CARLAW + DUNDAS
COMMUNITY INITIATIVE
COUNCIL DIRECTIVES

• October 2012 a motion by Councillor Fletcher at TEY Community Council that directed staff to report back in 2013 on potential development guidelines and public realm improvements for the Dundas and Carlaw community.

• February 2013 TEY Community Council a further motion by Councillor Fletcher that 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;
  – Incorporation of City Planning’s ongoing condo consultations.
CARLAW + DUNDAS
PLANNING FRAMEWORK
A new site and area specific policy was adopted Dec 2013 that permits residential and live/work uses subject to:
- Compatibility of uses;
- The scale of new development respects and reinforces the area context;
- 30 metre separation of residential uses from the rail corridor;
- Non-residential area (existing on Dec 16, 2003) is required to be replaced in new development
- Small scale retail, service and restaurant uses on Carlaw and Dundas would be permitted.

By-Law 1714-2013

- Employment Areas (purple) are designated for growth in the OP.
- We’ve required transition to surrounding neighbourhoods (yellow) to minimize impact.
Base Zoning

- Industrial zoning
- 3x density
- 18 m height in study area
- 12 m height in surrounding residential area
- Before the 1998 study, the permitted height in the area was 32 m.
- Proposals that include a residential component are required to go through a rezoning process.
Official Plan Vision:

Clean air, land and water

Attractive, tree-lined, pedestrian-friendly streets.
“sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements”

Chapter 3.1.1 The Public Realm, Policy 6(a)
“Wouldn’t it be nice if our parks spilled into our streets? Walking or driving by would be like touring a space full of beautiful flowers and trees. It would change our entire physiology. Studies show that people speed less when driving on a tree-lined street.”

JENNIFER KEEYMAAT
Chief planner, City of Toronto
COMMUNITY WORKSHOP
October 24, 2013

What we heard:

Like:
- Feel/scale / character of the area
- Industrial heritage
- Development with heritage features preserved
- Location/proximity to amenities/ neighbourhoods / downtown
- Vibrant commercial / mixed-uses

Dislike:
- Scale of new development
- Lack of green space

Priorities:
- Streetscape Improvements
- Gathering spaces/greening
- Pedestrian/cycling infrastructure
- Traffic
- Parking
‘PLACE’ / CELEBRATING

Honourable Mention
Private Buildings in Context

The Printing Factory Lofts
201 Carlaw Avenue

2011
Toronto Urban Design Award
PLACE / VIEWS
Landmark ‘Character’ Elements
ARCHITECTURE

Streetlines

Carlaw Ave., east side

Carlaw Ave., west side
(# 260 – 326)

(Image: Core Architects Inc.)
WALKS
Site Conditions / Design Challenges + Opportunities

Carlaw Ave.

Boston Ave.
MID-BLOCK LINKS

- Public
- Private
- Desire Line
CARLAW + DUNDAS
PROJECTS
ACTION PLAN

Projects Underway:
1. Carlaw+Dundas Triangle
2. Boston Ave Walk
3. Colgate Ave ‘Green St’
4. Pedestrian Crosswalk
5. Industrial Heritage Tour

Proposed Projects:
- Carlaw Ave. Streetscape
- Dickens St. Farmer’s Market
- Dickens St. Staircase
- TO Hydro Badgerow Ave. Green space

Project ‘Wish List’:
- ‘Rail Spur’ Greenway
- Laneway Revitalization
- Cycling Infrastructure
- Jimmy Simpson Park / Colgate ‘Entry’
ACTION PLAN

Implementation Tools:

Capital Works Projects
Site Plan Approval Process
Public-Private Partnerships
Private Donations

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CARLAW + DUNDAS
PROJECTS UNDERWAY
CARLAW + DUNDAS TRIANGLE
COMMUNITY FOCAL POINT

Central Location
Need for Public Space
‘Town Square’ Concept
CARLAW + DUNDAS TRIANGLE

Community Involvement:
Naming & Design Competitions
Public Art / Signature marker

Existing parking = poor use of important civic corner
CARLAW+DUNDAS TRIANGLE
INSPIRATION

Trinity Square, TO

42nd St., NYC

Townhall Sq., Solingen

Liberty Village, TO

Atlanta, GA

Triangle Park, Pittsburgh

City Planning/Urban Design
CARLAW + DUNDAS TRIANGLE

SCHEDULE:

2014
Property Purchase
Site Remediation
Community Consultation

2015
Landscape Architect
+ Public Art
Community Consultation
Design Development
Naming Competition
Construction

2016
Construction
Open to Public
BOSTON AVE WALK

Well-used
BOSTON AVE WALK

Boston Ave. south end, looking north

Trees in wide green space buffer pedestrians from traffic, and grow well.

Boston Ave. north end, looking south

BOSTON AVE WALK

Woodland Garden
Spring Flowering Bulbs

Ex. gardens / stewardship
View west towards Carlaw Ave.

View east towards Jimmy Simpson Park

Opportunities:
- Road Narrowing
- Pedestrian Improvements
- Street Trees / Landscaping
- Stormwater Management
COLGATE AVE GREEN STREET

Pilot Project

Philadelphia Water Dept.

NYC Dept. of Environment
City design guidelines recommend bioswales, and permeable paving.
Bioretention ‘Bump-outs’ / TYPICAL DETAILS
COLGATE AVE GREEN STREET

JOHN CHANG PARK
Streetscape Improvements

Improve park / green space connections:
Double row of trees at sidewalk
Laneway ‘greening’ pilot

(Photo: Google Streetview, 2014)
PEDESTRIAN CROSSWALK

TTC Bus Stop Changes
INDUSTRIAL HERITAGE TOUR

Celebrating Industrial Heritage / e.g. Hamilton Trail
Heritage Toronto Tour; Jane’s Walk

MADE IN HAMILTON 20TH CENTURY INDUSTRIAL TRAIL ROUTE MAP

1. Pellet Brewing Company
2. W.B. Carpenter Canada Ltd.
3. Cotfield Washer Company Ltd.
4. Steeltown
5. Deering Harvester
6. Oliver Chilled Plow
7. Hamilton Blast Furnace Company
8. Baynes Carriage Company
9. Carr Fastener Company
10. Berlin Machine Works
11. Dominion Steel Castings Company
12. Hamilton Bridge Works Company
13. Procter & Gamble
14. Union Drawn Steel
15. National Steel Car Company Ltd.
16. 20th Century Outbound Route
17. The Manufacturers’ Annex Shorvan Avenue Extension
18. The Electric City sponsored by Victoria Avenue Extension

City Planning/Urban Design
HERITAGE TOUR
Celebrating Industrial Heritage

Toronto Hydro Building, Carlaw Ave., 1931

Carlaw Ave, looking south, 1847

2014
POTENTIAL HERITAGE LISTING

Hydroelectric Building, 1916
369 Carlaw

Rolph-Stone Building, 1913
201 Carlaw

Canada Starch, 1910
1135 Dundas St. E.
POTENTIAL HERITAGE LISTING

Wrigley Building
234 and 245 Carlaw

181 Carlaw
CARLAW AVE. STREETSCAPE
Potential 2017 Toronto Water Capital Works Projects
Streetscaping Opportunities

Coordinate with road resurfacing work.
Revitalize existing green space: Improve neighbourhood and pedestrian environment.
CYCLING INFRASTRUCTURE
Logan Ave & Boston Ave - BIKE CORRIDORS

Bike Parking: Bike Rings (Destination Locations) / Opportunity for decorative street elements
Bike Routes: Bike Advocacy Groups / Site Visits / Detailed Design
The City is investigating the feasibility of adding a yellow bicycle lane to Logan Avenue, on the one-way sections between Gerrard St. and Cosburn Ave.

This type of bicycle lane would allow cyclists to travel southbound on Logan Ave. Travelling northbound, cyclists would continue to use the shared traffic lane as they do now. The road would remain one way for motor vehicles.

A section of this type of yellow “contra-flow” bicycle lane is already installed on Logan Ave., between Eastern Ave. and Lake Shore Blvd.. Adding additional sections of bike lane may allow this cycling corridor to be two ways for cyclists between the Waterfront Trail and Cosburn Ave. bicycle lanes.

As necessary, the use of shared lane pavement markings (“sharrows”) and additional traffic alterations may also be investigated to create a cycling corridor which is safe and pleasant for all road users.
PARKING LOTS
RECOMMENDATIONS...

Parking lots to follow Design Guidelines for ‘Greening’ Surface Parking Lots

Green P Lot
Danforth Ave., Toronto
CARLAW + DUNDAS
PROJECT WISH LIST...
DICKENS ST

A "SENSE OF PLACE"
= Opportunities...

Views to Woods Tower

Preserve mid-century industrial buildings. Unique character contributes to streetscape / “place”.
DICKENS ST STAIRS
CHARACTER IMAGES

King / Atlantic, Toronto

Existing

Sq. One, Mississauga

City Planning/Urban Design
LANEWAYS

Laneway Revitalization
A Global Movement

additional public space
Improved existing pedestrian flows
+ use = improved public safety
green infrastructure
LANEWAYS

Laneway Revitalization
Coxwell TTC Station

Danforth East Community Association (DECA)
& Art on the Danforth / Ideas Charrette
JIMMY SIMPSON PARK

Colgate Ave. ‘Entry Feature’ / Park Improvements

Views from Colgate Ave. ‘Green Street’ to Park / Community Centre
Interpretive art / signage (Re: Civic Activism / Industrial Heritage of Park)
PARK IDEA
‘Healthy Park’ / Fitness

Private donors for park enhancements.
PLAN UPDATE


Propose development guidelines and public realm improvements.
PRINCIPLES

Maintain existing mixed use character and affordability and improve stability.

Create "streetscape" standards.

Improve existing parks and create new open areas and green streetscapes.

Transportation: improve TTC, bicycle and pedestrian systems and coordinate parking.

Promote retail uses along street level.

Encourage a theme for the district that supports existing uses (film, photography, artisans).

Re-use existing buildings and preserve the heritage/historical structures.
Draft PRINCIPLES - 2014

1. Maintain the historic industrial character of the area.
2. Re-use existing buildings and preserve heritage features.
3. Strengthen Carlaw + Dundas as a hub for small businesses & 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 TTC, bicycle and pedestrian systems and coordinate car/bike parking.
8. Ensure that new development is compatible with surrounding neighbourhoods.
Section 37 Reallocation

• Existing Section 37 Contributions
  – 201 Carlaw and 66 Boston
  – 319 Carlaw
• Targetted to public realm improvements
• Proposed reallocation to reflect current priorities
• Requires amendment to site-specific zoning
• Would also allow dedication to improve schoolyards
  – Morse Street Public School
  – Roden/Equinox School
• Provide flexibility, but still require Council approval to reallocate
NEXT.......

Additional Feedback

Meet with Business Community

Report to Community Council, August 12, 2014