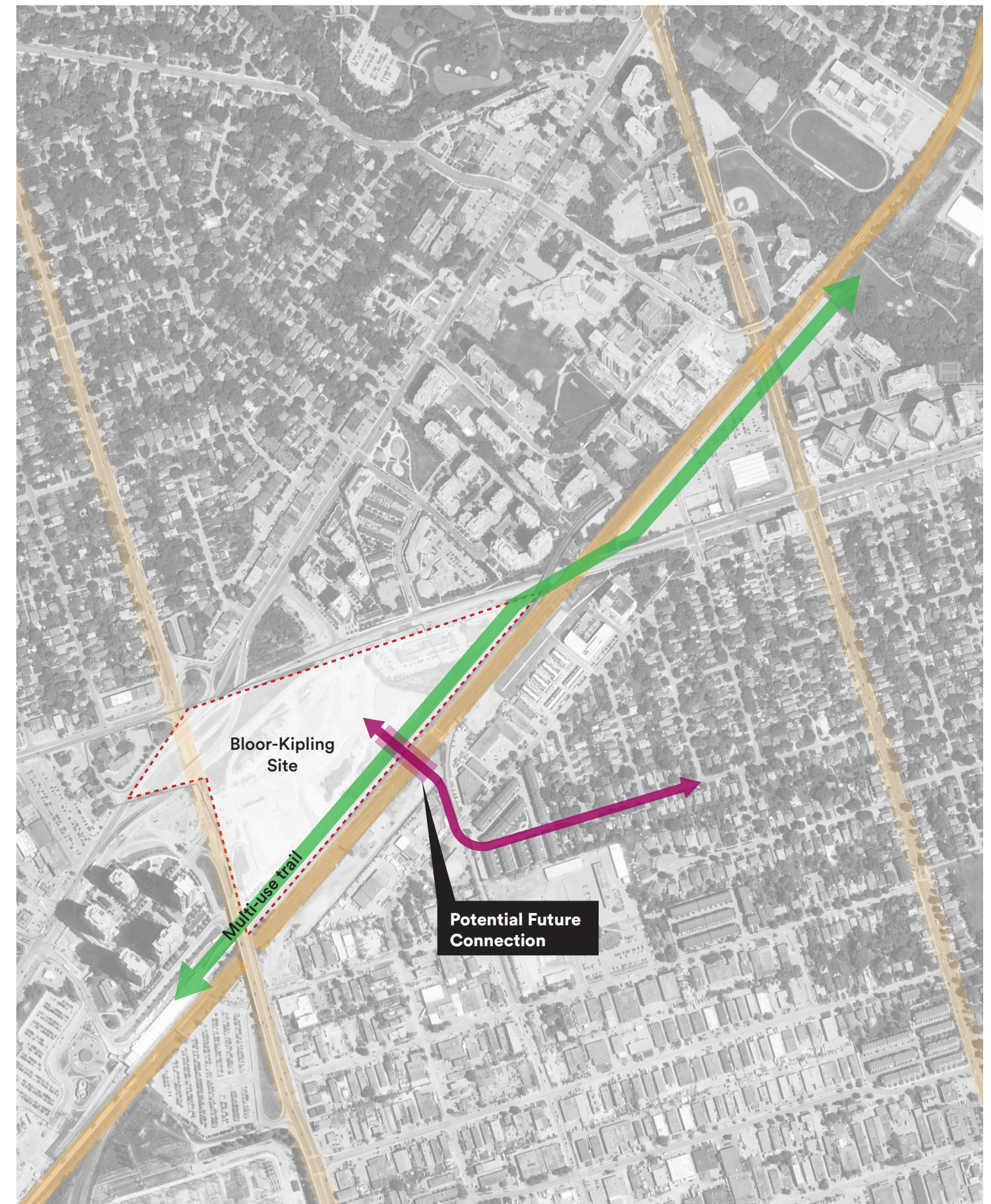


Despite proximity, the two sites are significantly separated by the railway that bisects the Etobicoke Centre and the resulting topography as Bloor Street West dips below the rail bridge. A recommended urban design initiative is to improve the link between the sites and provide a more activated street experience on Bloor Street West as it approaches the railway bridge underpass.

The railway also segregates the Northwest and Southeast residential neighbourhoods from Etobicoke Centre and the transit stations. As Etobicoke Centre develops there is an opportunity to build pedestrian and cycle connections over the railway to connect these neighbourhoods into the Etobicoke Centre community. Furthermore, the multi-use trails proposed on both sites can be connected and extended over Islington Avenue into Tom Riley Park.





Context & Urban Analysis

# Neighbouring Parks & Facilities

There are many parks and green spaces around Bloor-Kipling; however, they currently are disconnected islands. The design goal is to create interconnected green spaces woven throughout the Block Plan and a bike network that links existing networks.

The adjacent diagrams illustrate the neighbouring parks and public facilities within walking distance of Etobicoke Centre. The intent of the park use study is to identify facility gaps in the region to help guide the programming of the park and other Privately-Owned Publicly Accessible Space (POPS) and green spaces proposed for the new developments.

