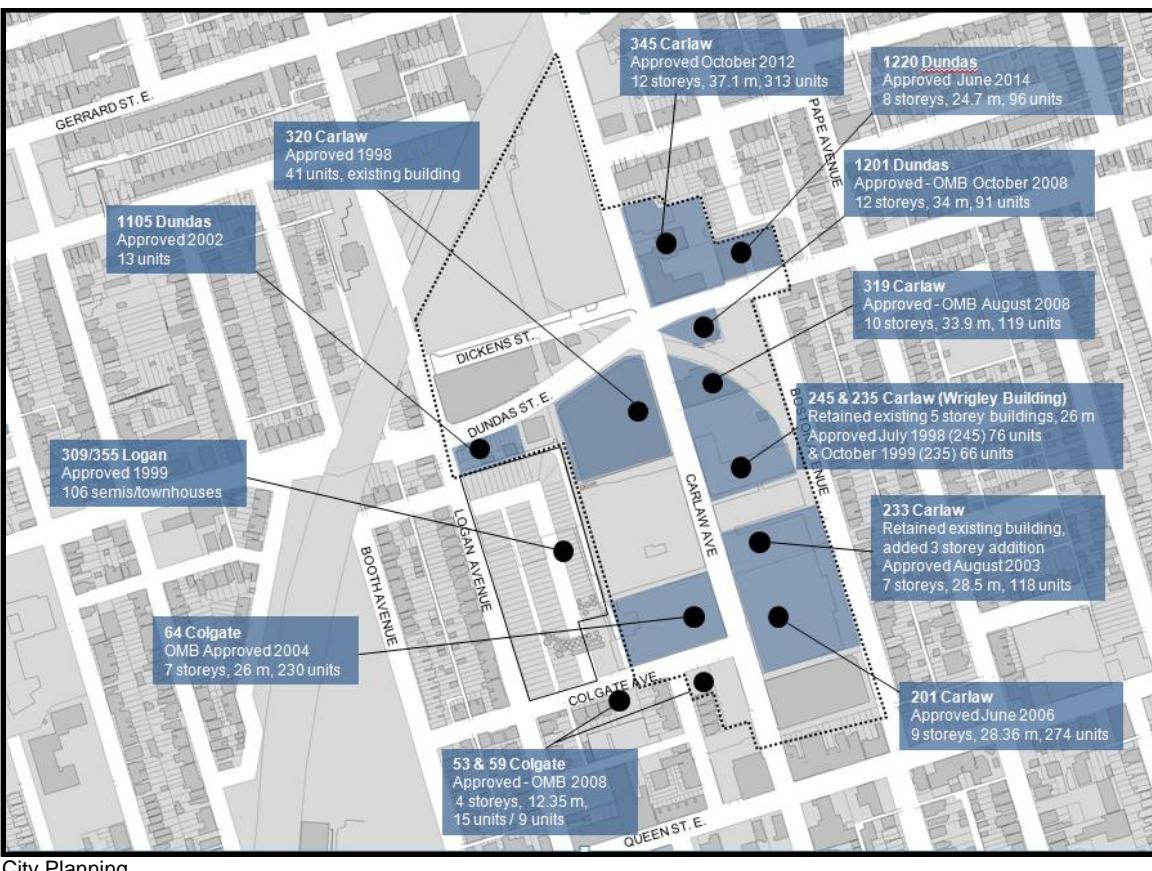
From the plan, "Principles for Development" were developed by the steering committee and the City that have been used in evaluating planning applications in the Carlaw and Dundas area.



### **Principles for Development**

1. Maintain existing mixed use character and affordability and improve stability.
2. Create "streetscape" standards.
3. Improve existing parks and create new open areas and green streetscapes.
4. Transportation: improve TTC, bicycle and pedestrian systems and coordinate parking.
5. Promote retail uses along street level.
6. Encourage a theme for the district that supports existing uses (film, photography, artisans).
7. Re-use existing buildings and preserve the heritage/historical structures.

## APPROVED DEVELOPMENTS



City Planning

## PLANNING APPROVALS/DEMOGRAPHICS

Since 2000, the Carlaw-Dundas area has experienced considerable growth and change. Census data indicates that the number of dwelling units in the Carlaw-Dundas area increased by 446 units between 2006 and 2011. Since the 2011 census, approximately 800 units have been constructed or have been approved for a total of approximately 1,250 units constructed/approved since 2006.

Population				Dwellings				People/Unit
2006	2011	Change	%	2006	2011	Change	%	
509	1,126	+ 617	121%	287	733	+ 446	155%	1.53

2006 and 2011 Census, Statistics Canada

## EMPLOYMENT

Employment Survey		
	2006	2011
<b>Employment</b>		
Art/Design	102	112
Artisan/Craft	30	49
Media/Performing Arts	459	545
Service/Retail	358	265
<b>Total Employees</b>	<b>949</b>	<b>971</b>

City of Toronto Employment Survey, City Planning 2006 and 2011

Maintaining employment uses in and supporting a future of the area as hub for cultural and creative workers are important goals for the Carlaw-Dundas area.

The potential for stability and continued growth are reflected in the employment survey numbers from 2006 and 2011. While the number of employees in the Carlaw-Dundas area have only increased a small amount, it is important to note that the number of employees in the service/retail sector have decreased from 358 to 265, and the number of employees in the creative sectors have increased.

An important requirement to replace non-residential floor space when there is redevelopment has been included in the new Site and Area Specific Policy (SASP 247). SASP 247 is part of the Municipal Comprehensive Review (OPA 231). The Ministry of Municipal Affairs and Housing issued its Decision which approved the majority of OPA 231 with minor modifications. .



Live/work units along Dundas Street East

# ANALYSIS

## WHAT WE HEARD : COMMUNITY CONSULTATION

On Thursday, October 24<sup>th</sup>, 2013, approximately 80 people participated in the Carlaw - Dundas Community Workshop. In the first half hour of the meeting staff gave a presentation about the study. There was a question and answer session followed by the participants breaking into groups to answer questions about Carlaw - Dundas likes/dislikes, previous plans and public realm priorities.

Following the breakout session, each group presented their findings and provided City staff with their comments. Workshop attendees like and value the industrial heritage character of the area and the proximity to the downtown, public transit and highways. They also like how the area is part of an established area, but contains mixed-uses with small businesses, adding an interesting element to the Leslieville area. They expressed concerns with new development and its scale and impact on the surrounding area. The workshop attendees agreed that pedestrian, cycling and transit improvements are important and that the principles in the 2000 plan were good and should be implemented.

The staff team took the workshop findings and continued their analysis of the area. On the evening of May 12, 2014 the City staff team met with the community at the Morse Street Public School to present their analysis and recommended directions. Items covered in the presentation included feedback from the workshop with focus being on heritage, cycling, parks and public realm improvements. The meeting was well attended with approximately 50 attendees who generally indicated their support with the directions that City staff recommended.



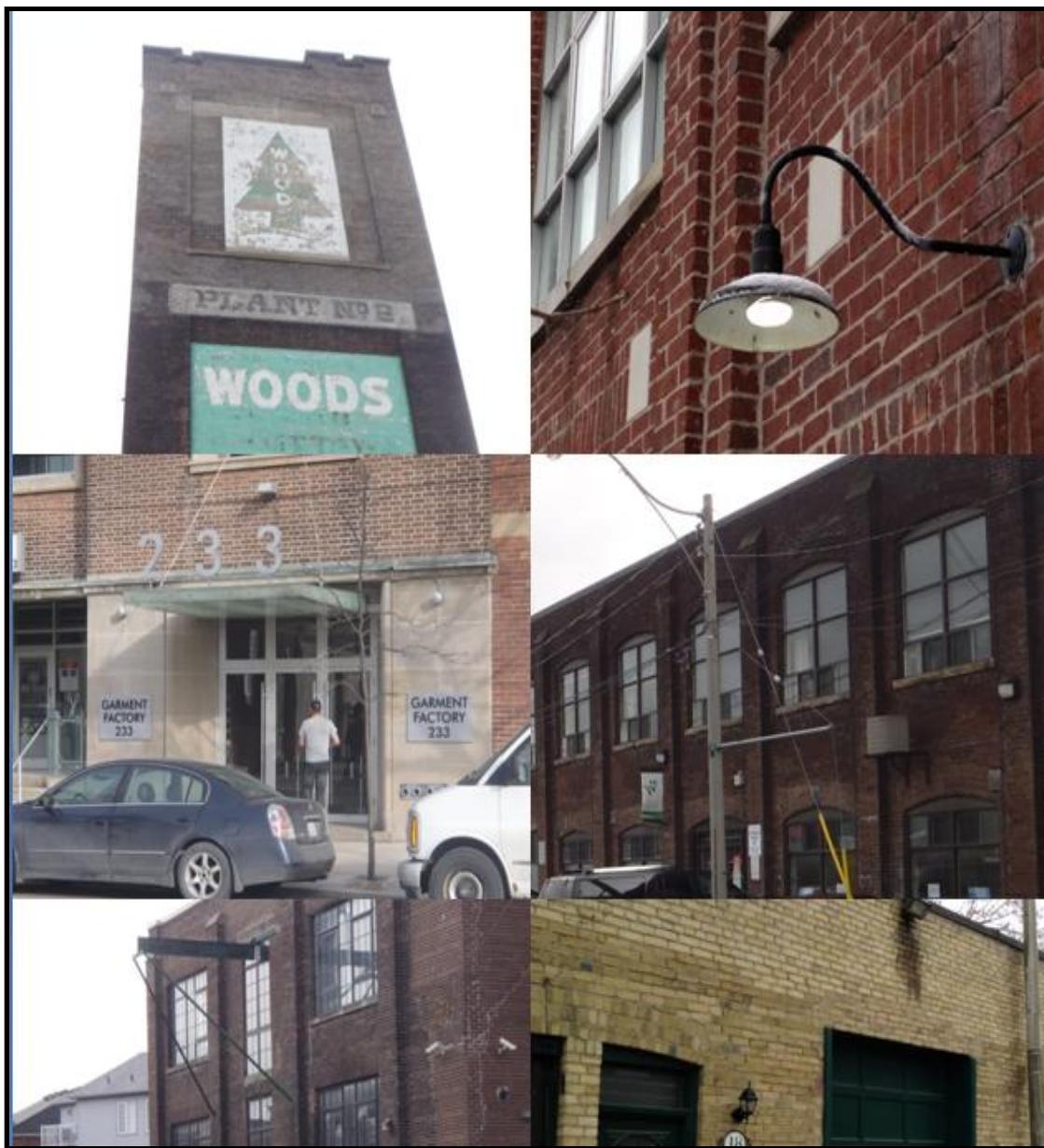
## Tag Cloud

## 'PLACE' / CHARACTER ANALYSIS

The industrial heritage character of the Carlaw-Dundas is an important part of what makes the area unique and maintaining this character has been identified in the vision and as a key principle. "Character" is difficult to quantify, so elements of the area were surveyed, photographed and assembled to help describe the 'sense of place'.

The materials used in the area's industrial buildings contribute towards the gritty, authentic edge with the use of brick, large paned windows, wood beams, metal fixtures, industrial remnants, a muted colour palette, and historic features juxtaposed with new modern features such as the canopy below.

### Materials



## Views and Landmarks

The towers and smokestacks are landmarks for the area that are reminders of the industrial past of the area. They provide focal points and contribute towards the complex spaces in the Carlaw-Dundas area. Spaces between buildings also add to the visual interest of the area and create places to explore, contributing towards the permeability of the area that makes it more walkable for pedestrians.



Towers, smokestacks, spaces between buildings and discoveries

## Rail Remnants and Underpasses



Rail Remnant on Boston Avenue

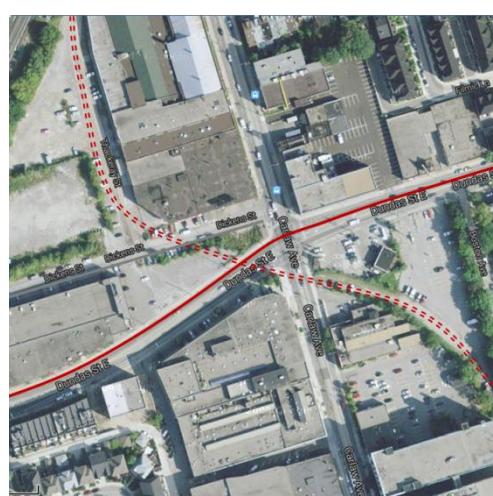


Carlaw Rail Underpass

At first glance, remnant rail pieces, tracks and underpasses may seem like urban clutter; but they add to the heritage artifacts that make this area unique. When these elements are incorporated and included in improvements, they add to the richness and identity of the Carlaw-Dundas area.



New buildings at 1201 Dundas and 319 Carlaw are located on either side of a former rail spur



A former rail spur is located between these two buildings and is the reason for the curve of the building on the right side. The above aerial image shows the former rail spur in the dashed line. It travels southeast, crossing Dundas and Carlaw and snaking between the two lots where these new live-work buildings have been constructed.

The curve of Dundas Street and the rail spurs have resulted in buildings and spaces designed to fit those conditions, resulting in interesting architecture and spaces. Future landscaping on private and public realm lands should emphasize those unique spaces and make the area more pedestrian friendly.

## A PUBLIC SPACE PLAN FOR THE CARLAW-DUNDAS AREA

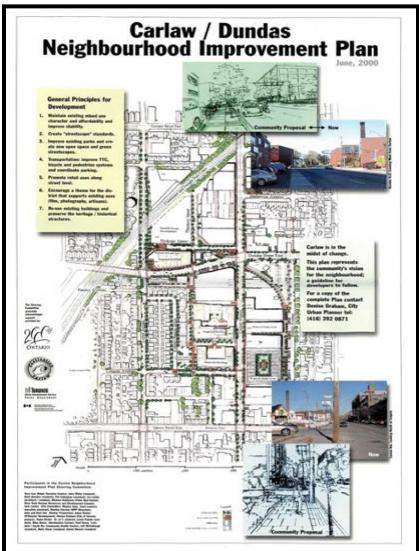
The vision developed for the Carlaw-Dundas area is:

***A community where people live, work, play and learn; adapting and changing while respecting the area's unique character and industrial heritage.***



Carlaw Avenue looking north

## CARLAW + DUNDAS PRINCIPLES



Principles for Development, 2000

The Carlaw/Dundas Neighbourhood Improvement Plan (2000) provided "Principles for Development" that were used to evaluate development applications in the area. Based on community feedback and analysis of the area, the principles have been updated.

The draft Carlaw + Dundas Principles shown below were presented at the Community Consultation meeting on May 12, 2014 and were supported by the community.

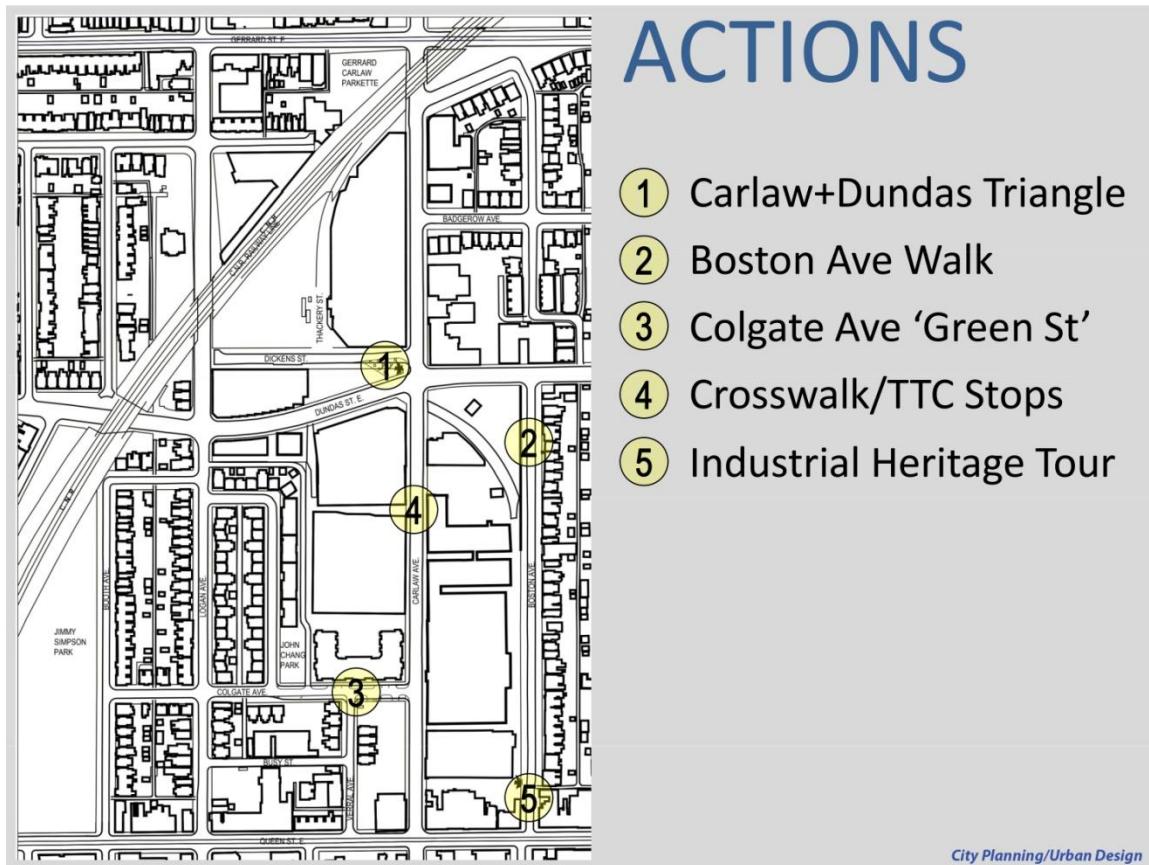
### CARLAW + DUNDAS PRINCIPLES

- 1. MAINTAIN THE HISTORIC INDUSTRIAL CHARACTER OF THE CARLAW-DUNDAS AREA.**
- 2. RE-USE EXISTING BUILDINGS AND PRESERVE HERITAGE FEATURES.**
- 3. STRENGTHEN THE CARLAW-DUNDAS AREA AS A HUB FOR SMALL BUSINESSES AND CULTURAL ACTIVITIES.**
- 4. IMPROVE STREETSCAPES AND PUBLIC SPACES.**
- 5. CREATE GREEN STREETS AND PEDESTRIAN NETWORKS.**
- 6. PROMOTE ACTIVE USES AT STREET LEVEL ALONG CARLAW AND DUNDAS.**
- 7. IMPROVE BICYCLE PARKING AND CYCLING ROUTES.**
- 8. ENSURE THAT NEW DEVELOPMENT IS COMPATIBLE WITH SURROUNDING NEIGHBOURHOODS.**
- 9. SUPPORT THE USE OF PUBLIC TRANSIT IN THE AREA.**

## FIVE PROJECTS

To initiate the Carlaw + Dundas Community Initiative, a team consisting of City Planning, Economic Development, Parks, Forestry and Recreation, and Transportation Services staff have been working on five projects that will act as a catalyst in shaping future public space initiatives.

The five actions that are shown on this map are explained in more detail in this report, along with other proposed projects.



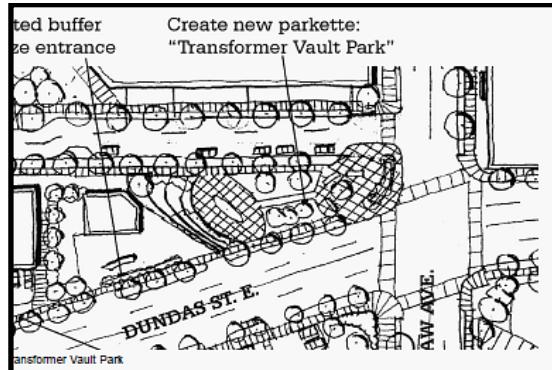
Five Projects for Improvements in the Carlaw-Dundas Area

## 1. CARLAW - DUNDAS TRIANGLE

**Project:** The Carlaw-Dundas Triangle is proposed as a new urban "town square" at the intersection of Carlaw and Dundas that will act as a community focal point. This public space will be constructed with high quality materials and incorporate public art/signature marker.



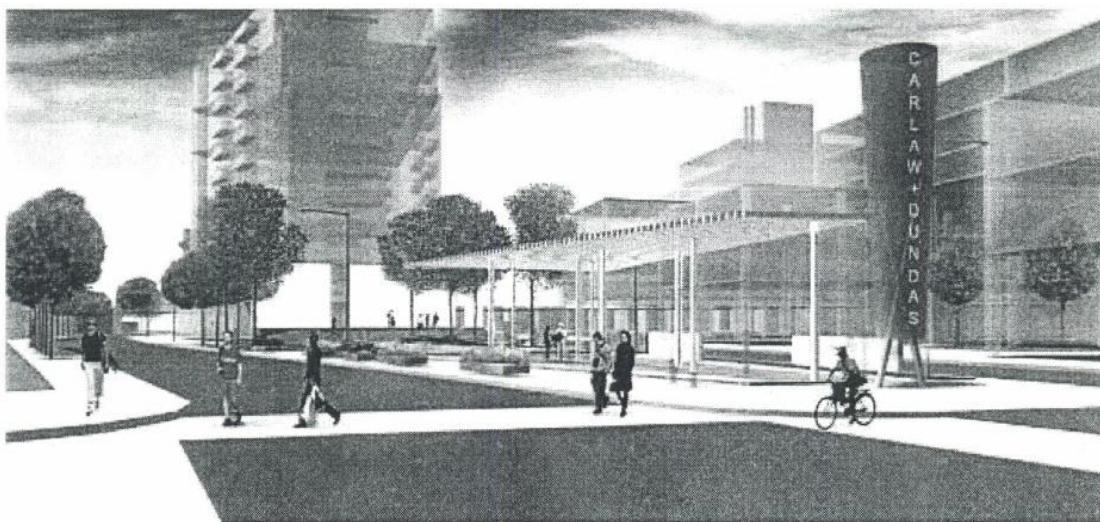
Source: City of Toronto Maps



Source: Carlaw/Dundas NIP (2000)

The Carlaw - Dundas triangle is a small surface parking lot that was formerly the location of a decommissioned hydro vault. The triangle is to be transformed into a new urban town square. The highly visible location at the intersection Carlaw, Dundas and Dickens streets make it an ideal focal point for the community. It was formerly the location of a hydro vault that has been decommissioned.

The idea of this as a community space was originally proposed in the Carlaw / Dundas Neighbourhood Improvement Plan (2000) as shown in the drawing above on the right. Below is a design concept for the area that was illustrated in the Dundas Carlaw Quarter Study.



Source: Dundas Carlaw Quarter, Brown + Storey and R. Todhunter

## Existing Conditions



Source: City of Toronto Planning

The Carlaw-Dundas Triangle will provide a public space for the community to come together. It will be a place to see and be seen. It will be an urban space that will be constructed with quality paving and materials, incorporating public art and highlighting the historical industrial character of the area.

Expansion of the Carlaw - Dundas triangle will be pursued if opportunities on adjacent properties become available.

### IMPLEMENTATION STEPS:

- The City of Toronto purchased the property from Toronto Hydro in 2014.
- Environmental work/ site remediation to begin in the fall of 2014.
- Community meeting in 2015.
- Tender to a Landscape Architect in 2016.
- Construction summer of 2016.
- Funding through Urban Design Capital Improvements and Parks, Forestry, Recreation's Capital Project budgets.
- Community involvement in naming & design of park.
- Public art/signature marker to be a component of the design.



## 2. BOSTON AVENUE WALK

**Project:** A serpentine pedestrian path will be constructed on the boulevard on the north-west side of Boston Avenue, between the existing double row of trees.

Boston Avenue is a residential street that forms the eastern edge of the Carlaw + Dundas area.

The west side of Boston Avenue contains a substantial boulevard. With the redevelopment of the properties, the boulevard adjacent to 201 and 233 Carlaw has been landscaped to incorporate a former rail spur and substantial green that acts as a buffer/transition zone between the neighbourhood to the east, and the taller industrial buildings to the west.

The boulevard immediately south of Dundas Street East is adjacent to an undeveloped lot and does not contain a sidewalk. The community is using this boulevard as green space. In consultation with the community, installation of a pedestrian walkway is proposed, potentially with woodland plantings. This public realm improvement will improve the usability of the greenspace and protect the mature trees from damage.



A proposed walkway plan on Boston Avenue is illustrated in the photograph by the "desire lines" in the snow



### IMPLEMENTATION STEPS:

- Funding being allocated in Transportation Services Public Realm unit's 2015 Neighbourhood Improvement Capital Budget.
- Public Realm staff to meet with the community for input into the design (2015).
- Propose using rubber pavers that would minimize damage to the tree roots.
- Installation in 2015.

### 3. COLGATE AVENUE GREEN STREET

**Project:** Widen the boulevard adjacent to 64 Colgate with bioretention stormwater "bump-outs" that will treat storm water and enhance the pedestrian experience.



View towards Carlaw Avenue

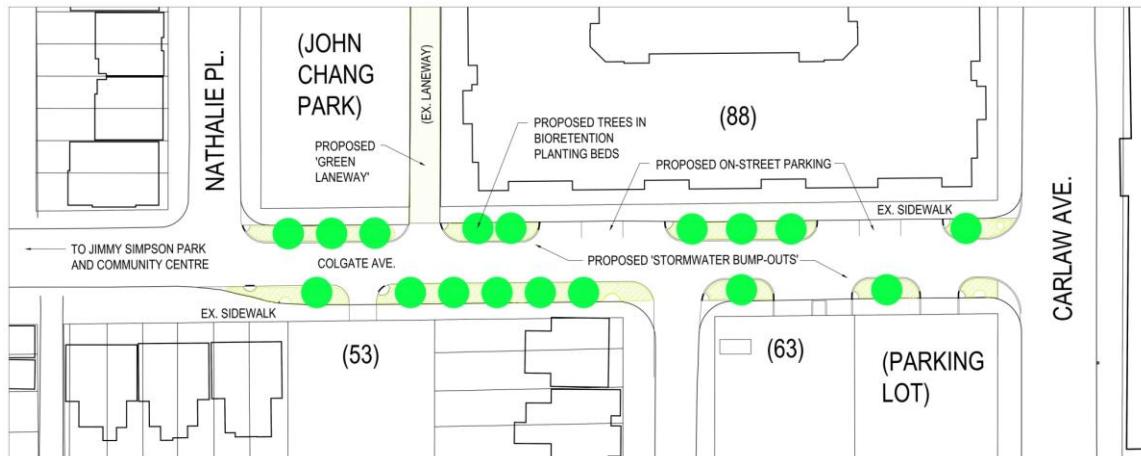


View toward Jimmie Simpson Park

Colgate Avenue is a east-west, short, wide street that connects on the west side of Carlaw Avenue and runs towards Jimmie Simpson park. This wide street was at one time required in order for trucks to turn for loading at the former Colgate factory.

The extra width along Colgate Avenue is no longer necessary and provides the opportunity to widen the boulevard for "bump-outs". "Bump-outs" are extensions of the boulevard in a bulb like radius that, in this case, incorporate additional landscaping and green stormwater treatment.

City Planning, Urban Design have been working with Toronto Water, Transportation Services and the developer at 64/88 Colgate Avenue to implement the first phase as a green street pilot project, installing bioretention stormwater "bump outs" next to 64/88 Colgate Avenue that will provide stormwater treatment, on-street parking and enhanced landscaping that improve the pedestrian experience.



### IMPLEMENTATION STEPS:

- Narrowing Colgate Avenue was part of the *Carlaw/Dundas Neighbourhood Improvement Plan* (2000).
- First phase of "bump outs" will be located adjacent to 64/88 Colgate Avenue where the developer has agreed to fund and install the bioretention stormwater "bump outs" as part of the construction of their site.
- Stormwater "bump-outs" have not been widely used in the City of Toronto. The first phase will serve as a pilot project, and if successful, could be incorporated in other locations on Colgate and elsewhere in the City of Toronto.
- Further phases would require funding and agreement between Toronto Water, Urban Design and Transportation Services staff.

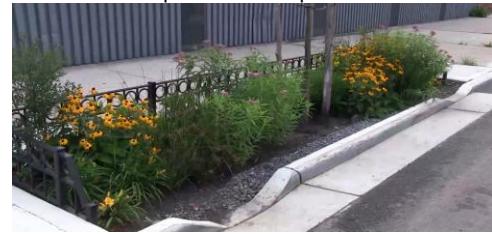
### Inspiration:



Source: CVCA, 2014



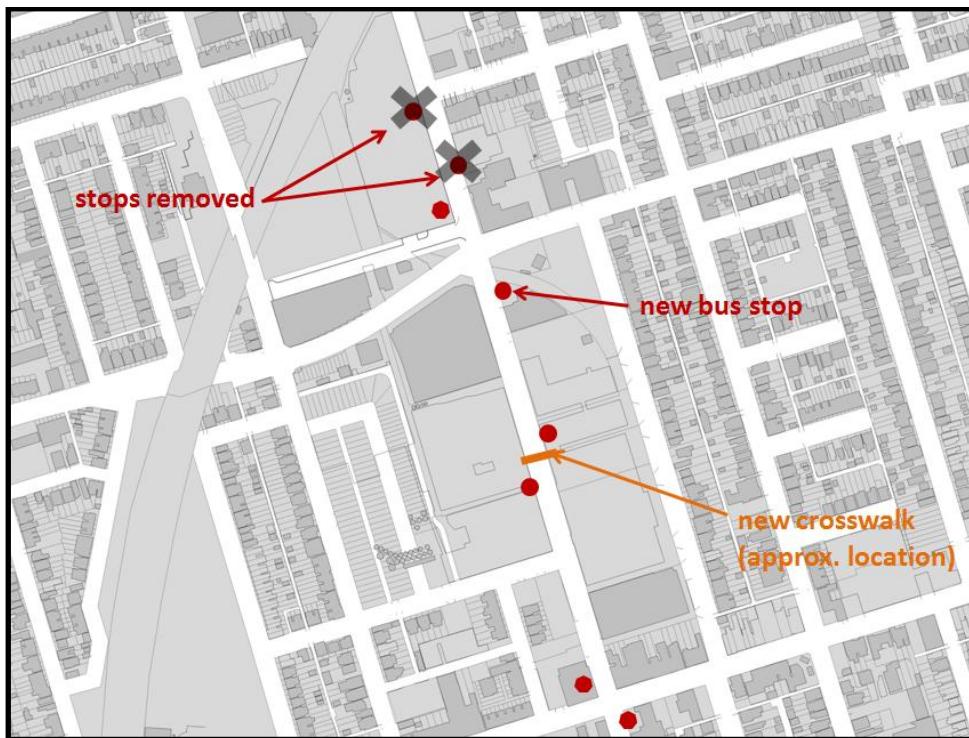
Source: Philadelphia Water Department



Source: NYC Department of the Environment

## 4. CARLAW PEDESTRIAN CROSSWALK

**Project:** Install a new pedestrian crosswalk on Carlaw Avenue and move TTC bus stops.



The community raised the need to add a pedestrian crosswalk on Carlaw Avenue between Queen Street East and Dundas Street East. They also voiced concern that there was not a TTC bus stop on the southeast corner of Carlaw Avenue and Dundas Street East.

City Planning, Urban Design, Transportation Services and TTC staff been working with the community to determine the new locations for the TTC bus stops, street furniture and the crosswalk.

### IMPLEMENTATION STEPS:

- Transportation Services met with local area residents to determine a location for the crosswalk in the spring of 2014.
- Transportation Services are recommending the installation of a crosswalk 235 metres north of Queen Street East, and are submitting a report for consideration at the Toronto ad East York Community Council meeting in August 2014.
- The report specifies the proposed location of the crosswalk.
- The installation date will be subject to the availability of funding and competing priorities in the Transportation Services Capital Program with anticipated installation in 2015.

## 5. Carlaw–Dundas Industrial Heritage Tour

**Project:** Research and implement a Carlaw–Dundas Industrial Heritage Walking Tour.



Heritage interpretation initiatives provide an added layer to the story of a community. The Carlaw – Dundas area's industrial heritage is an important part of the distinct character of the community and something that should be recognized and celebrated.

### IMPLEMENTATION STEPS:

- Heritage Preservation Services and Urban Design staff have met with Heritage Toronto to set up a walking tour of the Carlaw – Dundas area.
- Working with the community, Heritage Toronto research, write and conduct a walking tour in the area that could start in 2015 through their tours program.
- They are also able to prepare a self-guided walking tour brochure that could be distributed in the area.
- The cost for the research and tour would require a nominal amount of funding that could be raised through a donor/sponsorship program.
- Future heritage interpretation panels could also be arranged through Heritage Toronto.

## OTHER STRATEGIES AND INITIATIVES

Further improvements and initiatives are being considered for the Carlaw-Dundas area that provide good potential to improve the public space. Some of these projects, such as the Badgerow Avenue Green Space, are being pursued immediately. Other projects, such as streetscape improvements, are pursued when adjacent redevelopment takes place or when funding becomes available.

### BADGEROW AVENUE GREEN SPACE

**Project:** Upgrade the Badgerow Avenue Green Space and maintain it as public space.



Badgerow green space

The small green space located on the south edge of the hydro buildings is owned by Toronto Hydro and leased by Hydro One. The green space is a potential community space that could be improved and needs to be better maintained.

### STREETSCAPE IMPROVEMENTS

**Project:** Upgrade the Carlaw and Dundas streetscapes as part of capital work projects or when adjacent development occurs.



Carlaw streetscape

Streetscape improvements in Carlaw-Dundas have been implemented with adjacent development. Further streetscape enhancements could be considered in conjunction with capital works projects that could include street furniture, lighting, and landscaping. Enhanced streetscapes would be dependent on funding.



The centre photo is a sidewalk on Carlaw that has been rebuilt with the redevelopment of the adjacent property

Sidewalk and boulevard improvements along Carlaw and Dundas are made when adjacent properties are redeveloped. The City of Toronto's Streetscape Manual is a tool that guides sidewalk and boulevard improvements along Toronto's main streets to ensure consistency. The standard recommends a total sidewalk width of 4.8 metres, including an edge zone of approximately 1.8 metres with a pedestrian clearway of 2.1 metres.

Sidewalks and boulevards are undergoing revitalization with redevelopment of adjacent sites. Along Carlaw the photo in the middle on the top row has been rebuilt using the City's streetscape standard for Carlaw Avenue.

Further enhancements to the streetscape in the City of Toronto are normally done in partnership with a Business Improvement Area (BIA) where additional embellishments such as benches, special paving, street/pedestrian lighting, signage, special bicycle racks, hanging baskets and landscaping.



The centre photo is a portion of Boston where the landscaping has been improved/updated according to the NIP plan

## CYCLING INFRASTRUCTURE

**Projects:** A north-south bikeway or corridor to improve cycling movement. Custom bike rings on Dundas Street East and Carlaw Avenue.



Examples of custom bike rings used elsewhere in the City of Toronto

Improving the infrastructure for cyclists is part of the strategic direction for Carlaw-Dundas. City Staff are working with the community to identify preferred north-south routes within the Carlaw-Dundas area and in the adjacent areas as part of the bike plan. Custom bike rings could be part of streetscape improvements where street furniture is improved, that would encourage the use of bicycles in the area.

## DICKENS STREET

**Project:** Work with adjacent landowners to upgrade Dickens Street to become an important pedestrian focused quarter in Carlaw-Dundas.



Dickens Street looking east



Sandford, Texas Welcome Centre

The image of the Sandford, Texas Welcome Centre shows the potential for a pedestrian oriented area to become a "people place" with the reuse of existing buildings, a farmer's market, pedestrian area, seating and landscaping.

## DICKENS STAIRCASE

**Project:** Upgrade the Dicken's staircase to provide a pedestrian link between Logan Avenue and Dicken's Street.



Existing Dickens Street Staircase that provides a pedestrian link to Logan Avenue



Staircases at Liberty Village and Mississauga City Hall that provide pedestrian linkages

The Dickens staircase is an opportunity to create an important civic space. The existing staircase that links Dickens Street to Logan Avenue is currently a bleak concrete staircase and retaining wall. An attractive, paved plaza could be created at the end of Dickens Street at the top of the stair, and the concrete retaining wall could be replaced with landscaping. A ramp should be included in the upgraded staircase to improve accessibility.

## RAIL SPUR GREEN WAY

**Project:** Work with private landowners to design and install landscaping in the rail spur and make it publicly accessible.



New buildings at 1201 Dundas and 319 Carlaw are located on either side of a former rail spur

The privately owned rail spur runs from the intersection of Carlaw and Dundas and curves southwards to Boston Avenue. It provides an important historic connection from the Carlaw and Dundas intersection that gives the area a sense of place. The architecture of the building located at 319 Carlaw curves to accommodate the property line of the rail spur, adding complexity to this urban space and architecture.



Images from the High Line in New York City

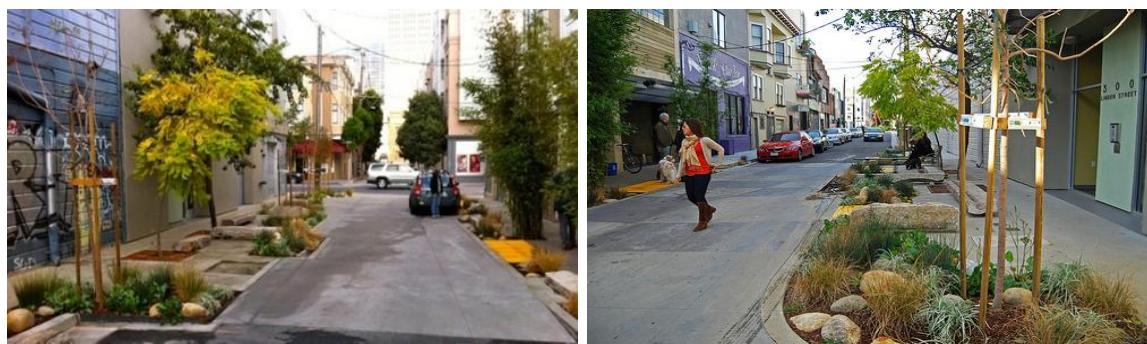
Small urban "leftovers" can become important public spaces. The High Line in New York City provides inspiration as a linear green space with high quality landscaping that has had a significant positive impact on the local area and has become an internationally recognized public space in Manhattan.

## LANEWAYS

**Project: Improvements to the north-south public laneway to make it a pedestrian oriented area.**



There is a global movement towards laneway revitalization in urban centres as a way to add to public space and improve pedestrian movement. Upgraded laneways can add to usable public space to an urban area, particularly where there are commercial uses. The laneway that runs between Dundas Street East and Colgate Avenue has the potential to create an additional link between Dundas and Colgate/Queen Street East with enhanced landscaping.



Linden Alley in San Francisco offers inspiration as a landscaped laneway

Carlaw + Dundas Implementation Plan			
Strategic Directions	Actions	Timing	Divisional Lead
<b>Co-ordination</b>	Form an interdivisional implementation team	Immediate	City Planning
<b>Strengthen area as a hub for small business and culture</b>	Require Replacement of Non-Residential Area (strengthen SASP policy)	Immediate	City Planning -SIPA
	Consider forming a BIA	Medium	Business Community
	Create a message board / blog	Future Opportunity	Business Community
<b>Maintain the heritage industrial character of the area</b>	Industrial Heritage Tour	Immediate	Heritage Preservation Services
	Heritage Preservation / Interpretation Plan	Future Opportunity	Heritage Preservation Services
<b>Improve the Public Realm</b>	Triangle Park at Carlaw-Dundas	Immediate	Parks
	Boston Avenue Walk	Immediate	Public Realm/Urban Forestry
	Colgate Green Street	Immediate/ Future Opportunity	Urban Design/ Toronto Water
	Hydro Green Space on Badgerow	Immediate	Toronto Hydro
	Increase Triangle Park	Future Opportunity	City Planning
	Improve Boston Avenue / Rail Spur Green Space (with planning applications -private/publicly accessible open space)	Future Opportunity	City Planning
<b>Improve Pedestrian/ Cycling/ Transit Infrastructure</b>	Location of Transit Stops	Immediate	TTC
	Crosswalk on Carlaw at Colgate	Immediate	Traffic Operations
	Carlaw Road Resurfacing	Future Opportunity	Transportation Services
	Develop Capital Improvement Plan (bike rings, paving, trees, landscaping, benches),	Medium	Urban Design
	Potential Logan Bike Corridor and North/South Bike Lanes	Medium	Cycling Infrastructure (TS)
	Streetscape Improvements (Capital Improvement Plan)	Future Opportunity	Public Realm/ Civic Design
	Bicycle Parking	Medium	Cycling Infrastructure
	Logan Underpass/Dickens Staircase	Future Opportunity	Urban Design