



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.



**STUDY
AREA**

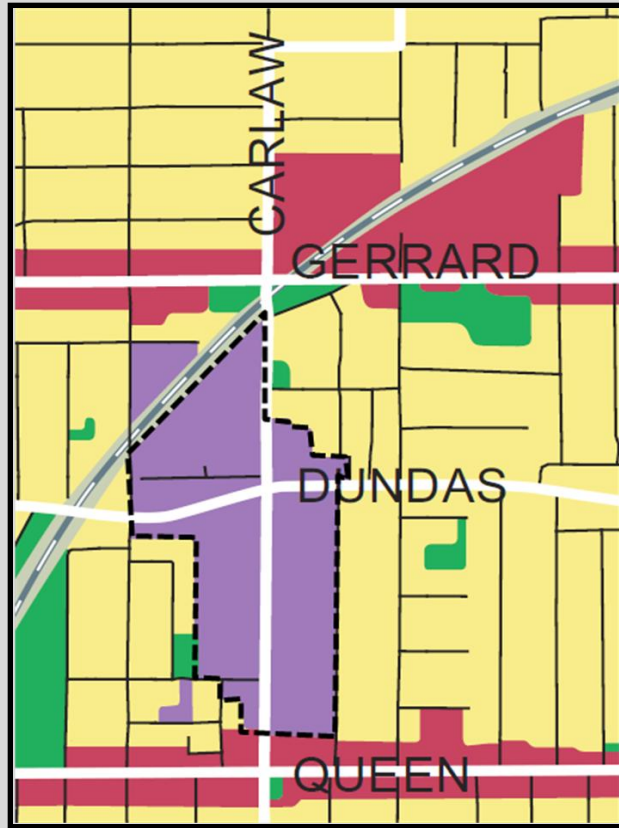
**PLANNING
CONTEXT**



CARLAW + DUNDAS

PLANNING FRAMEWORK

OFFICIAL PLAN



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

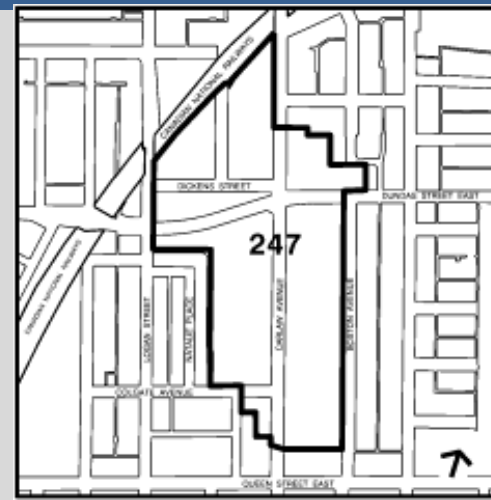
SITE AND AREA SPECIFIC POLICY

Policy 247

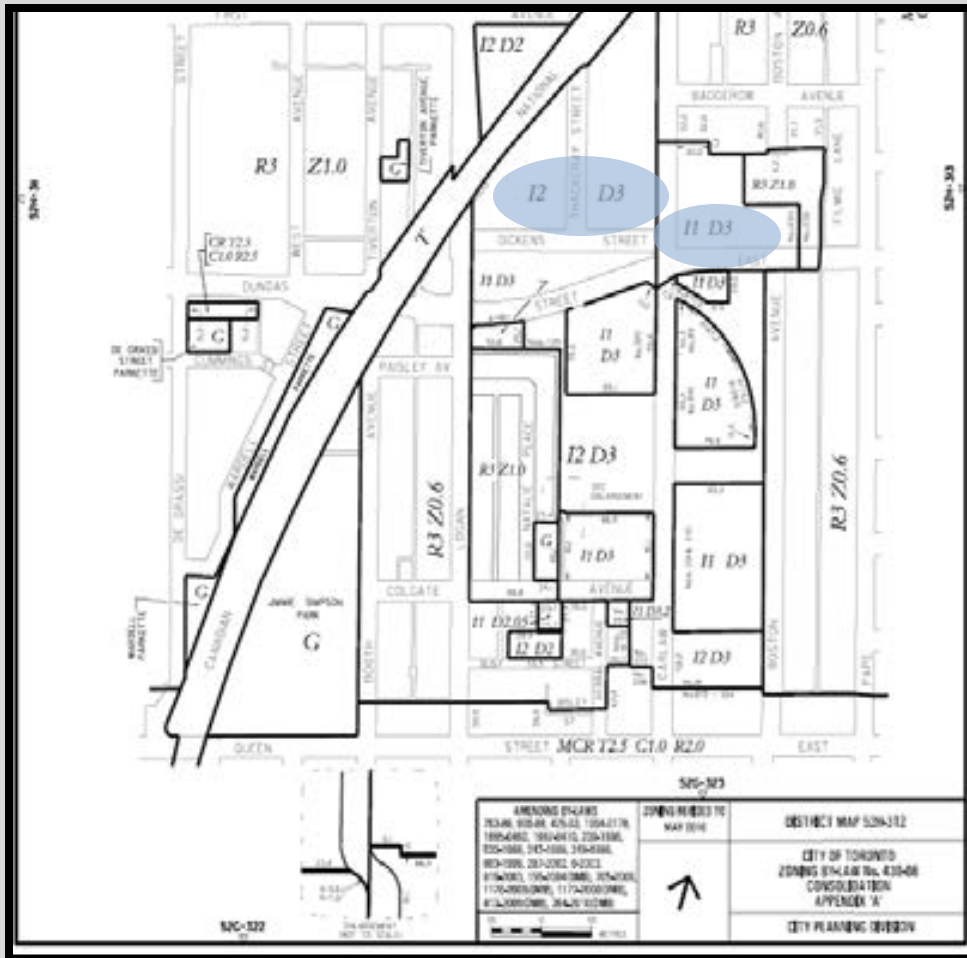
A new site and area specific policy was adopted Dec 2013 that permits residential and live/work uses subject to:

- 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.

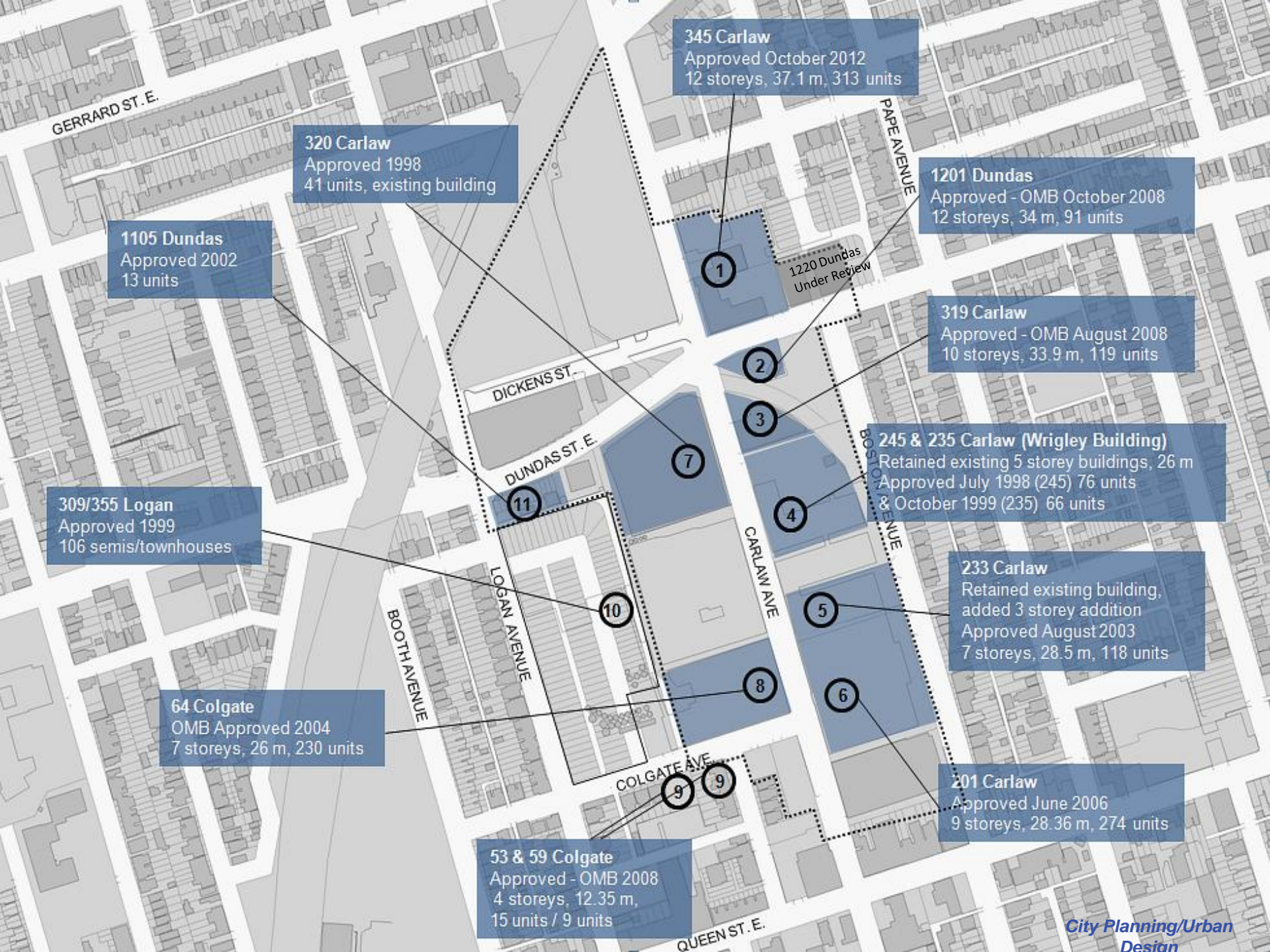
By-Law 1714-2013



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.



GERRARD ST. E.

320 Carlaw
Approved 1998
41 units, existing building

1105 Dundas
Approved 2002
13 units

309/355 Logan
Approved 1999
106 semis/townhouses

64 Colgate
OMB Approved 2004
7 storeys, 26 m, 230 units

53 & 59 Colgate
Approved - OMB 2008
4 storeys, 12.35 m,
15 units / 9 units

345 Carlaw
Approved October 2012
12 storeys, 37.1 m, 313 units

1220 Dundas
Under Review

1201 Dundas
Approved - OMB October 2008
12 storeys, 34 m, 91 units

319 Carlaw
Approved - OMB August 2008
10 storeys, 33.9 m, 119 units

245 & 235 Carlaw (Wrigley Building)
Retained existing 5 storey buildings, 26 m
Approved July 1998 (245) 76 units
& October 1999 (235) 66 units

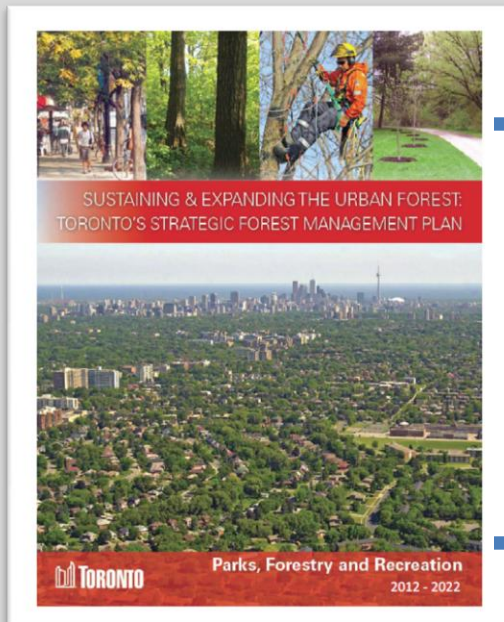
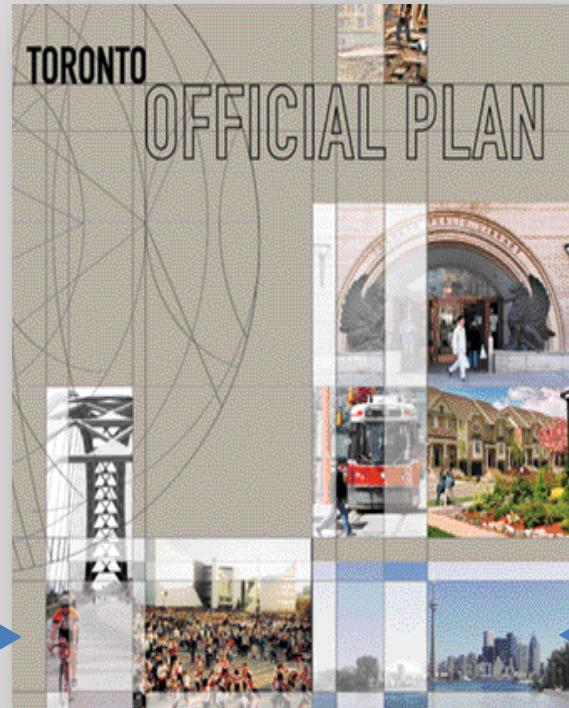
233 Carlaw
Retained existing building,
added 3 storey addition
Approved August 2003
7 storeys, 28.5 m, 118 units

201 Carlaw
Approved June 2006
9 storeys, 28.36 m, 274 units

TORONTO

Official Plan Vision:

Clean air, land and water
Attractive, tree-lined,
pedestrian-friendly
streets.



Trees

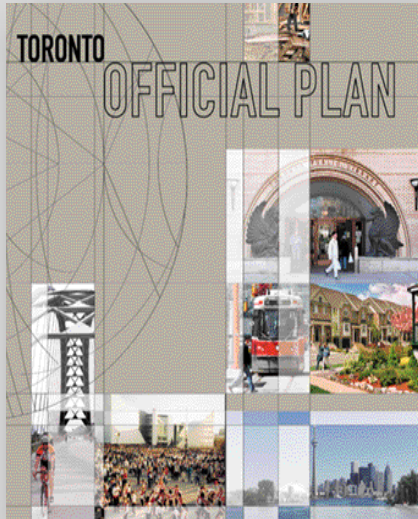


Green Standards



Stormwater

THE PUBLIC REALM POLICY



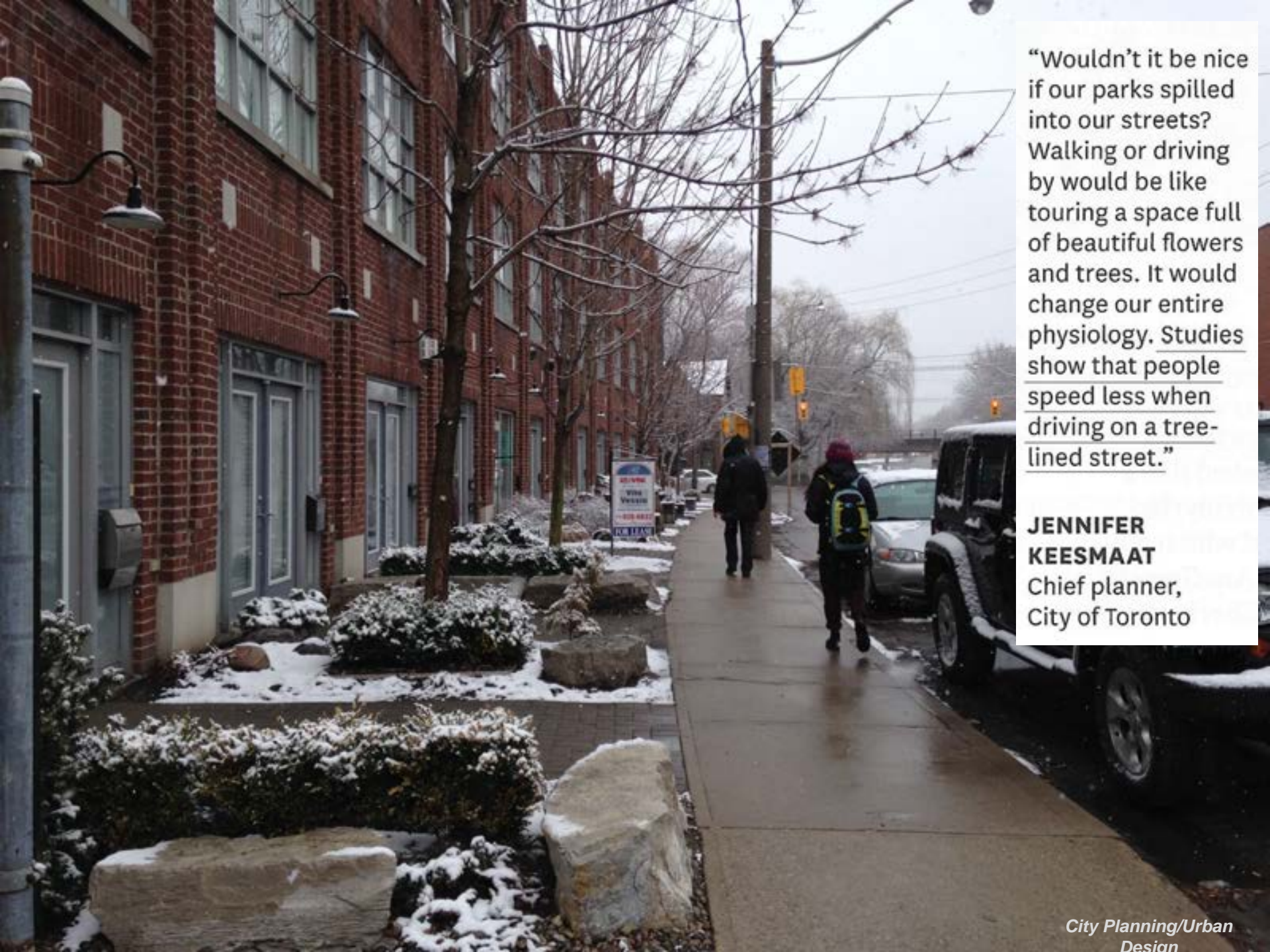
5. City streets are a significant public open space that serve pedestrians and vehicles, provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and are public gathering places. Streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right-of-way. This includes pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities and landscaping.
6. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:
 - a) 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; and
 - b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the

“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)

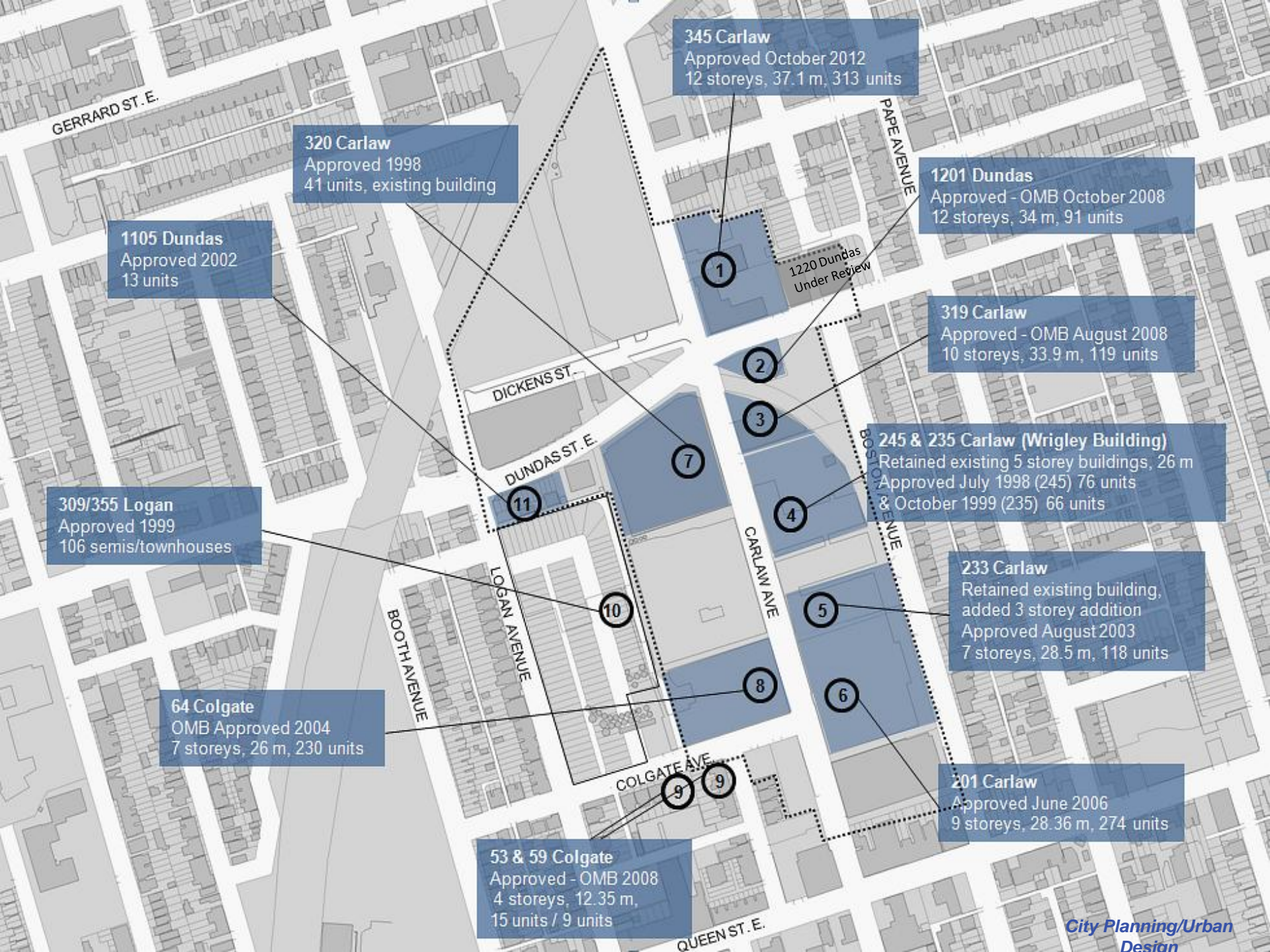


Access to public spaces and buildings for everyone



“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
KEESMAAT**
Chief planner,
City of Toronto



345 Carlaw
Approved October 2012
12 storeys, 37.1 m, 313 units

320 Carlaw
Approved 1998
41 units, existing building

1105 Dundas
Approved 2002
13 units

1201 Dundas
Approved - OMB October 2008
12 storeys, 34 m, 91 units

1220 Dundas
Under Review

319 Carlaw
Approved - OMB August 2008
10 storeys, 33.9 m, 119 units

309/355 Logan
Approved 1999
106 semis/townhouses

245 & 235 Carlaw (Wrigley Building)
Retained existing 5 storey buildings, 26 m
Approved July 1998 (245) 76 units
& October 1999 (235) 66 units

233 Carlaw
Retained existing building,
added 3 storey addition
Approved August 2003
7 storeys, 28.5 m, 118 units

64 Colgate
OMB Approved 2004
7 storeys, 26 m, 230 units

201 Carlaw
Approved June 2006
9 storeys, 28.36 m, 274 units

53 & 59 Colgate
Approved - OMB 2008
4 storeys, 12.35 m,
15 units / 9 units

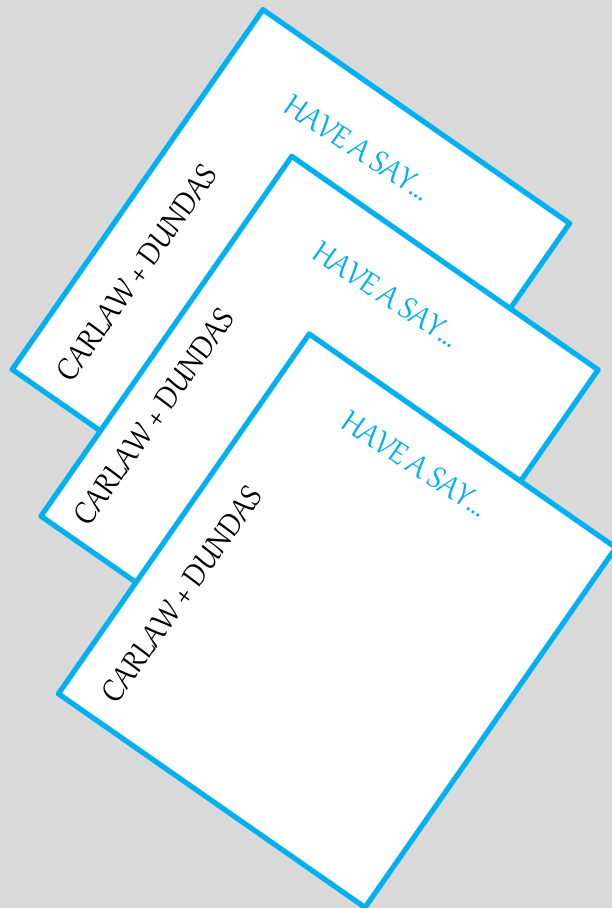


CARLAW + DUNDAS ANALYSIS

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' / CHARACTER



'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

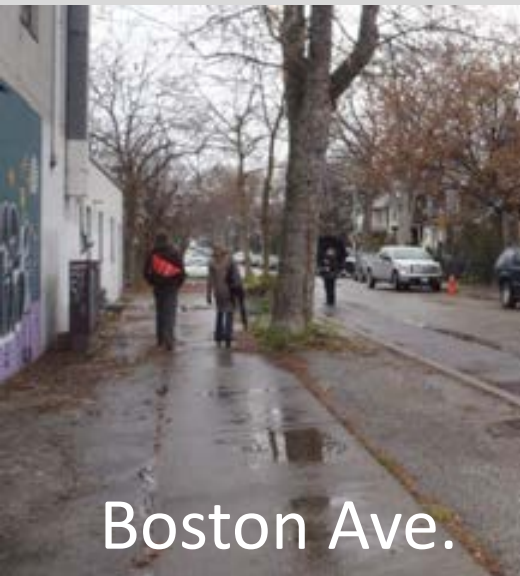
(Image: Core Architects Inc.)



Carlaw Ave., west side
(# 260 – 326)

WALKS

Site Conditions / Design Challenges + Opportunities



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

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'

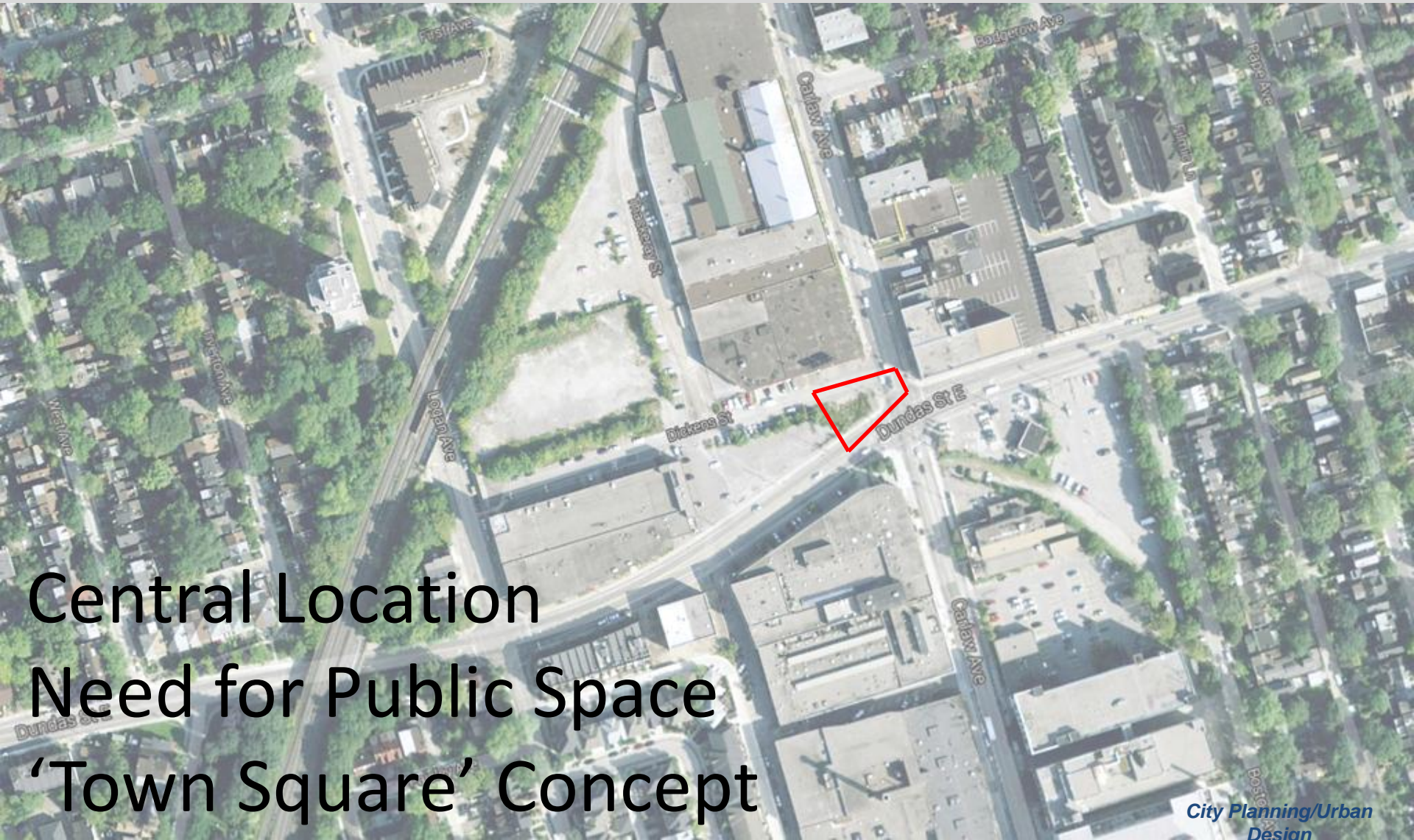




CARLAW + DUNDAS PROJECTS UNDERWAY

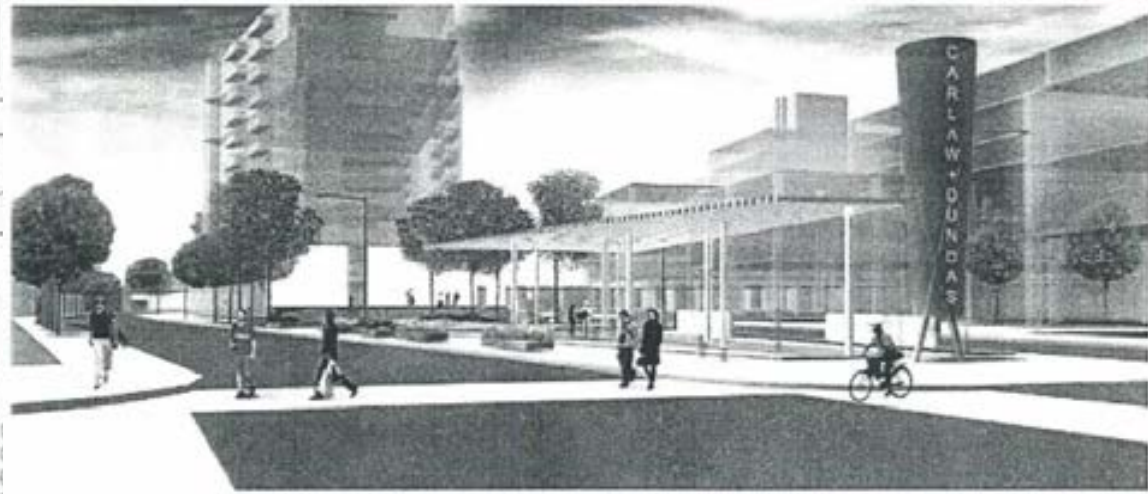
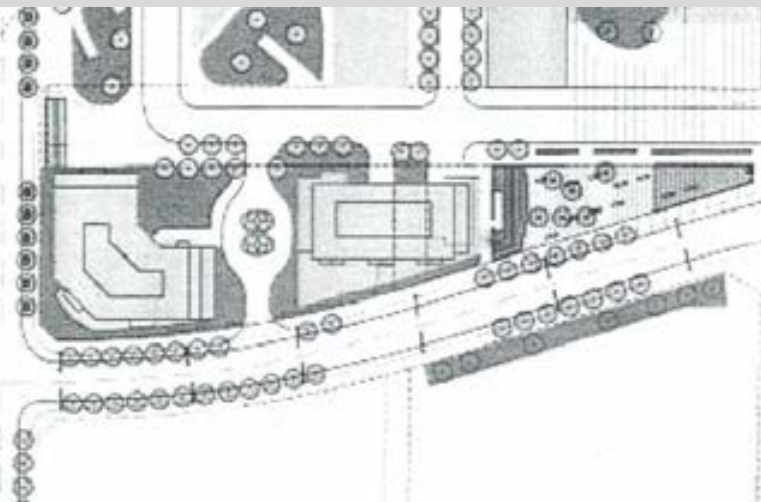
CARLAW+DUNDAS TRIANGLE

COMMUNITY FOCAL POINT

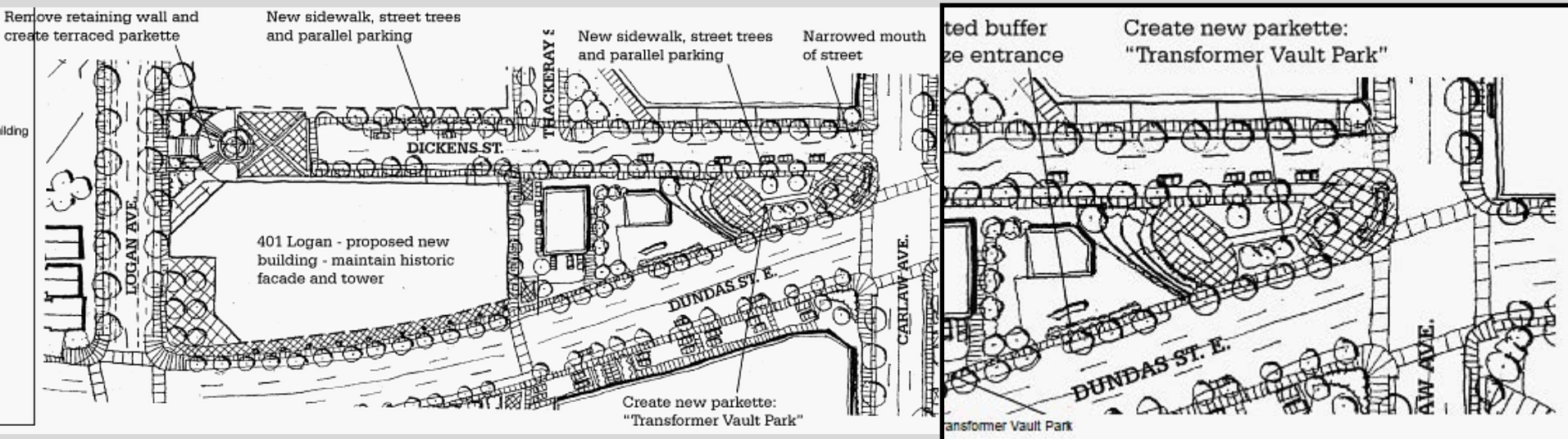


Central Location
Need for Public Space
'Town Square' Concept

CARLAW+DUNDAS TRIANGLE



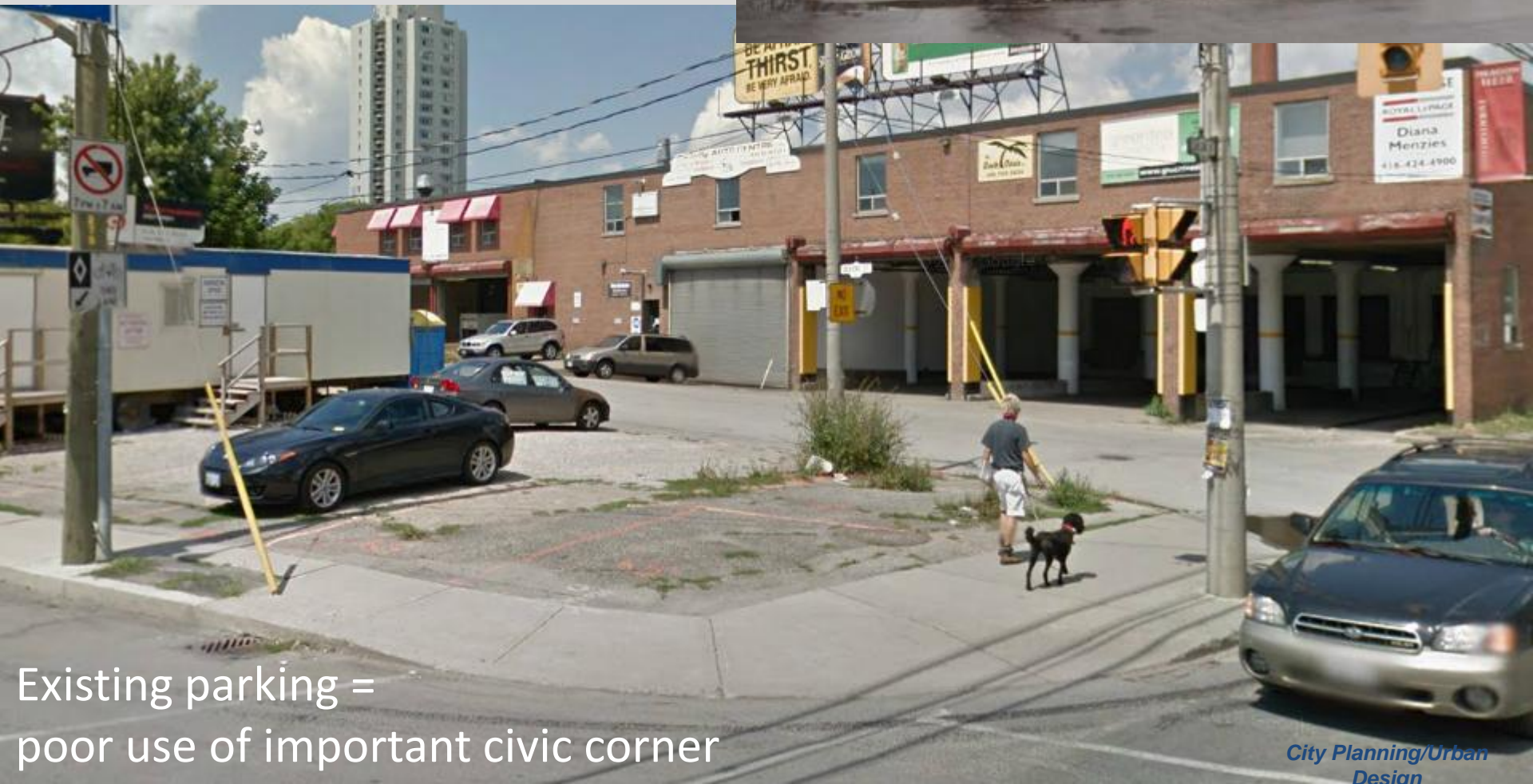
Dundas/Carlaw Quarter: A Capital Works Design Strategy (2000)



The Carlaw/Dundas Neighbourhood Improvement Plan (2003)

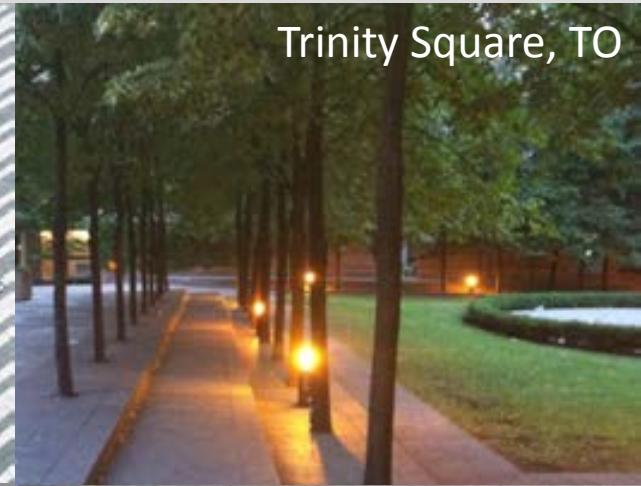
CARLAW+DUNDAS TRIANGLE

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



CARLAW+DUNDAS TRIANGLE

INSPIRATION



CARLAW+DUNDAS TRIANGLE

SCHEDULE:

2014

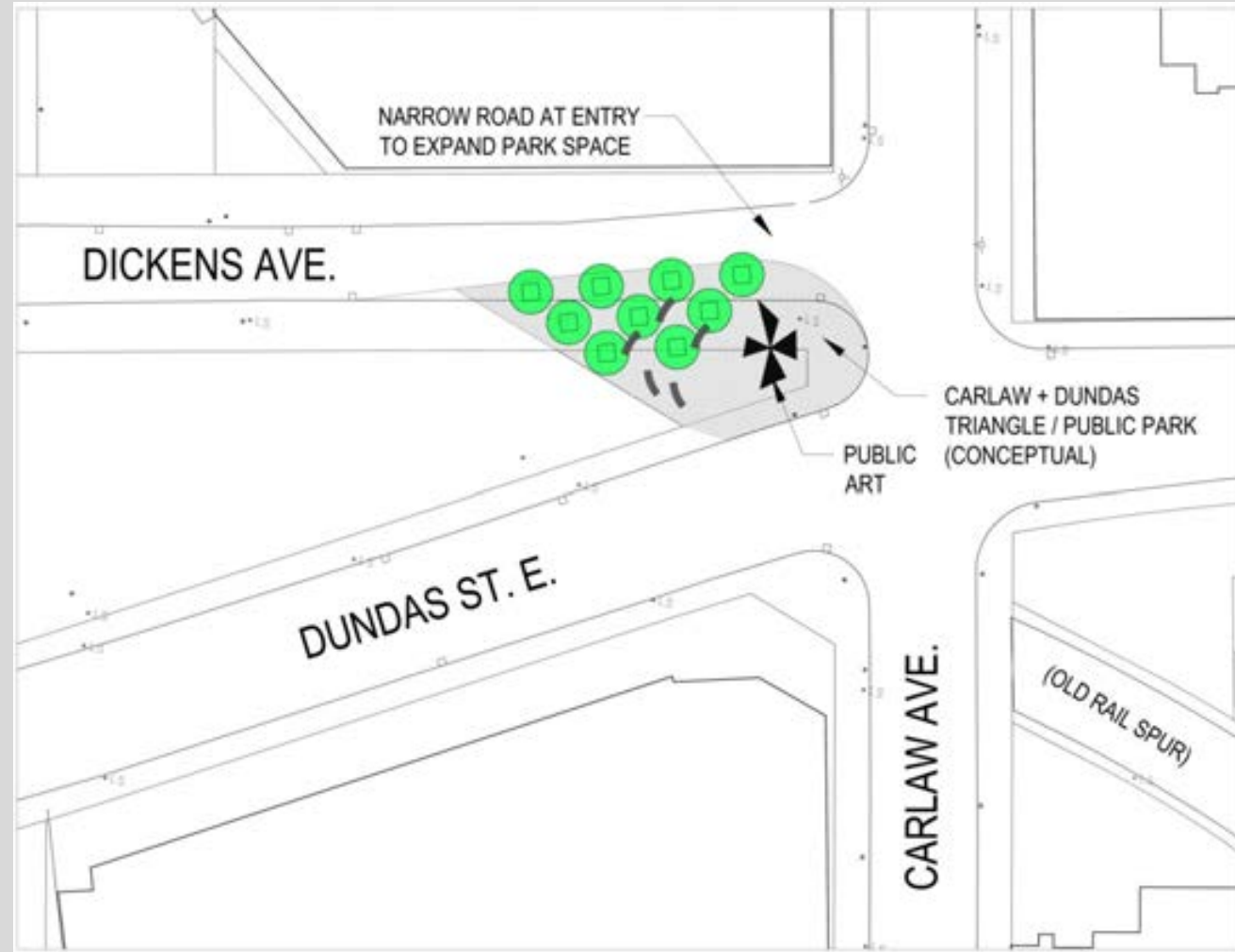
Property Purchase
Site Remediation
Community Consultation

2015

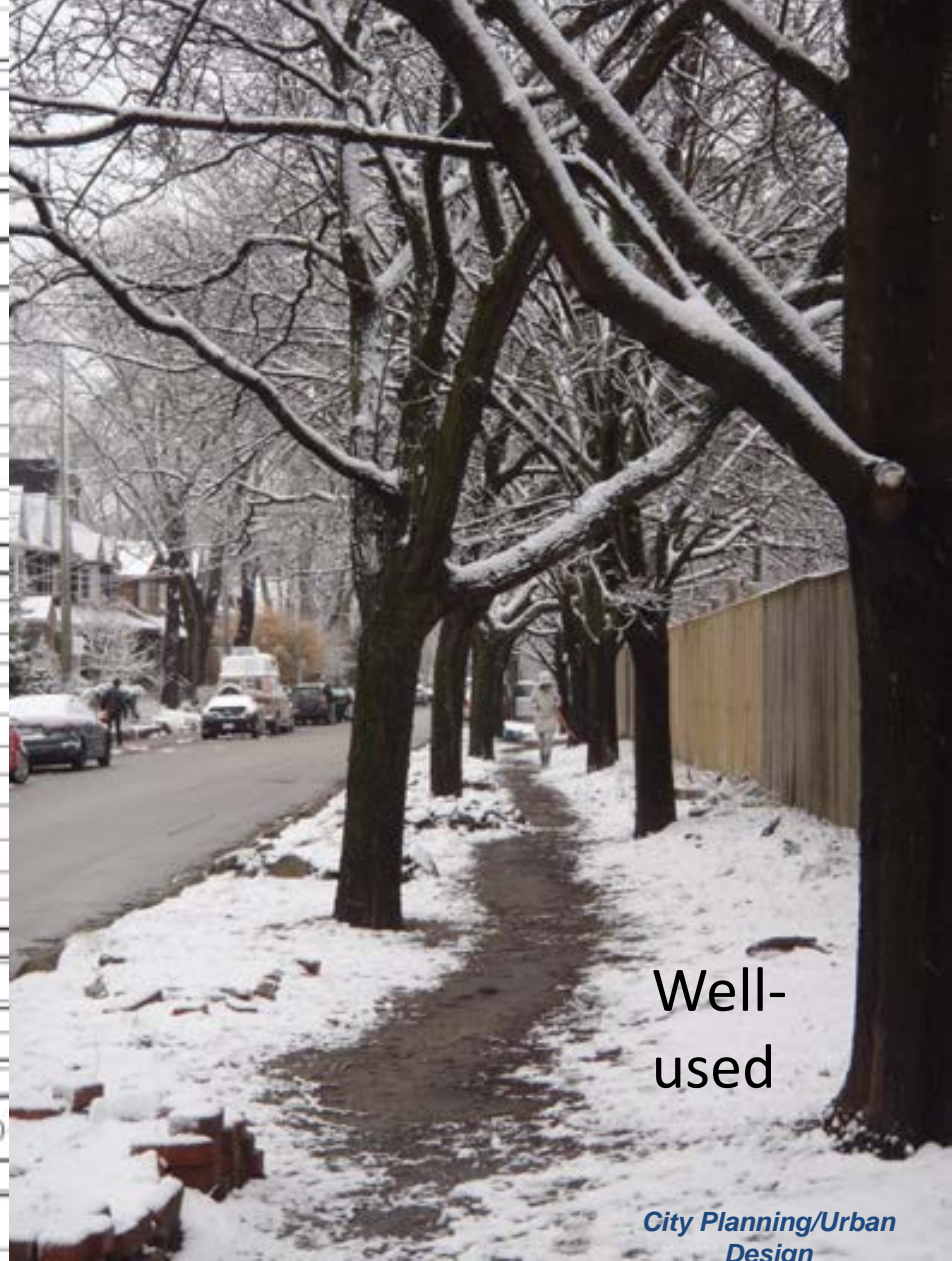
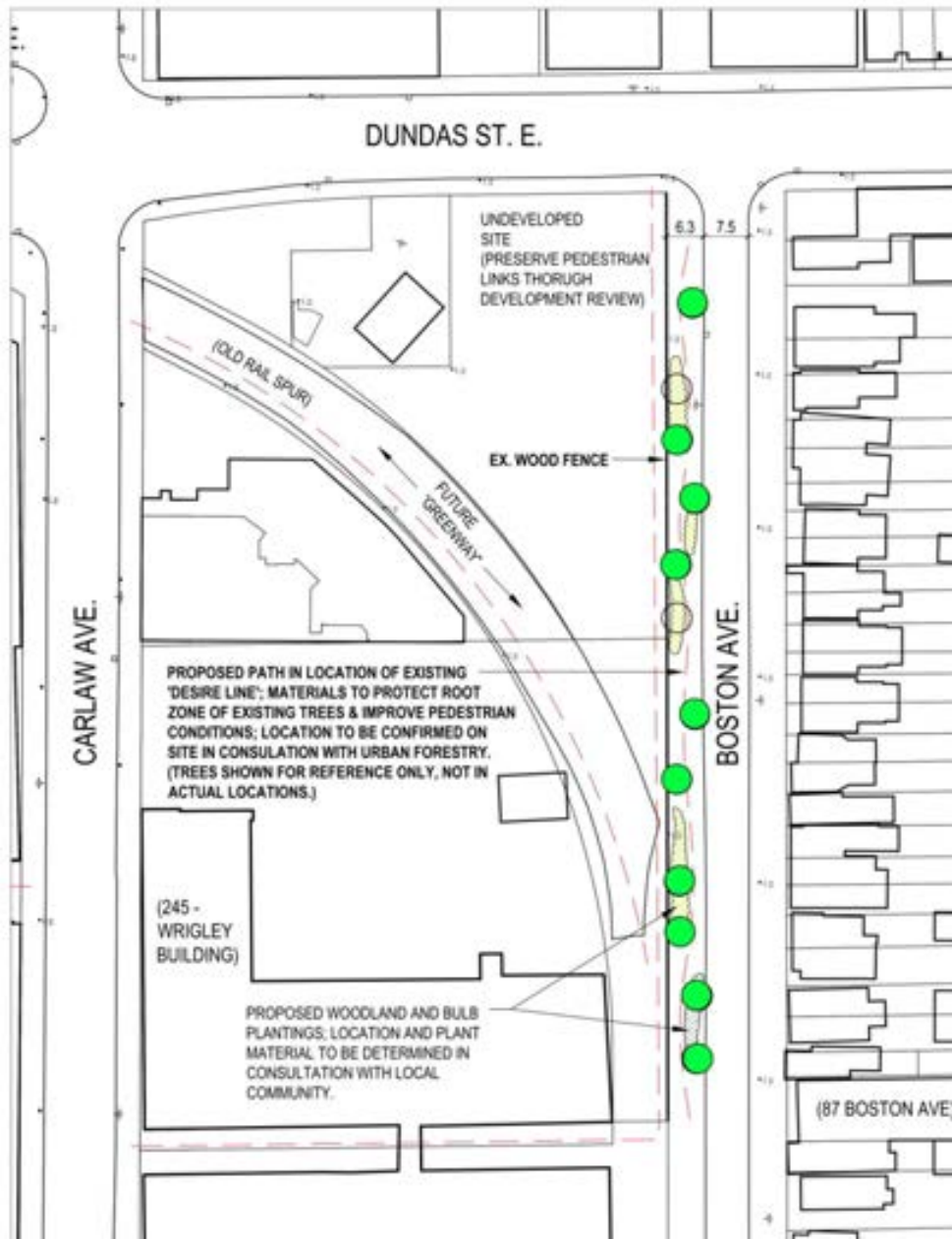
Landscape Architect
+ Public Art
Community Consultation
Design Development
Naming Competition
Construction

2016

Construction
Open to Public



BOSTON AVE WALK



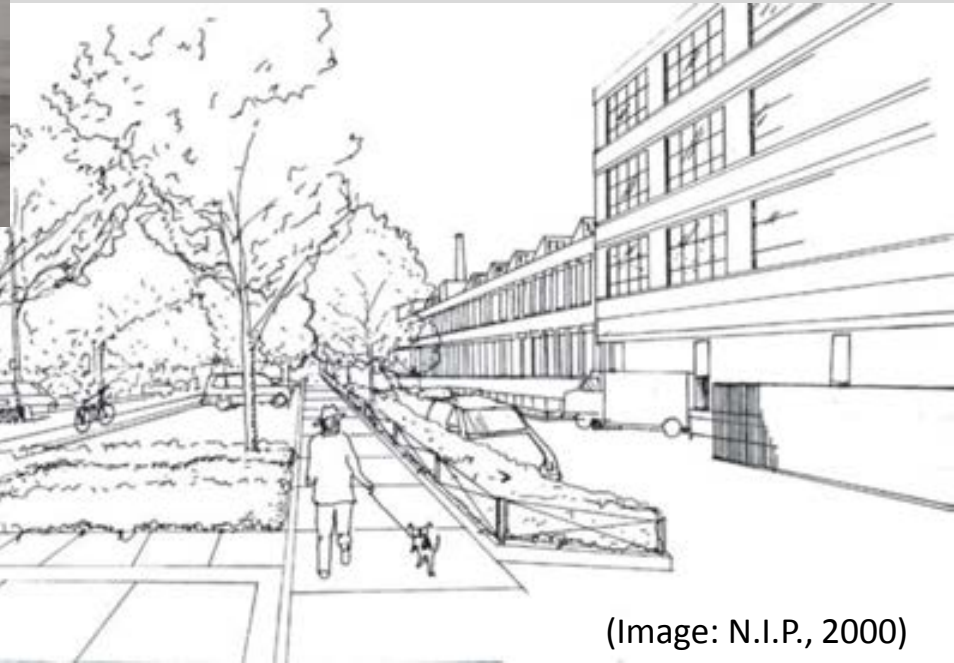
Well-
used

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

(Image: N.I.P., 2000)

BOSTON AVE WALK



Woodland Garden
Spring Flowering Bulbs

Ex. gardens / stewardship



Rubber
Sidewalk



COLGATE AVE GREEN STREET



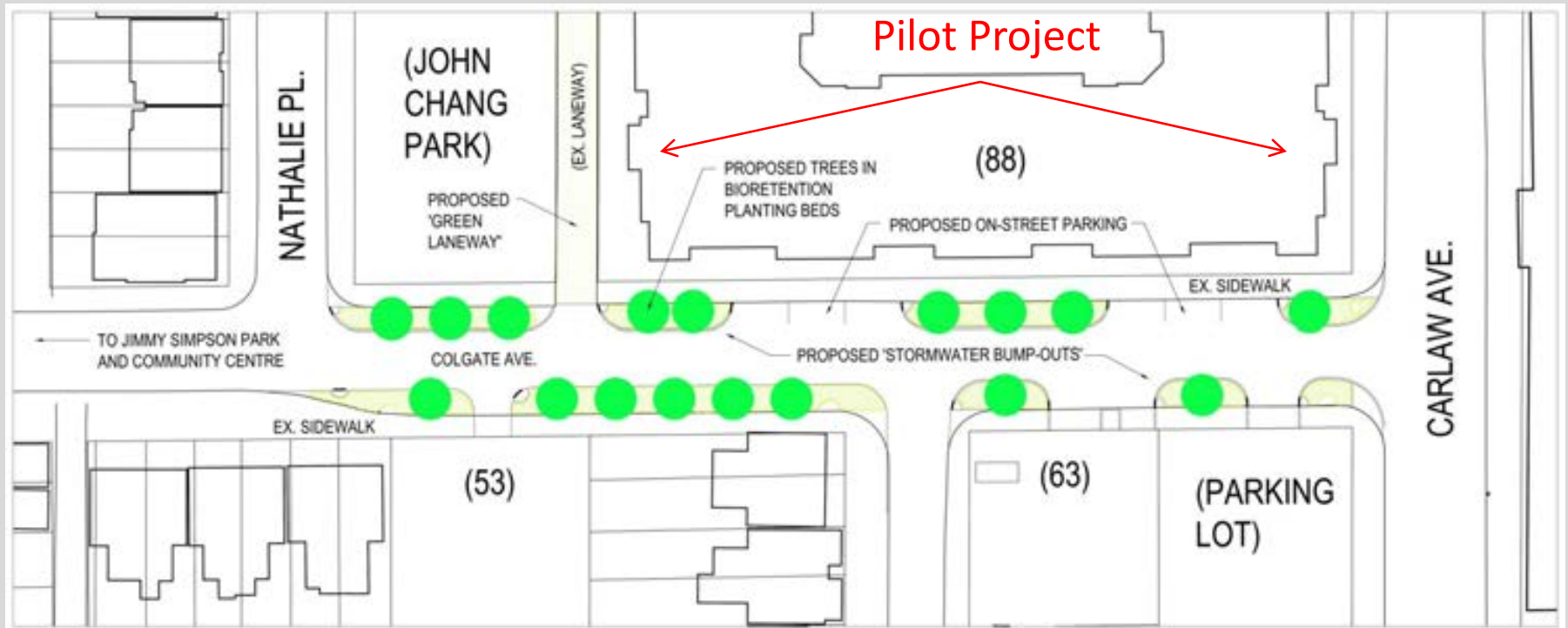
View west towards Carlaw Ave.



View east towards Jimmy Simpson Park

Opportunities:
Road Narrowing
Pedestrian Improvements
Street Trees / Landscaping
Stormwater Management

COLGATE AVE GREEN STREET



STORMWATER

GREEN INFRASTRUCTURE

City design guidelines recommend bioswales, and permeable paving.



700 St.Clair Ave, TO



Toronto City Planning

November 2007
DRAFT

City Planning/Urban
Design

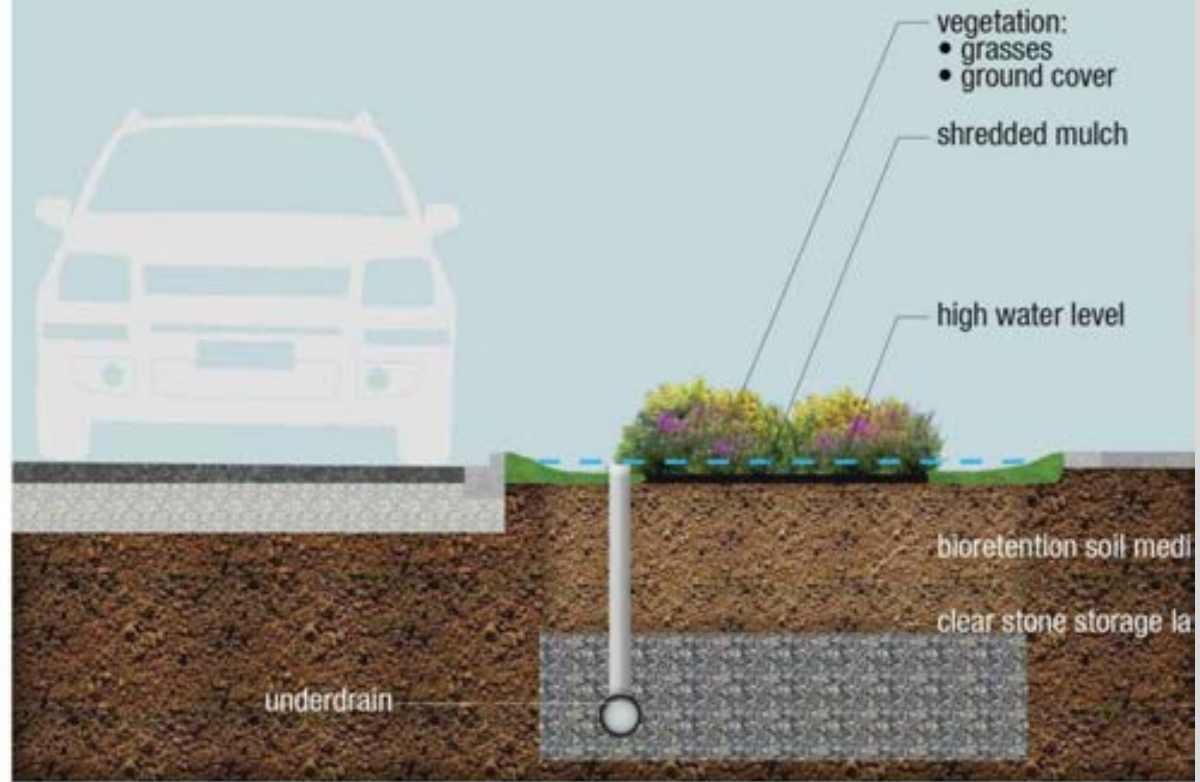
COLGATE AVE GREEN STREET

Bioretention 'Bump-outs' / TYPICAL DETAILS

PLAN



SECTION



(Photo: CVCA, 2014)

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

stops removed

new bus stop

new crosswalk
(approx. location)

PEDESTRIAN CROSSWALK

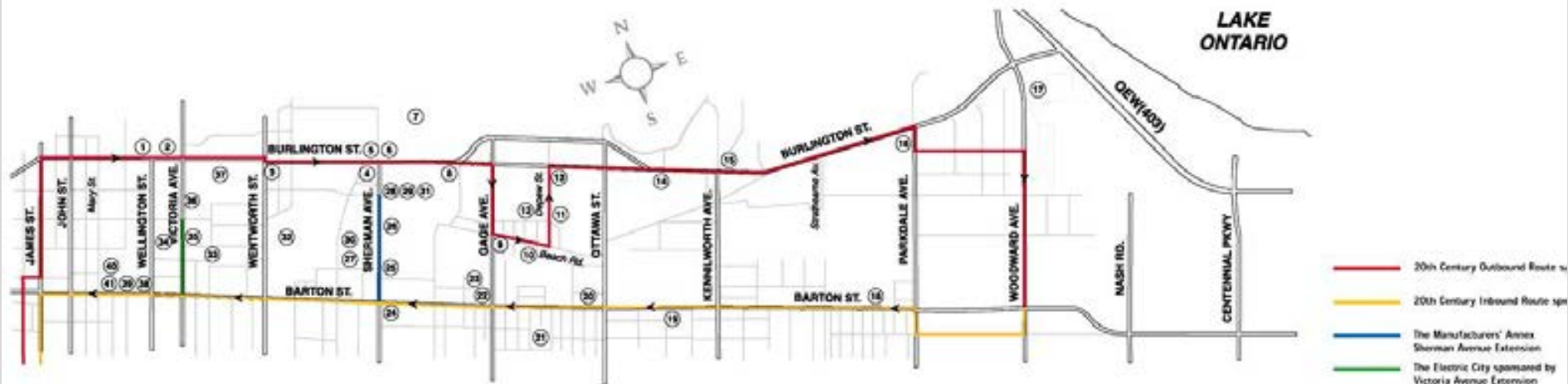
TTC Bus Stop Changes



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

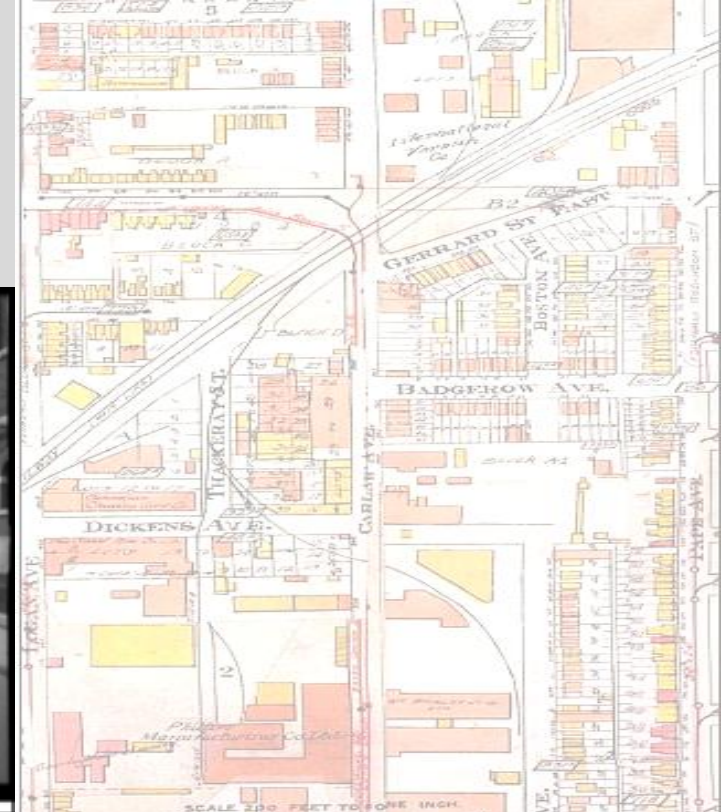


1. Peller Brewing Company
2. W.B. Carpenter Canada Ltd.
3. Coffield Washer Company Ltd.
4. Steeltown
5. Deering Harvester
6. Oliver Chilled Pile
7. Hamilton Blast Furnace Company
8. Haynes Carriage Company
9. Car Fastener Company
10. Berlin Machine Works
11. Dominion Steel Castings Company
12. Hamilton Bridge Works Company
13. Procter & Gamble
14. Union Draxton Steel
15. National Steel Car Company Ltd.

11. Hoover Suction Sweeper Company of Canada
22. Glendale Spinning Mills
23. Diamond Film Glass Company
24. A New Life
25. Frost Wire Fence Company
26. Imperial Cotton Company Ltd.
27. Brown-Baggs Company Ltd.
28. Hoeghner Refining Company
29. Wallace-Barnes & Company Ltd.
30. Canada Steel Company
31. Standard Underground Cable
32. Westinghouse Manufacturing Company
33. American Can Company
34. L.S. & P. Sawyer and Company
35. Cataract Power Company

HERITAGE TOUR

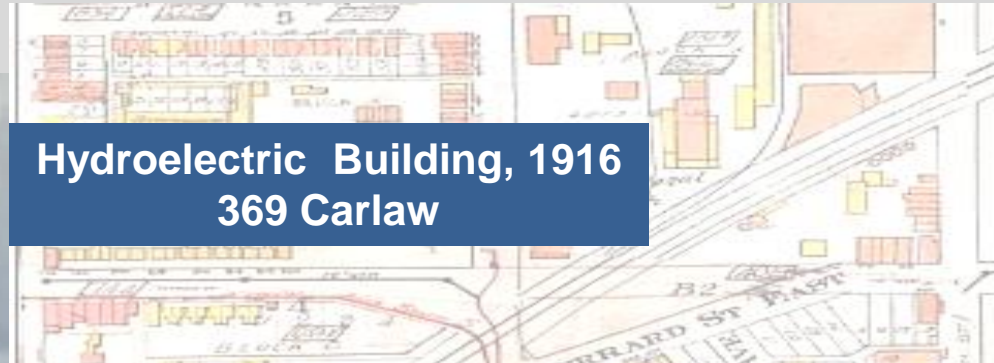
Celebrating Industrial Heritage



POTENTIAL HERITAGE LISTING



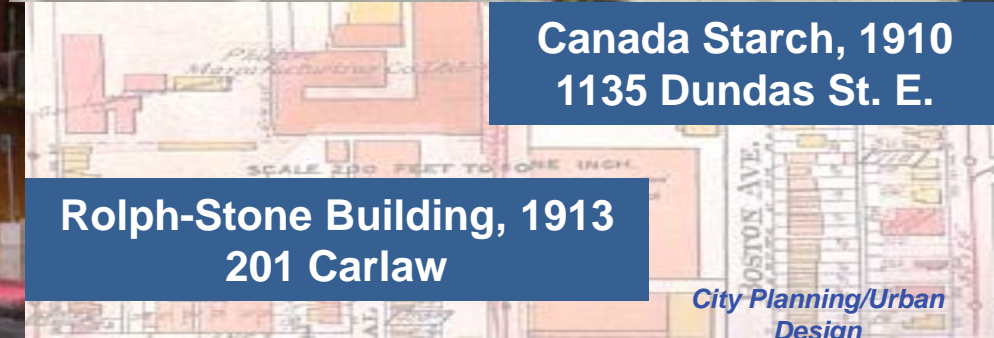
Hydroelectric Building, 1916
369 Carlaw



Canada Starch, 1910
1135 Dundas St. E.



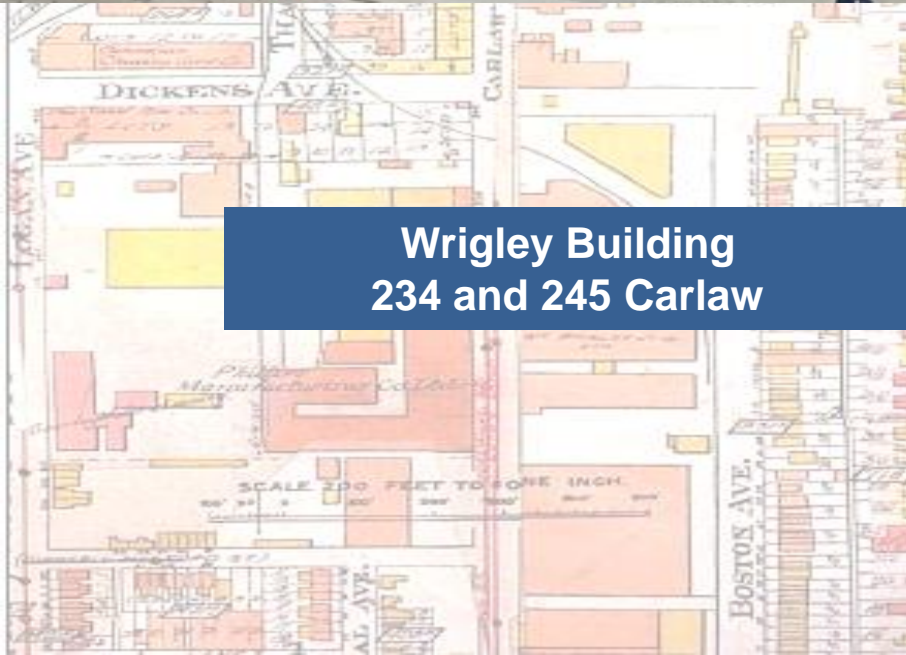
Rolph-Stone Building, 1913
201 Carlaw



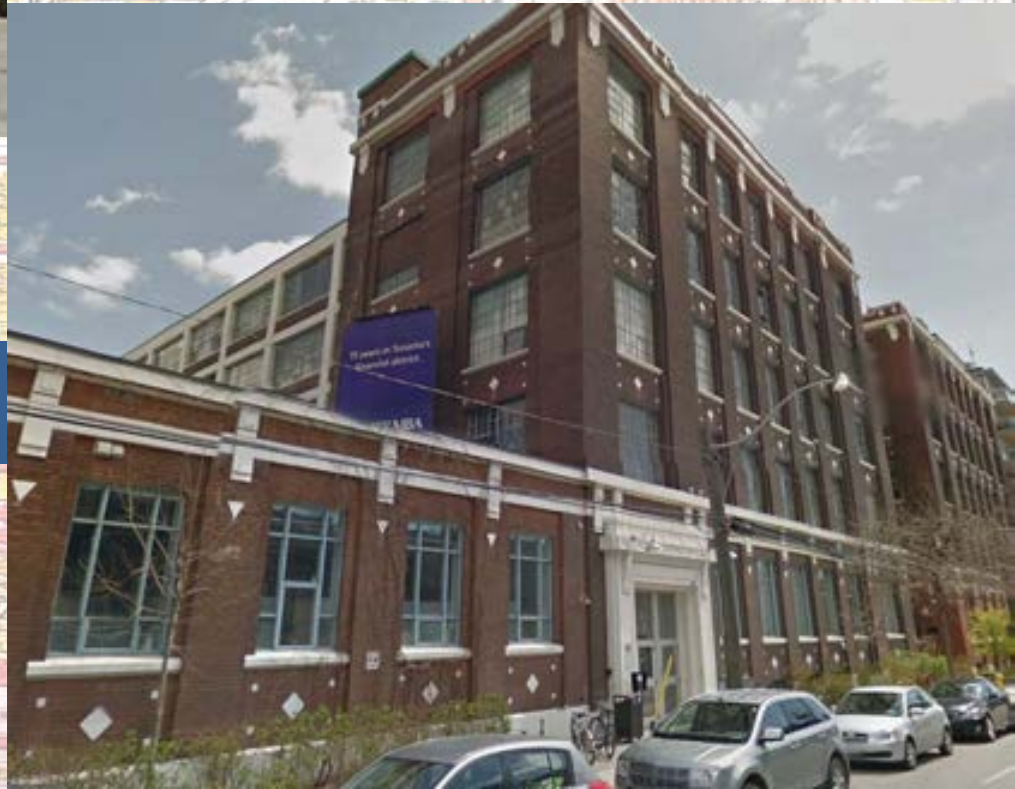
POTENTIAL HERITAGE LISTING



181 Carlaw



Wrigley Building
234 and 245 Carlaw





CARLAW + DUNDAS PROPOSED PROJECTS

CARLAW AVE. STREETScape

Potential 2017 Toronto Water Capital Works Projects

Streetscaping Opportunities



Coordinate
with road
resurfacing
work.

TO HYDRO

BADGEROW AVE GREEN SPACE

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



CYCLING INFRASTRUCTURE

How do yellow bicycle lanes work?

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.



Knox yellow bicycle lane route

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.



Montrose yellow bicycle lane route

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 MARKET

CHARACTER IMAGES



The Strip, Pittsburgh



Sanford, Texas - Welcome Centre



Triangle Park Market at 5th,
Pittsburgh

DICKENS ST STAIRS

CHARACTER IMAGES



King / Atlantic , Toronto



Existing



Sq.One,
Mississauga

RAIL SPUR GREENWAY

GREEN LINK TO CARLAW+DUNDAS TRIANGLE



The Low Line...

View east from Dundas St. E.



View west from Boston Ave.



Photo:
Rachel Boyer, NYC

Photo:
Robert Wright, NYC

Photo:
Jason Kuffer, NYC

**City Planning/Urban
Design**

LANEWAYS

Laneway Revitalization A Global Movement

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



City Planning/Urban
Design

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.



June, 2000

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



Cartaw is in the
midst of change.
This plan represents
the community's vision
for the neighbourhood;
a guideline for
developers to follow.
For a copy of the
complete Plan contact
Denise Graham, City
Urban Planner tel:
(416) 392-0871

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.
- 9 Support use of public transit in the area.

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





RDY. 1946 NOV. 5-48 C

City of Toronto Archives Series 572 SC372

