

CITY OF TORONTO / NOVEMBER 2015

Dufferin Street Urban Design Guidelines



CONTENTS

Table of Contents

Introduction	4
1.0 Vision	5
1.1 Background	5
1.2 Existing Character	8
1.3 Guiding Principles	10
1.4 A Vision for Dufferin Street	14
2.0 Structure Plan	15
2.1 Demonstration Plan	16-17
3.0 Streets and Blocks	18
3.1 Streets and Blocks	18
3.2 Dufferin Street Promenade	20
3.3 Existing Collector Street	26
3.4 Existing Local Street	27
3.5 New Local Street	28
4.0 Parks and Open Spaces	29
4.1 Background	29
4.2 Parks	31
4.3 Privately Owned Publicly Accessible Spaces	31
4.4 Streetscape Improvements	32
4.5 Public Art	32
5.0 Built Form – General	33
5.1 Grade Related Uses	33
5.2 Setbacks	34
5.3 Building Types	35
5.4 Heights	37
5.5 Street Proportion	40
5.6 Stepbacks	42
5.7 Transitions in Scale	43
5.8 Employment Areas	45
6.0 Built Form – Specific Blocks	46
6.1 Midrise Blocks	46
6.2 Large Blocks	49
6.2.1 Block 1	50
6.2.2 Block 6	52
6.2.3 Block 7	54
6.2.4 Block 8	56
6.2.5 Block 14	59
6.3 Blocks South of Lawrence Avenue West	62
Appendices	63
A.1 Pedestrian Strategy	63
A.2 Cycling Strategy	64

INTRODUCTION

Urban Design Guidelines are a place-making tool consisting of a set of written guidelines, illustrative plans, diagrams and images of buildings and places that demonstrate preferred urban design physical relationships. Urban Design Guidelines for the Dufferin Street Secondary Plan Area will establish a context for coordinated development and be used as a tool to ensure appropriate development that is consistent with the Official Plan, Secondary Plan, and area specific Zoning By-law. The Urban Design Guidelines will also be used as a tool to determine standards included in the implementing Zoning By-law, where one has not been established through the study process, and to evaluate applications for approval of Plans of Subdivision and Site Plan Control.

The Urban Design Guidelines together with the Structure Plan set out a framework for the creation of a high quality community design. Areas within the Secondary Plan Area that are subject to area-specific urban design guidelines are shown on the Specific Block Policies Plan (Map 36-2)

The Guidelines are complemented by a Transportation and Infrastructure Master Plan. Together with the Secondary Plan Policies, the area specific Zoning By-law will define and develop an appropriate planning framework that will support the land use and development envisioned in the Dufferin Street Secondary Plan Area. The Guidelines, in conjunction with other applicable City Urban Design Guidelines, will provide direction to developers in the design of development proposals on private land and within the public realm, and provide direction to City staff in their review of development proposals. In the event of a conflict between these Urban Design Guidelines and other approved guidelines, the Dufferin Street Urban Design guidelines will take precedence in consideration of area-specific conditions, opportunities and constraints.

1.0 VISION

1.1 BACKGROUND

Immediately following the Second World War, this segment of Dufferin Street north of Lawrence Avenue was little more than farmland. A small airport, Barker Field, existed at the northwest corner of Dufferin Street and Lawrence Avenue West, while the early inklings of residential development could be seen along Ranee Avenue.

Things changed radically in the 1950's, with the rapid construction of *Neighbourhoods, Employment Areas* and low density commercial strips, stimulated by the presence of Highway 401. Northward movement of development was further stimulated in the 1960's with the opening of the Yorkdale Shopping Center. The arrangement of streets and land uses was often uncoordinated, mostly reflecting the position of the original farm lots and marketing decisions of individual landowners.

Today, Dufferin Street faces what may be its second major building boom. Development proposals for mixed use development are under construction and other applications have been submitted.

The Dufferin Street Secondary Plan Area sits on the urban-suburban frontier. Much of the Secondary Plan Area is immediately surrounded by older, low density neighbourhoods, yet the Eglinton Avenue West and North York Centre main streets are not far away. Dufferin Street has the city's busiest bus line, though most users continue to drive, even with a short distance to the subway.

Dufferin Street Secondary Plan Area

The Dufferin Street Secondary Plan Area includes Dufferin Street and all properties fronting onto it, between Highway 401 to just south of Lawrence Avenue West. In the case of Yorkdale Shopping Centre and the southern corners of the intersection of Dufferin Street and Lawrence Avenue West, only part of the properties are included in the Dufferin Street Secondary Plan Area as identified in Figure 1.



1955: Dufferin Street facing south from Highway 401



1954: Dufferin at Lawrence Ave. West



Treviso: Lanterra Development



Yorkdale Aerial 1968



Dream Yorkdale



Eglinton-Scarborough Crosstown



Simons Store Yorkdale, 1960's



Fig. 1. Aerial Photograph, Dufferin Street Secondary Plan Area

1.2 EXISTING CHARACTER

This segment of Dufferin Street is undergoing a process of evolution, from a rural road, to an auto-dominated retail environment to a future urban place.

Built form along this portion of Dufferin Street mostly dates from the 1950s, 1960s and 1970s.

The Dufferin Street Secondary Plan Area is overwhelmingly auto-oriented, including shopping plazas, strip malls, car dealerships and commercial buildings, all set well back from the road and typically limited to two storeys in height. At grade parking is found in the large setbacks between Dufferin Street and the commercial frontages, much of the parking extended into the Dufferin Street right of way. Several house form structures also appear on Dufferin Street between Sparrow and Celt Avenues (some now converted to commercial uses). The few taller buildings in the Study Area are the Holiday Inn at Bridgeland Avenue, the five storey office building at Samor Road and residential slab towers around the Columbus Centre.

Immediately outside of the Secondary Plan Area, house form and large single-storey industrial buildings predominate.

Built form is shaped in part by lot size and programs of landowners. Redevelopment is affected by the strikingly differing lot depths on either side of Dufferin Street. For example, on the east side, where lots are relatively narrow and shallow, house forms, older strip malls and commercial pads predominate. On the west side, wide and deep lots allow for substantial setbacks and large front parking lots, and have produced warehouse and medium to large format retail structures.

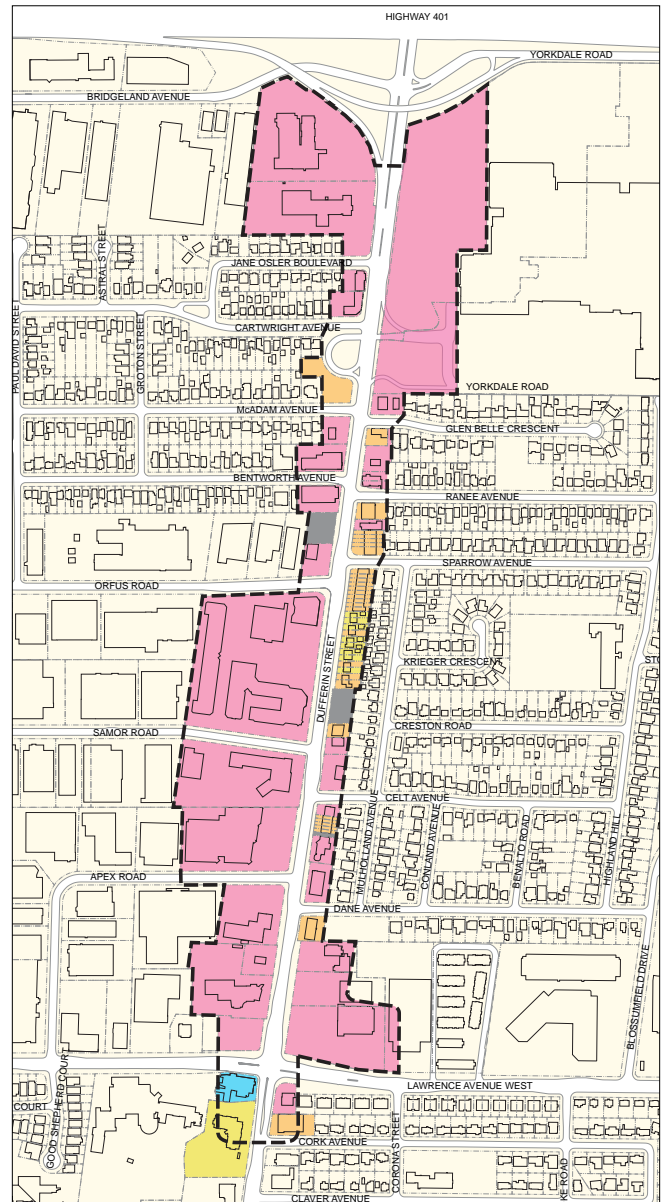
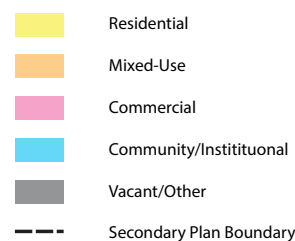


Fig. 2. Existing Land Use





Dufferin Street north by Highway 401



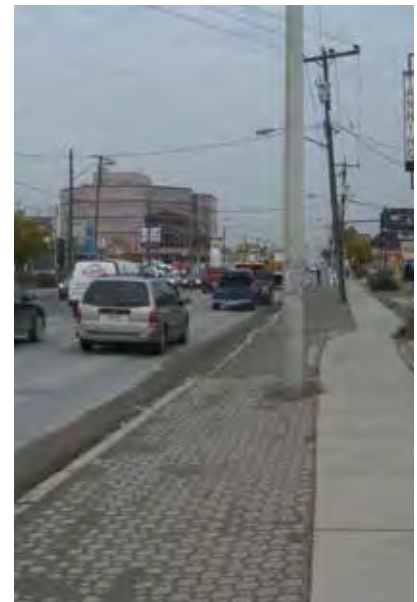
Long time local businesses



Regional destination



New mixed-use development



Auto-dominated streetscape



Early development on Dufferin Street



Existing *Neighbourhoods*

1.3 GUIDING PRINCIPLES



Active Street Frontages



Surrounding *Neighbourhoods*

1. Make Dufferin Street a Place

Principle: Development in the Dufferin Street Secondary Plan Area will support an active, healthy, vibrant and dynamic community. Dufferin Street will develop its own identity as a neighborhood and an urban main street with active uses at grade and landscaped setbacks that provide for pedestrian amenity.

This segment of Dufferin Street should develop its own identity as a neighbourhood—an identity initially shaped by public realm and built form elements, but filled out by the particular character of its residents and businesses.

The best urban main streets are where there are narrow-fronted shops, with transparent display windows and entrances, set back sufficiently from the roadway to allow for continuous canopies, street trees and furniture, and room for boulevard window shopping, outdoor eating and merchandising, as well as the circulation of passing pedestrians.

Where residential uses meet the ground floor, and street activity is less intensive, the condition should become greener, buffering homes from the noise of traffic.

2. Protect Adjacent Neighbourhoods and Employment Areas

Principle: The relationship between redevelopment sites and adjacent Neighbourhoods and Employment Areas will be used to minimize impact and achieve appropriate transition in scale, buffering, separation distances and land use. New development will minimize shadow impacts on Neighbourhoods as well as protect and appropriately buffer any new sensitive uses in proximity to Employment Areas.

Public realm and built form design guidelines are required to minimize impacts of higher density development on the adjacent low-density residential *Neighbourhoods* and as well as protect the function of adjacent *Employment Areas*. Specifically, overlook and shadow impacts of redevelopment adjacent to *Neighbourhoods* should be avoided. Building heights should be stepped down towards the rear of the properties adjacent to *Neighbourhoods*. Any new tall buildings in the Dufferin Street Avenue should be sited away from *Neighbourhoods*.

Appropriate separation distances should be provided between new mixed use buildings and existing employment areas to protect the function of *Employment Areas*.



New public spaces can be green or hardscape in character, fully public or semi-public in ownership



A vibrant public realm includes both landscaped and interactive ground level uses

3. Create Quality Public Spaces and Parks

Principle: New local parks, promenades, tree lined streetscapes, outdoor courtyards and publicly accessible open spaces will form an interconnected and coherent parks and open space system that will enhance and provide an identity for the Dufferin Street Secondary Plan Area. Redevelopment of Blocks 1, 6, 7 and 8 provide opportunities to secure new local parkland in the Secondary Plan Area.

The Dufferin Street Secondary Plan Area is located within a parkland acquisition priority area and is subject to the City’s Alternative Parkland Dedication By-law. Redevelopment and intensification to Residential and Mixed Use presents an opportunity to create new public parks that are safe, visibly prominent and accessible to be enjoyed year-round.

4. Create a Green, Safe and Attractive Place

Principle: Streets, parks and publicly accessible open spaces will support a range of local social and recreational activities. Public streets and the pedestrian realm will form a primary setting for community life, and will be well proportioned, connected, comfortable, safe and attractive and contribute to the quality of life of all residents. Improvements to the pedestrian realm will support social and retail activities, and promote sustainability. Spaces between the private and public realm will promote interaction between retail ground floor uses and public sidewalk in active areas, or will provide privacy for residential ground floor uses on local streets and less active areas.

The pedestrian realm is the primary setting for public life in cities. Improvements for pedestrians should focus on increasing a network of movement that supports social and retail activities, provides visual relief in an urban setting, and improves environmental quality. Streets and private building setbacks should be improved through tree planting, pedestrian furniture and both hard and soft landscaping in creating vibrant and attractive places.



New local public streets should divide the larger blocks



The local street network should expand and accommodate all users in a safe and efficient manner

5. Redevelop and Integrate Appropriate Land Uses with Supporting Infrastructure

Principle: Land uses and built form will form part of a coherent strategy and respond appropriately to existing context, transportation and servicing conditions. Transportation and servicing infrastructure will be improved to support the existing and future community in the Secondary Plan Area.

In the larger blocks, where the frontage on Dufferin Street is much greater than the traditional urban blocks, local streets should be introduced, both in north-south and east-west directions. These streets will divide the block to improve pedestrian connectivity, and provide a street address for development internal to the large block.

Servicing infrastructure may also need to be upgraded to meet the needs of new development. This should be coordinated with the installation of streetscape upgrades and permeable surfaces of existing and new streets.

6. Improve Mobility and Balance Movement Priorities

Principle: Enhanced movement through the Secondary Plan Area will be provided by creating access to walking, cycling and public transit use, and new streets and connections through redevelopment parcels. Walking and cycling will be encouraged by improving the pedestrian and cycling realm, and facilities, through a network of local streets and midblock connections introduced with development to enhance connectivity and circulation.

With intensification, a finer mix of land uses that places residents closer to their work and transit-oriented redevelopment comes with the opportunity to provide rebalanced modes of transportation and create a shift in mobility. Improvements to the quality of sidewalks, and the addition of bicycle facilities will encourage walking and cycling in the community for new and existing residents, employees and visitors. Priority treatments, where possible, will improve the speed and attractiveness of public transit.



Tall buildings and townhouses may both be appropriate in particular locations

7. Encourage a Rich and Varied Urban Form

Principle: Redevelopment will include a mix of residential and commercial uses at various scales and building types with mid-rise buildings as the predominant built form.

Mid-rise buildings should predominate, in keeping with the recommendations of the *Avenues and Mid-rise Buildings Study*. However, taller buildings may be appropriate in certain sites and townhouses and other low scale building forms may provide a transition to adjacent neighbourhoods and employment areas. All buildings should be sustainable, accessible and safe.



Redevelopment should bring with it new schools, community centres and other facilities, if necessary to meet demands

8. Improve Community Services and Facilities through Redevelopment

Principle: The Dufferin Street Secondary Plan Area will continue to see investment in the network of community services and facilities that support a livable and complete community.

While Dufferin Street is already served by a strong and growing network of community services and facilities, additional investment may be required. Potential priorities for planning a livable and complete community could include the acquisition of land for parks and the enhancement of existing libraries, community centres, schools, child care facilities, human agency space and streetscape improvements.

1.4 A VISION FOR DUFFERIN STREET

Dufferin Street is the central spine of Dufferin Street Secondary Plan Area and will be an active and vibrant place that is designed around the landscaped Dufferin Promenade with pedestrian, bicycle and vehicular connections to the surrounding *Neighborhood, Employment Areas* and City. Development along Dufferin Street will define and support the landscaped promenade with high quality design, landscaped setbacks and active ground floor uses to support the vision of a liveable, walkable mixed use community. A connected public realm of streets, blocks, parks, and open spaces will form the underlying structure for development of large parcels that will support the Dufferin Street Promenade.



2.0 STRUCTURE PLAN

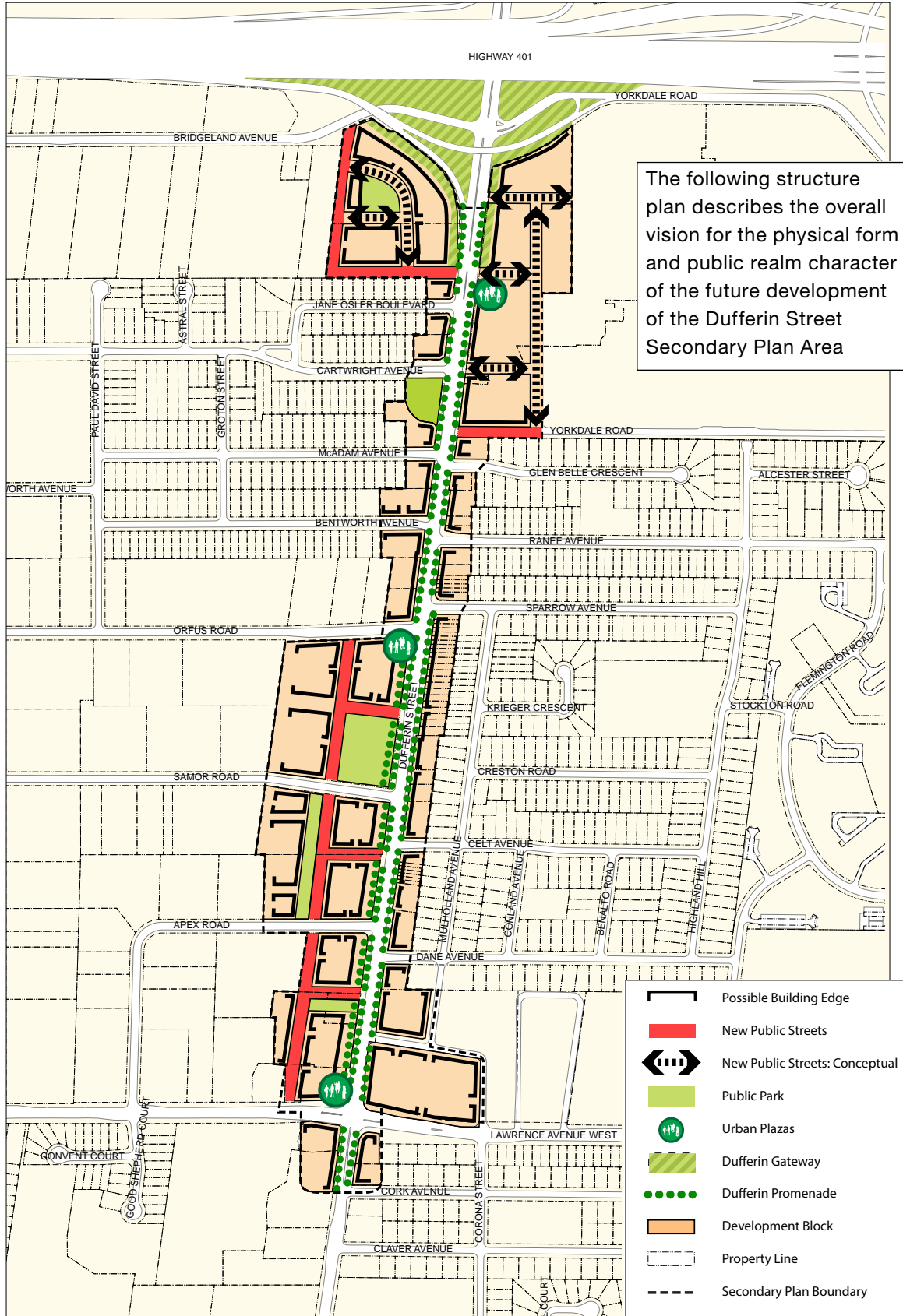
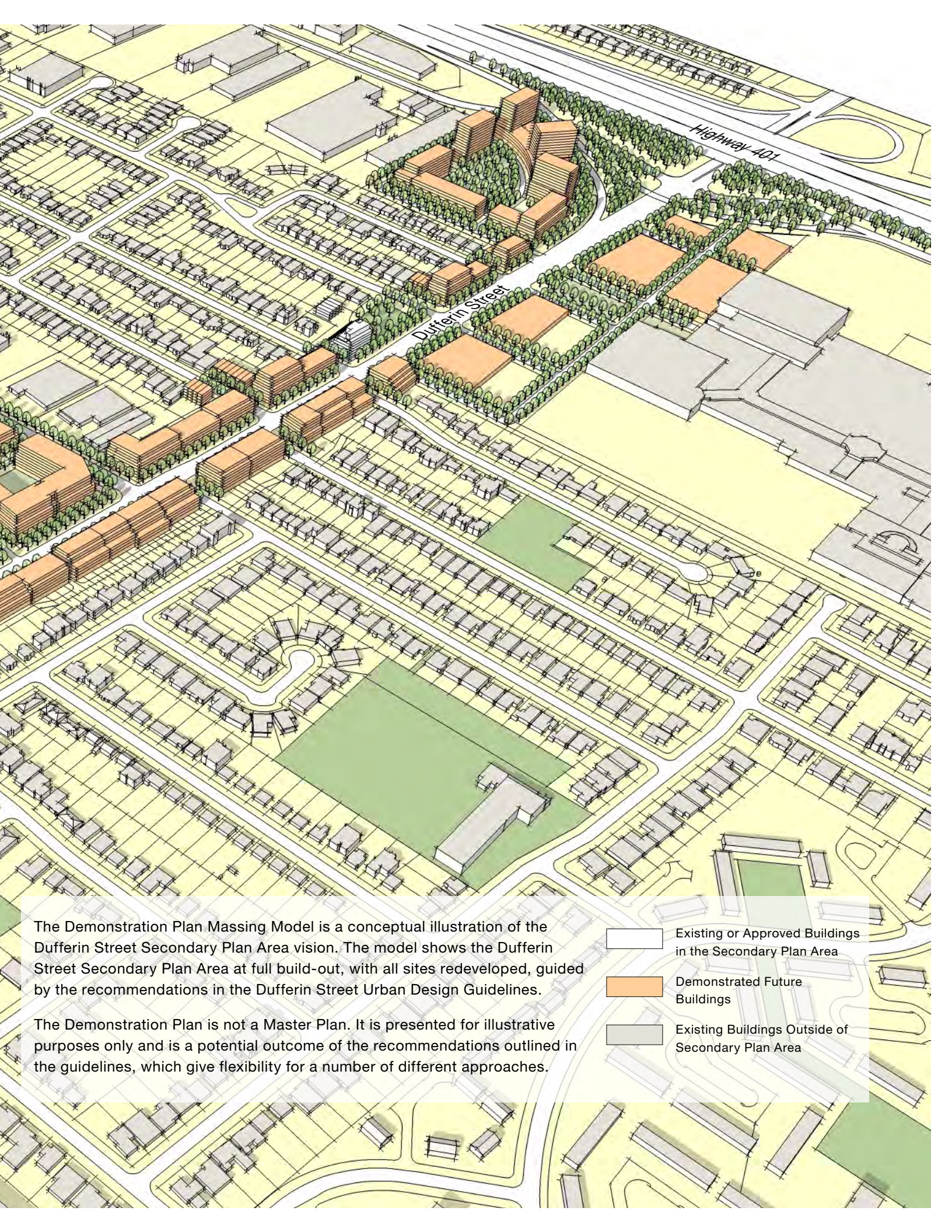


Fig. 3. Structure Plan

Note: The public streets identified on this map are conceptual. The exact number and location of these streets will be determined at the Block Master Plan stage.




2.1 DEMONSTRATION PLAN





The Demonstration Plan Massing Model is a conceptual illustration of the Dufferin Street Secondary Plan Area vision. The model shows the Dufferin Street Secondary Plan Area at full build-out, with all sites redeveloped, guided by the recommendations in the Dufferin Street Urban Design Guidelines.

The Demonstration Plan is not a Master Plan. It is presented for illustrative purposes only and is a potential outcome of the recommendations outlined in the guidelines, which give flexibility for a number of different approaches.

-  Existing or Approved Buildings in the Secondary Plan Area
-  Demonstrated Future Buildings
-  Existing Buildings Outside of Secondary Plan Area

3.0 STREETS AND BLOCKS

3.1 STREETS AND BLOCKS

The Dufferin Street Secondary Plan Area contains a number of large blocks that will require new local streets to facilitate redevelopment and improve permeability, especially for pedestrians. A finer grid-form network of local streets is desirable for a number of reasons, including safety, visibility, legibility, and better street access and address to individual buildings.

The need to create a finer grid of streets on large redevelopment blocks is indicated in Official Plan Policy 3.1.1 (14). The desire to extend the public laneway or private shared driveway network to provide better access to off-street parking is consistent with Official Plan Policy 2.4 (5b).

For the larger blocks that front Dufferin Street, the block size model is similar to the recent Treviso development at Dufferin Street and Lawrence Avenue West. Treviso’s blocks of approximately 75.0m by 75.0m align to the width of those in the adjacent *Neighbourhoods* and so can be considered “typical” development blocks for this area.

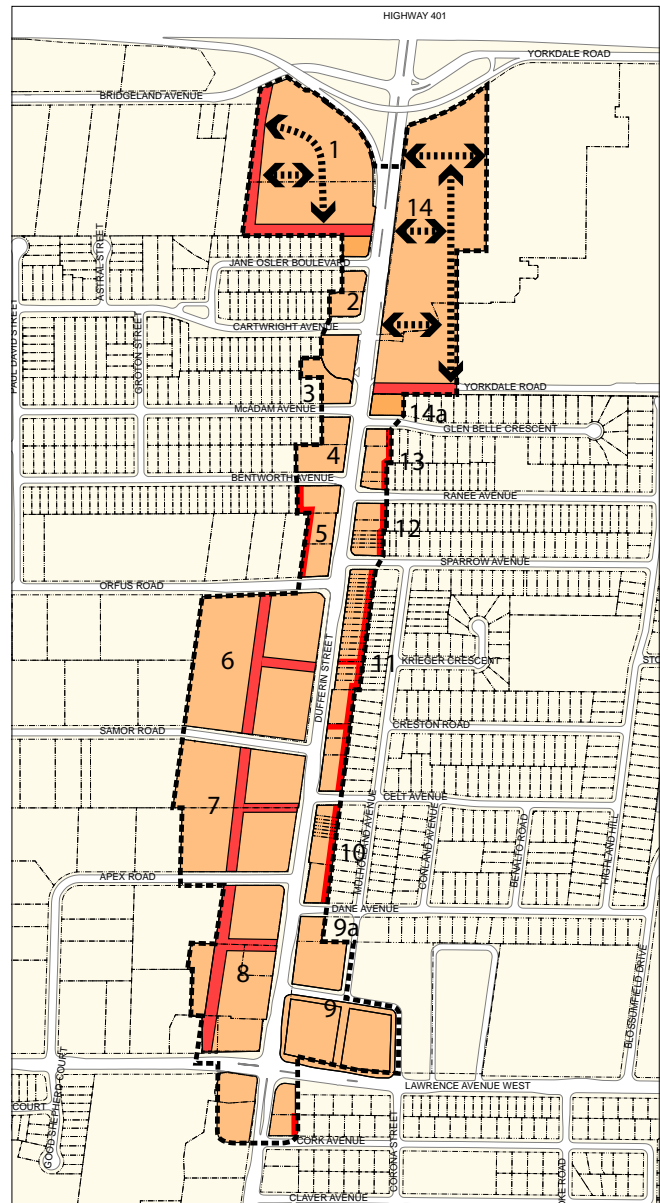


Fig. 4. Streets and Blocks Framework Plan

- New Public Street
- New Public Streets: Conceptual
- Development Block
- Secondary Plan Boundary
- Laneway

Guidelines and Standards

- R1** Divide large land parcels with public streets to promote a connected grid of streets for travel options, encourage smaller development blocks similar to that of traditional sized blocks, provide public address and access to building frontages and encourage a high level of permeability for public circulation.
- R2** Provide a system of public laneways or private shared driveways at the rear of development to ensure service vehicle and parking access, screened from public streets, parks and open spaces. Where possible, shared laneway or driveway access should be provided off local streets to improve the safety and attractiveness of the Dufferin Street Promenade.
- R3** Generally, new streets and shared laneways should be in public ownership with 20.0m and 7.5m right-of-way widths, respectively. A standard street width of 20.0m provides maximum flexibility for present and future streetscape configurations. The 7.5m laneway or shared private driveway width permits 6.0m two directional traffic and a 1.5m sidewalk space or landscape buffer area.
- R4** New collector and local commercial streets should be 23.0m wide as outlined in Table 17 of the Dufferin Street Transportation Master Plan.
- R5** New public streets shown in all redevelopment are to align and coordinate between development parcels. The exact number and location of new public streets will be determined at the Block Master Plan stage.



A network of varied streets and driveways to support a wide range of uses and activities

3.1 DUFFERIN STREET PROMENADE

Dufferin Streetscape improvements include a generous pedestrian boulevard on both sides of the street, a grade separated cycle track in both directions, and broad open planters that provide the opportunity to grow large street trees. On the west side of the street between Orfus Road and Lawrence

Avenue West an additional setback for the larger blocks is proposed. This setback will allow for an additional row of street tree planting, spill out retail uses and other landscape improvements as part of the active and vibrant Dufferin Street Promenade.

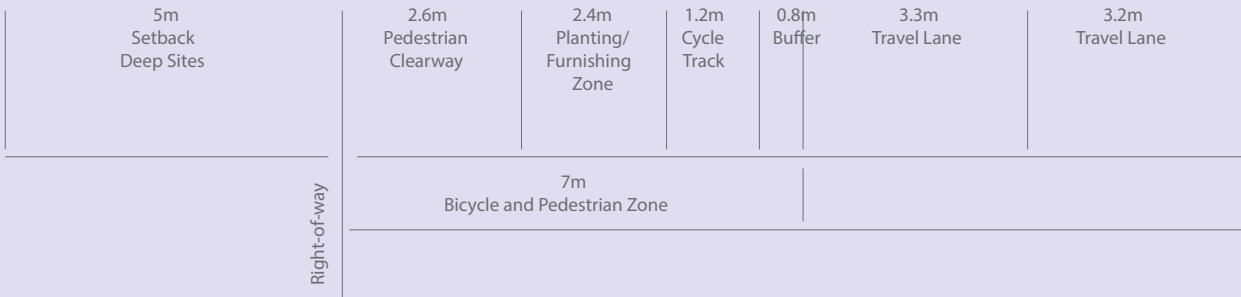




DUFFERIN STREET FUTURE

This sectional perspective illustrates the Dufferin streetscape recommendations for a typical mid-block condition, and demonstrates the anticipated mid-rise built form along Dufferin Street. The streetwall portion of the buildings are defined at 20.0m on both sides of the street, with the upper floors stepping back from the

primary building face to consistently contain and define the space between buildings—the pedestrian realm. As redevelopment proceeds, new buildings will further contribute to and reinforce the sense of enclosure.



WEST SIDE ALONG DEEPER BLOCKS



3m Turning Lane / Median	3.2m Travel Lane	3.3m Travel Lane	0.8m Buffer	1.2m Cycle Track	2.4m Planting/ Furnishing Zone	2.6m Pedestrian Clearway	3m Setback Typical
16m Roadway			7m Bicycle and Pedestrian Zone				Right-of-way
30m Public Right-of-Way							

EAST SIDE

3.2 DUFFERIN STREET PROMENADE

Dufferin Street Promenade Guidelines

- R6** Dufferin Street should have a consistent minimum 30.0m public right-of-way within the Avenue Area.
- R7** Provide 7.0m boulevards on both sides of the street. At major intersections additional right of way or setback maybe needed to achieve full 7.0m boulevard widths.
- R8** Provide a dedicated cycle track at the same level as the sidewalks on each side.
- R9** Provide a 3.0m central planted median where the left and right turn lane are not required.
- R10** Street trees should generally be planted in open planters to allow for landscape base planting for streetscape enhancement.
- R11** Introduce new street lighting and furnishings, roadway and pedestrian level luminaires.
- R12** Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- R13** Commercial boulevard parking is discouraged.

Note: Street sections subject to further refinement through the design process.

Development Guidelines

- R14** Setback all new buildings a minimum of 3.0m on both sides of street, with larger 5.0m setbacks for the large blocks between Orfus Road and Lawrence Avenue West to accommodate additional tree planting, landscaping and spill out retail space.
- R15** The additional tree planting within the 5.0m setback is vital in achieving a continuous double row tree canopy character for the Dufferin Street Promenade. Below grade uses or structures are discouraged within the setback to ensure adequate space and soil volume for tree planting to acheive the double row tree canopy.
- R16** Setbacks will be landscaped to compliment and coordinate with the public streetscape, enhance pedestrian amenity and provide a setting for commercial and residential ground floor uses.