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## WILSON AVENUE

Development within the Wilson Avenue Revitalization Area will be consistent with the following urban design guidelines. They provide a framework for development of the whole site area and are to be read in conjunction with the urban design policies of the Official Plan.

### LOCATION

The Wilson Avenue Revitalization Area includes 4.25 km of Wilson Avenue from Keele Street to Bathurst Street, the lands extending from the southern boundary of Parc Downsview Park south to Highway 401.

### GUIDELINES

#### PRECINCTS

The area is divided into four precincts, defined by Keele Street, the rail line, Dufferin Street, Allen Road and Bathurst Street. Wilson Avenue provides the link among the precincts. The central, east and west precincts include established residential neighbourhoods (Figure 1).

#### KEY CHALLENGES FOR THE REVITALIZATION STRATEGY

There are three key challenges facing the revitalization of Wilson Avenue.

Current development patterns are auto-related. The urban intensification of Wilson Avenue requires greater emphasis on transit and pedestrian movement. This will require changes in the patterns of site access, parking and reorientation of buildings in relation to the major and local street frontages occur incrementally over time.

The physical quality of the public realm does not support higher quality private redevelopment. The transformation of Wilson Avenue into a pedestrian friendly and transit supportive street requires clearly articulated urban design objectives that promote redevelopment.

Attention to the quality and character of the streetscape, pedestrian safety and comfort is needed to create a positive walking experience through the shopping precincts along Wilson Avenue.

## URBAN DESIGN GOALS

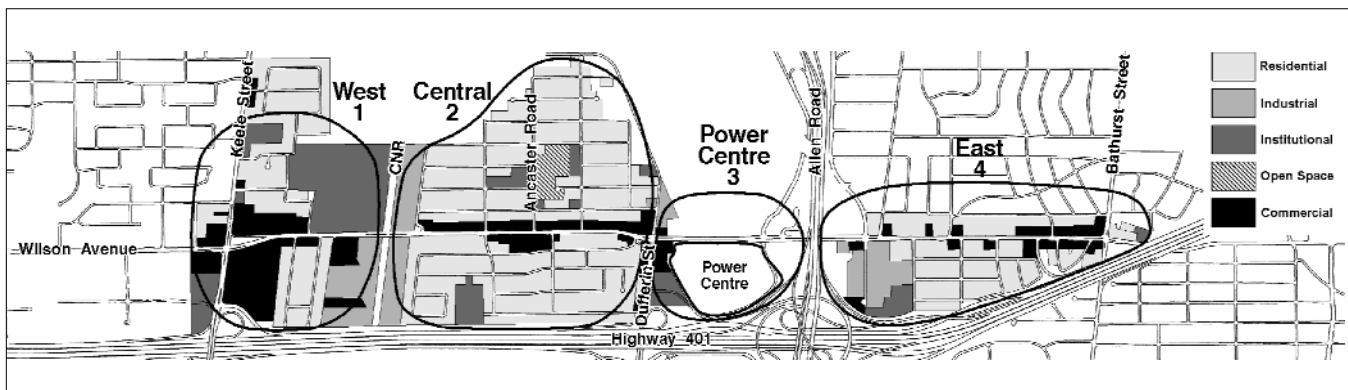
The goals for physical improvements to the area are to provide connections to Parc Downsview Park, enhance the streetscape and provide direction for both small scale and large scale redevelopment.

### Provide Connections to Parc Downsview Park

There are opportunities to create new physical connections to Parc Downsview Park. The west end of the Wilson Avenue Revitalization Area is immediately adjacent to Parc Downsview Park. Key connections to the park exist along existing streets and through existing open spaces. These routes offer the opportunity to build on the Parc Downsview Park concept of “one thousand pathways” by focusing on a few important connections.

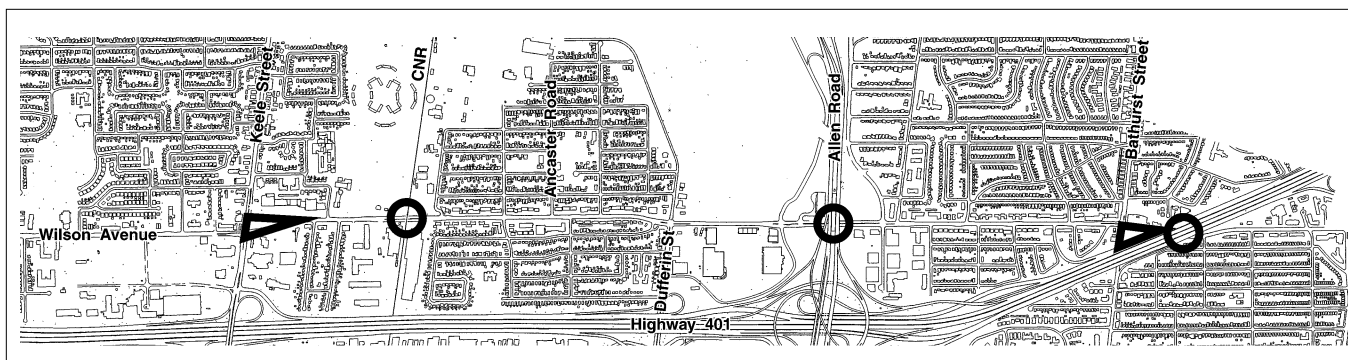


Wilson Avenue looking east towards Collison Boulevard Photo 1



Study Area, land use and precincts.

Figure 1



Under-used open space and underpasses.

Figure 2

## WILSON AVENUE



Wilson Avenue looking west near Dufferin Street

Photo 2



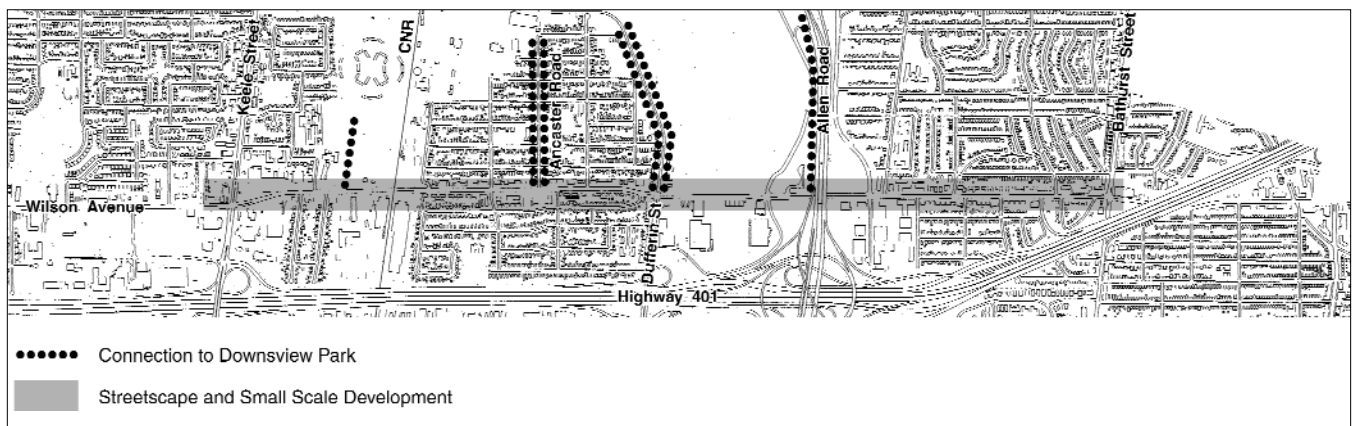
Wilson Avenue looking east towards the railway

Photo 3

Enhance the streetscape and provide direction for small-scale private sector redevelopment

The street will be “rebalanced” to accommodate pedestrians, transit and cycling and vehicular traffic. Key aspects of the public realm must achieve an improved urban design image and accommodate pedestrians and cyclists while maintaining Wilson Avenue’s role as an important link in the City’s arterial road network.

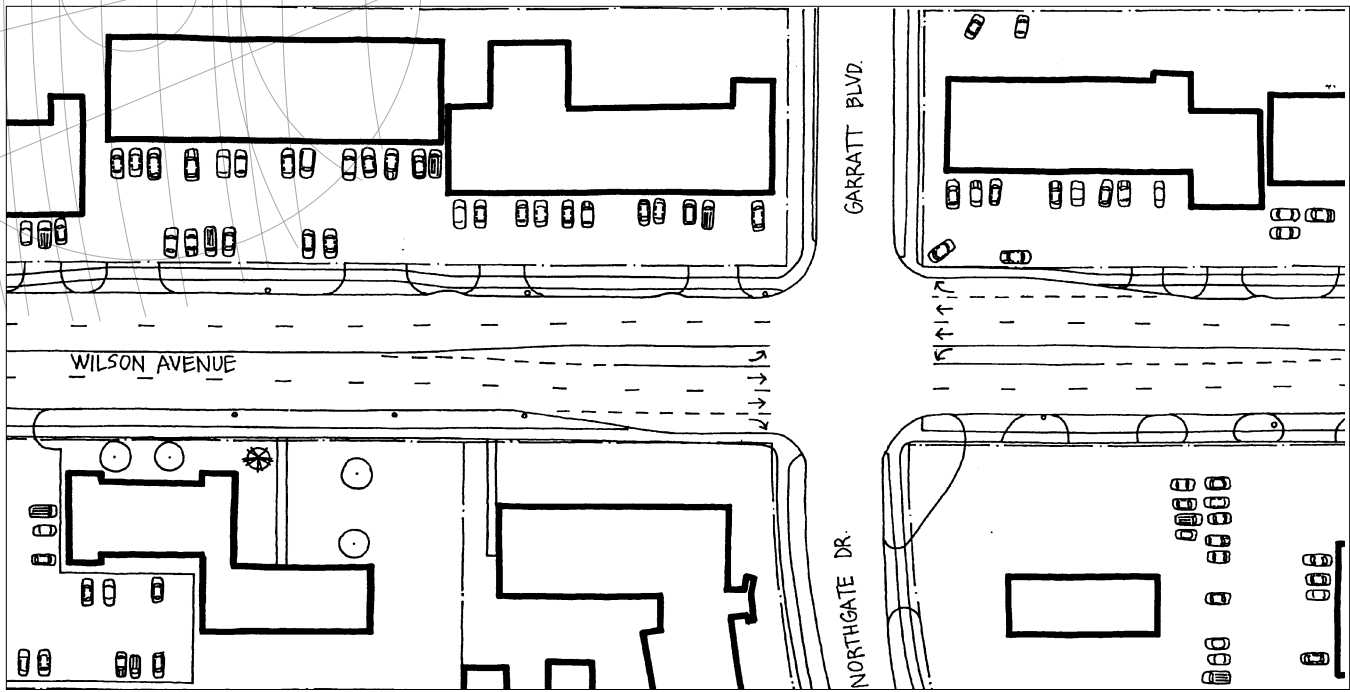
The streetscape strategy is to create a distinct tree-lined street that acts as a consistent image for Wilson Avenue. The streetscape concept, a well-defined edge of street trees on both sides of Wilson Avenue, provides a basis for organizing the street. Trees, lights, special paving, benches, transit shelters, screens and platforms for garbage cans will bring amenity to the street.



Connectors to Parc Downsview Park and Streetscape.

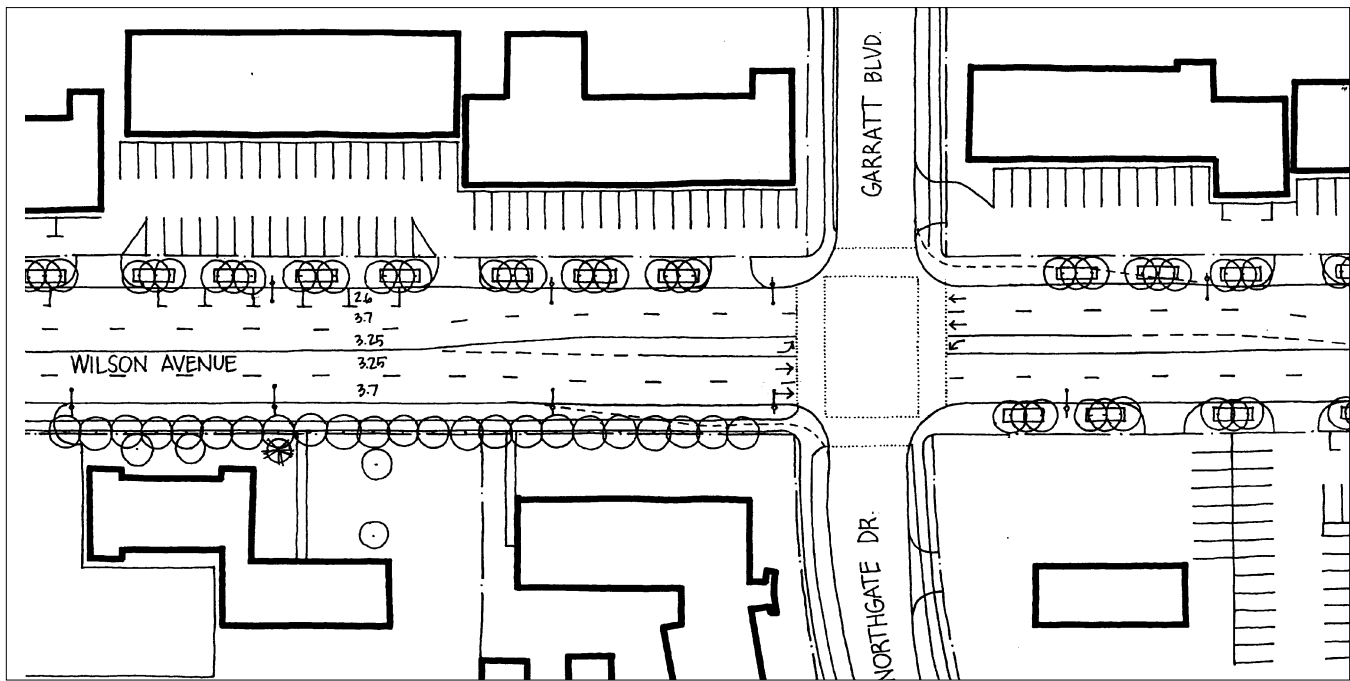
Figure 3

# WILSON AVENUE



Central Precinct existing conditions.

Figure 4



Demonstration Plan of Streetscape Central District.

Figure 5



## Large Scale Redevelopment

The revitalization strategy identifies four sites for larger scale redevelopment:

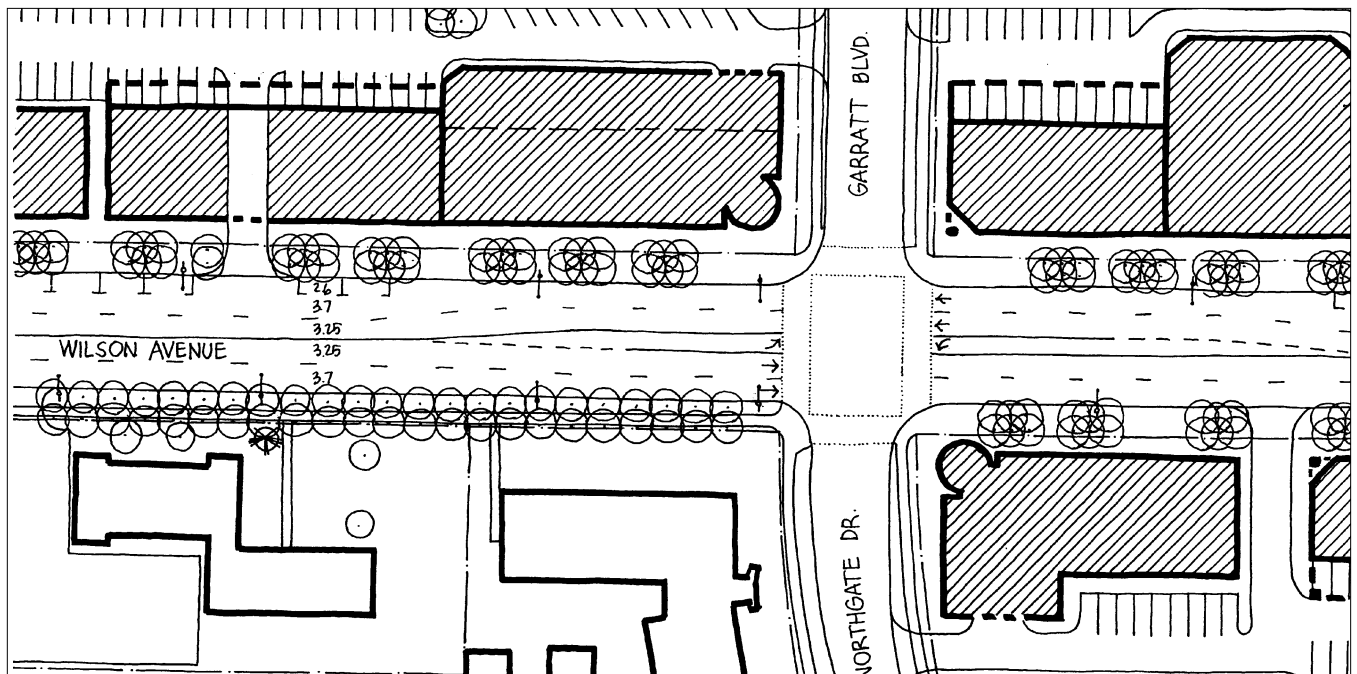
The Keele–Wilson intersection

A site at the foot of Ancaster Road

The public lands near the Wilson Subway Station adjacent to the Wilson–Allen Road interchange

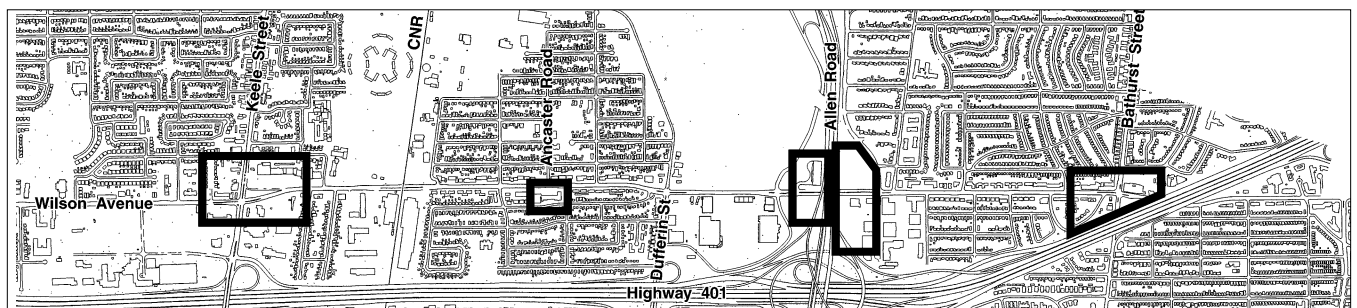
The Bathurst–Wilson intersection.

The sites at Keele, Dufferin and Bathurst are strategically located at the junctions of high frequency bus routes. Intensification will be encouraged at these locations. Land use intensification around the Wilson Subway Station will encourage greater use of transit and reduce the impact of increased auto traffic.



Demonstration Plan of longer term redevelopment Central Precinct.

Figure 6



Location of Large Scale Redevelopment Sites.

Figure 7

## STREETSCAPE DESIGN GUIDELINES

### Right-of-way

The Wilson Avenue right-of-way is sufficient and will not be widened. It will remain at its current width, which will accommodate 2 lanes of traffic in each direction, and exclusive left turn lanes at signalized intersections with permanent on-street parking along commercial frontages.

### Pedestrian Zone

Provide a 5m pedestrian zone along the curb edge to accommodate a continuous sidewalk and distinctive streetscape treatment.

In the initial phases of development, a single row of trees will be planted along a sidewalk zone of about 2m. Over the long term, a second row will be added to create a distinct allee and a canopy of branches over the sidewalk.

### Street Trees

Plant a double row of street trees along both sides of Wilson to create a pedestrian allee, a distinct “Avenue” and an identifiable route to Parc Downsview Park.

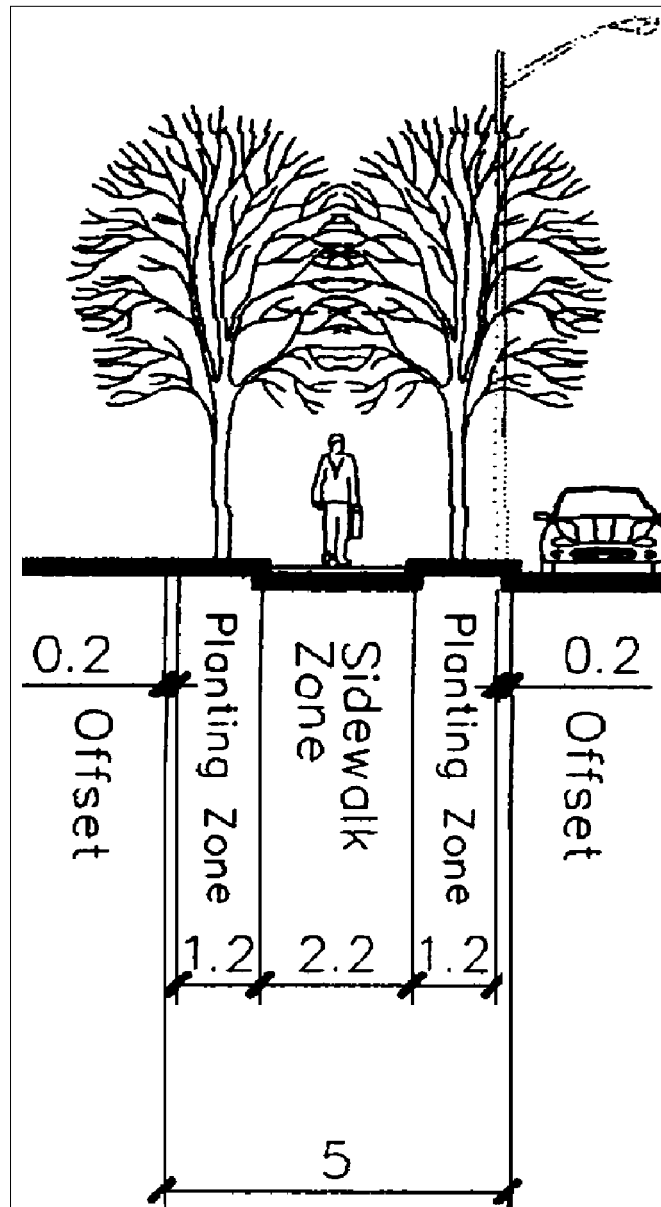
Consistent, repetitive tree planting along the street edge, along with other repetitive elements (such as lighting) will define the street without interfering with views of storefronts or other buildings.

Street tree options include a center median, a parallel service lane with an extensively planted boulevard, trees clustered along retail frontages and no street trees along a retail frontage.

The preferred location for tree planting is at the curb.

The demonstration plans (Figures 5, 6) illustrate the concept of clustering street trees within the right-of-way along retail frontages. Deciduous trees are planted, using tree grates or similar alternative, in clusters that are repeated at regular intervals along the street. This maintains views and access through to plazas while, at least partially, establishing the desired linear effect of the street tree rows.

Over time, as redevelopment occurs along retail frontages, a second row of clustered trees could be placed along the edge of the right-of-way.



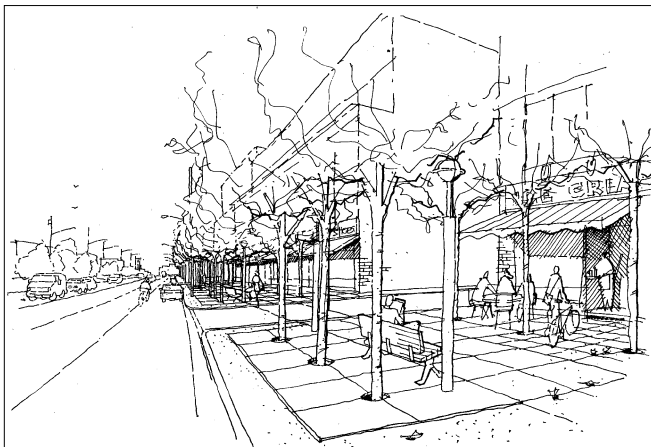
Configuration of Pedestrian Zone.

Figure 8



In the shorter term, the street will include at least one row of trees.

Figure 9



In the longer term, the pedestrian zone could contain a double row of trees.

Figure 10

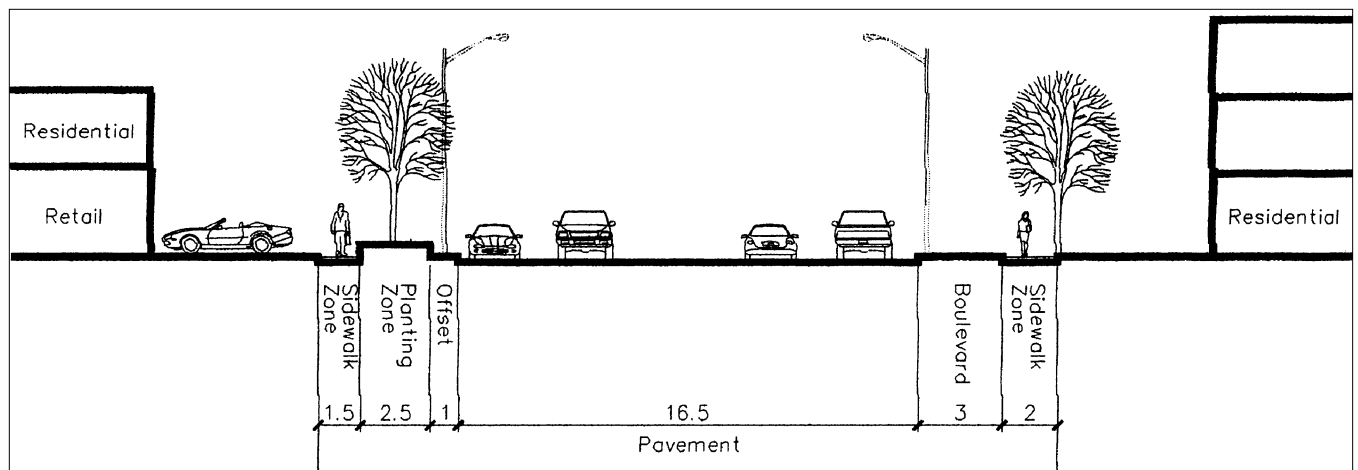
Along residential frontages, trees are planted at the edge of the right-of-way within open lawn areas and integrated with front yard landscaping. Over time, a second row of trees could be added to the sodded boulevard at the curb.

Other alternatives include the following:

Trees planted in clusters in planting beds defined by a low edge. The beds could be located 1m from the outside edge of the curb.

Planting beds located at the public/private edge of the right-of-way.

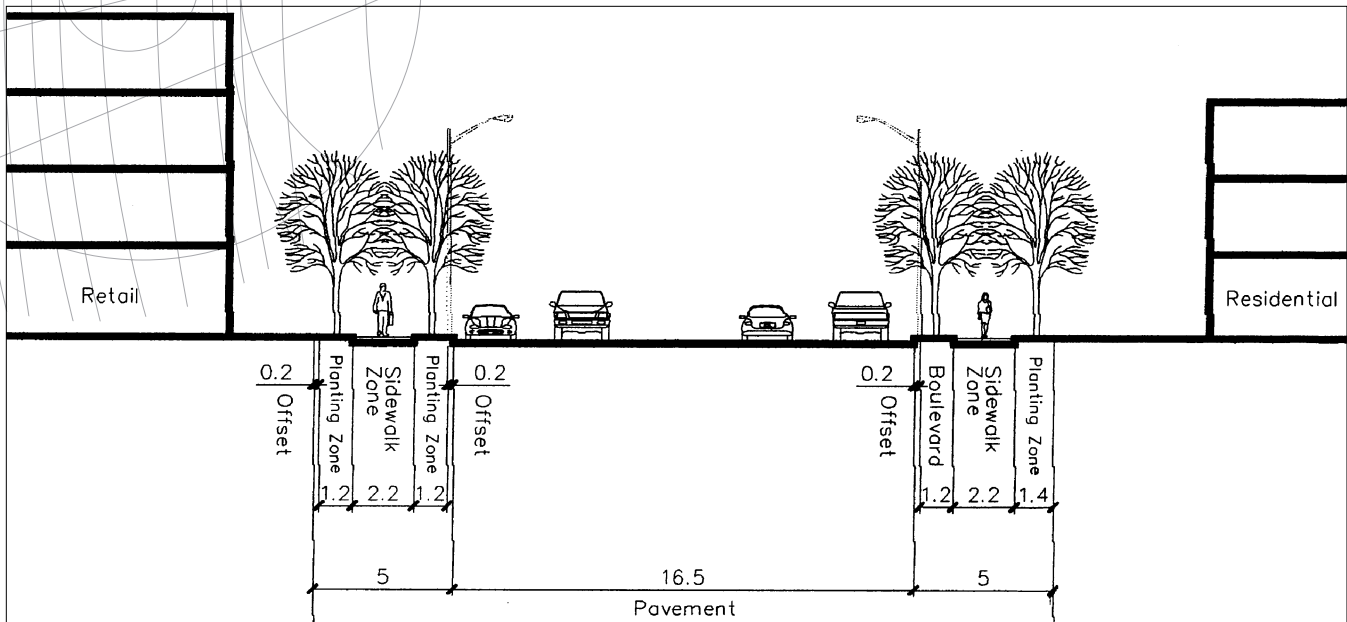
Trees clustered with shrubs and groundcovers planted in an open planting bed, contained by a low curb edge or wall to screen the view of front yard parking from the street. The sidewalk would need to be reconstructed along the curbside and would require a second row of street trees within the front yard of the landowners (longer-term option) (Figure 10).



Along the residential frontages, trees are planted at the edge of the right-of-way.

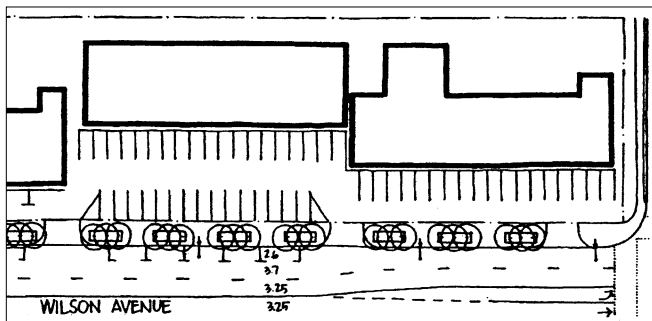
Figure 11

# WILSON AVENUE



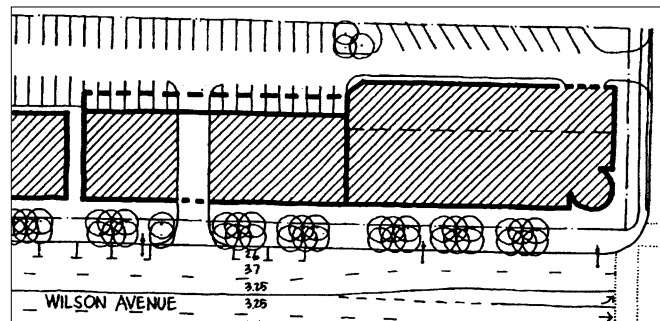
Over time, as redevelopment occurs along retail frontages, a second row of clustered trees could be placed along the edge of the right-of-way.

Figure 12



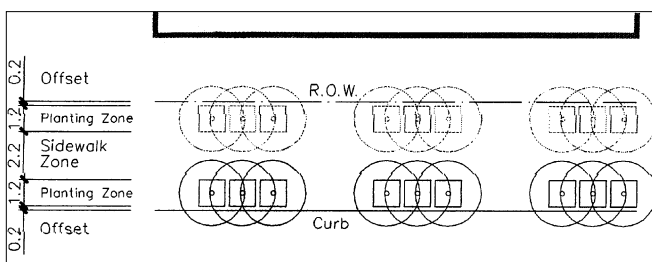
Retail frontage cluster trees in initial stage.

Figure 13



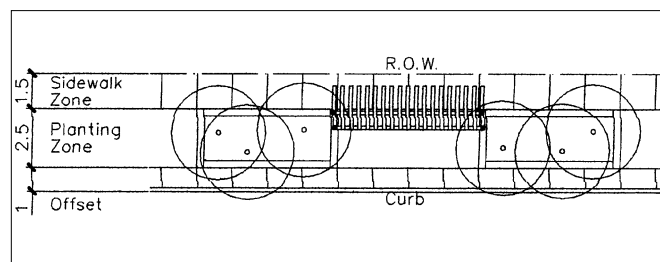
Retail frontage in longer term redevelopment with double row of trees.

Figure 14



Pedestrian and Streetscape Zone, longer term.

Figure 15



Streetscape & Planting in open planting beds

Figure 18



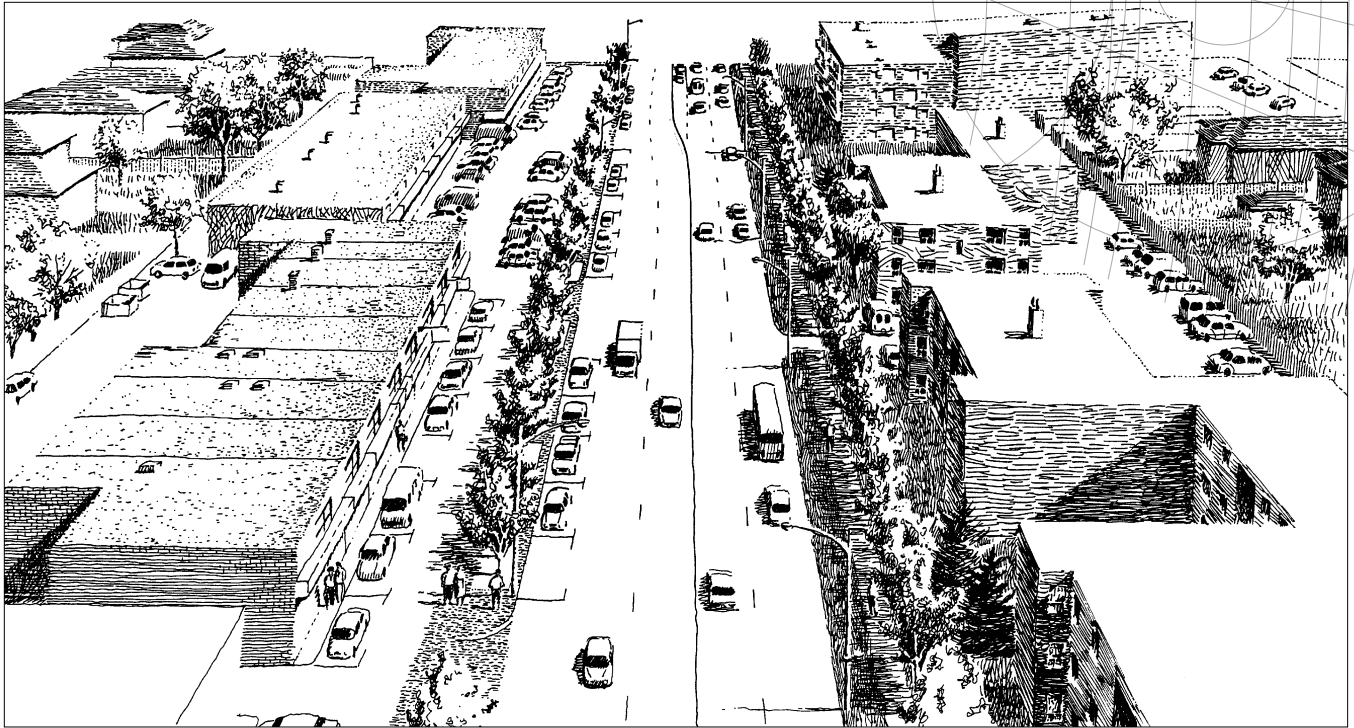


Illustration of Streetscape Concept within the context of existing development.

Figure 16

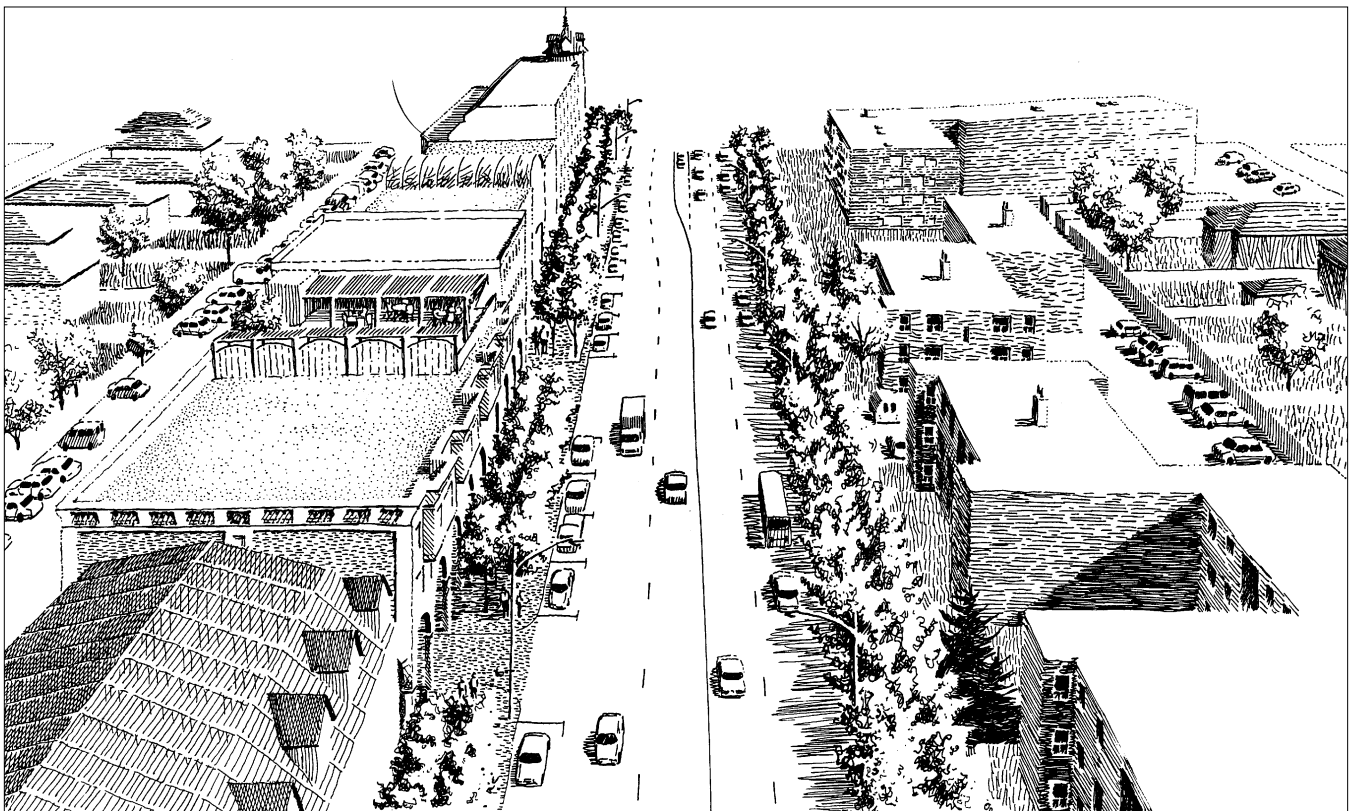


Illustration of longer term redevelopment

Figure 17

## Streetscape Elements

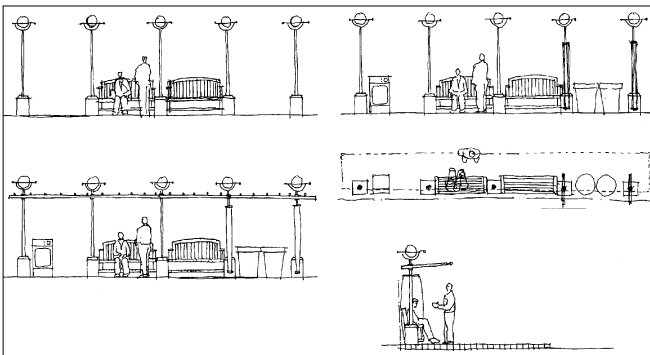
Wilson Avenue will have a consistent vocabulary of streetscape elements including lights, transit shelters and benches.

The Wilson Avenue street furniture, including roadway light fixtures, pedestrian lights, flags, banners, information kiosks, planting trellises, transit shelters, newspaper boxes, waste receptacles and benches will have distinctively designed features to identify this special area.

New pedestrian-scaled lights will illuminate the sidewalk.

Lights may be clustered to identify special areas such as transit stops.

Distinctive, custom-designed vertical structures placed at regular intervals may be used to support vines to add more green to the street. These types of structures could also be designed to organize signs for retail uses in each block.



Possible kit of parts to enhance pedestrian amenity Figure 19



Sign pylon making an entrance, Erin Mills Centre Photo 6



Wilson Avenue, west of Bathurst

Photo 4



Road and pedestrian scale lights on Spadina Avenue Photo 5



## WILSON AVENUE

As Wilson Avenue is the south boundary of the Parc Downsview Park precinct, streetscape elements will be designed to integrate the Avenue with the park theme. This could include coordinating and standardizing streetscape materials – tree species, signage, lighting, street furniture – to assist in establishing the uniqueness of Wilson Avenue as well as defining the precinct.

### Crosswalks

Identify opportunities for new crosswalks on Wilson Avenue and other arterial/major collectors.

### Underpasses

Enhance the sidewalks through the underpasses.

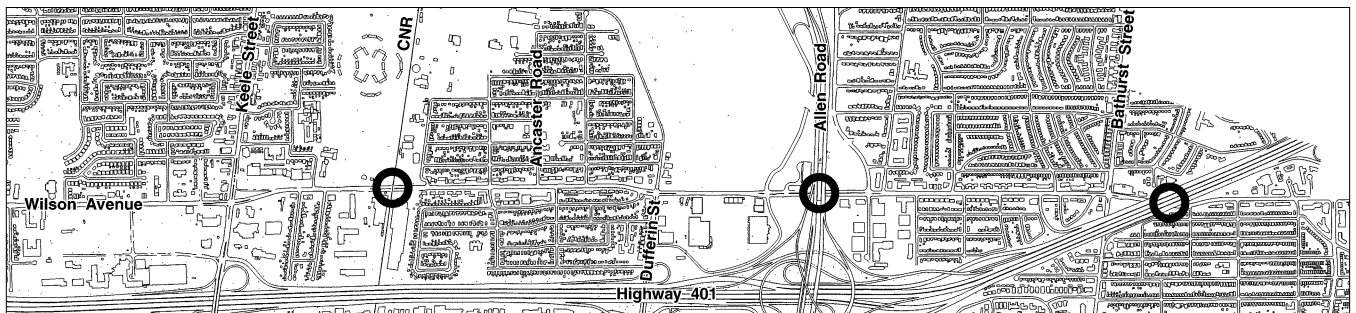
There are three locations where the sidewalk passes under roads or railways: the CN railway, Allen Road and Highway 401 east of Bathurst. The approaches to the underpasses, as well as the sidewalks, need to be improved. As redevelopment occurs, new buildings will be located such that facades and accesses will address the sidewalk. The quality of materials and architecture of the walls and ceilings that form the underpass will be upgraded.

The steep grassed slope on the approach to the railway underpass could be terraced and planted to provide transition to the passageway. Lighting will be designed so that the lighting zone at the bridges marks a special place.



Opportunity to create vine covered walls

Photo 7

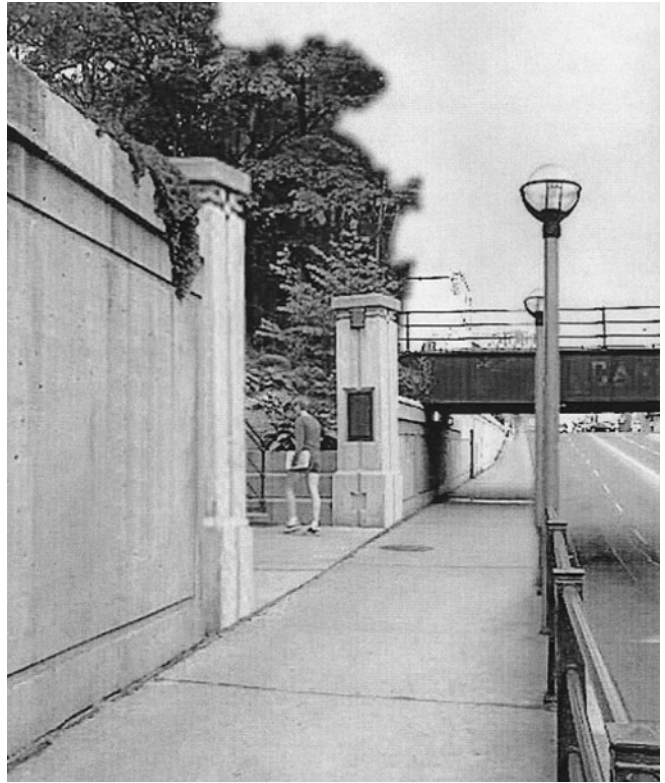


Location of pedestrian underpasses

Figure 20

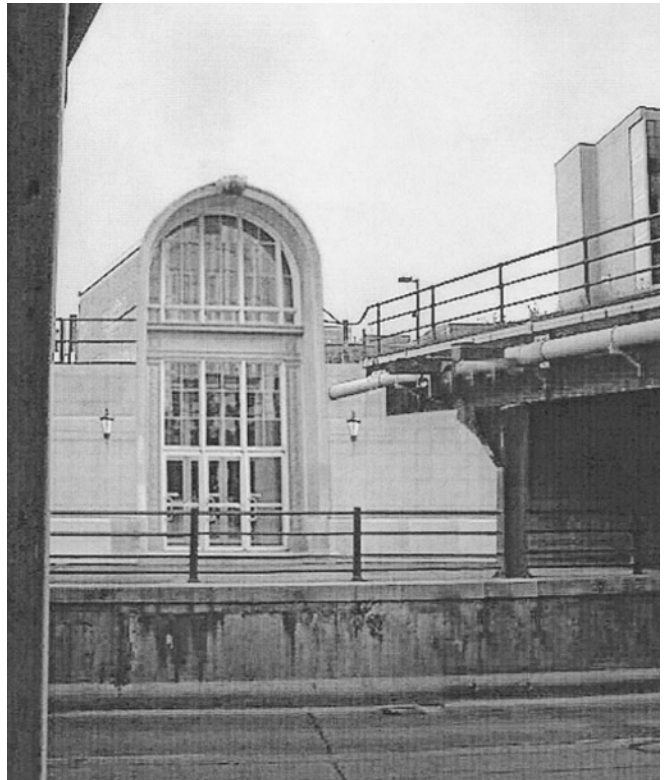


## WILSON AVENUE



Opportunity for direct access to adjacent public space or building.

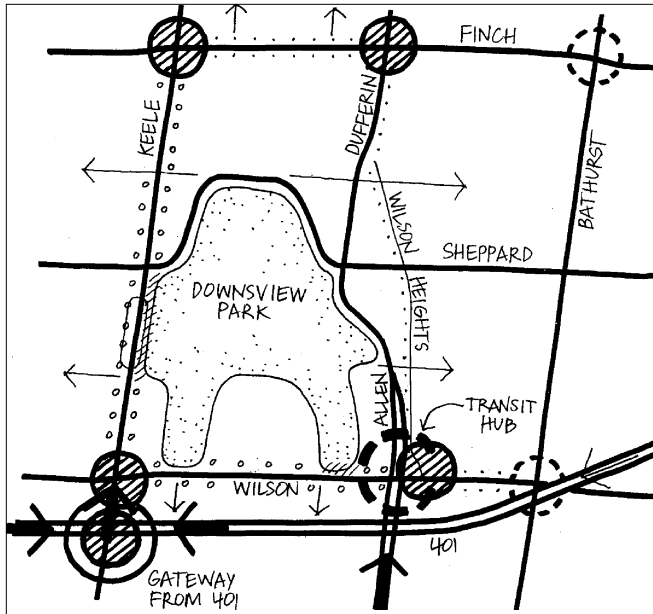
Photo 8



Opportunity for direct pedestrian access to subway.

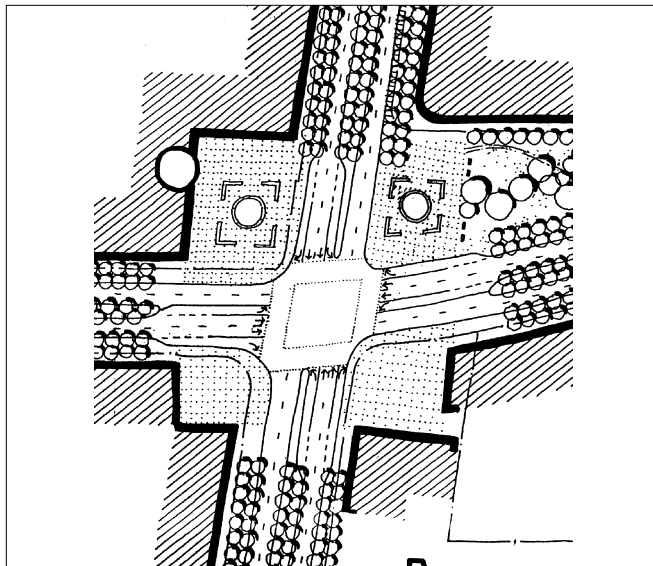
Photo 9





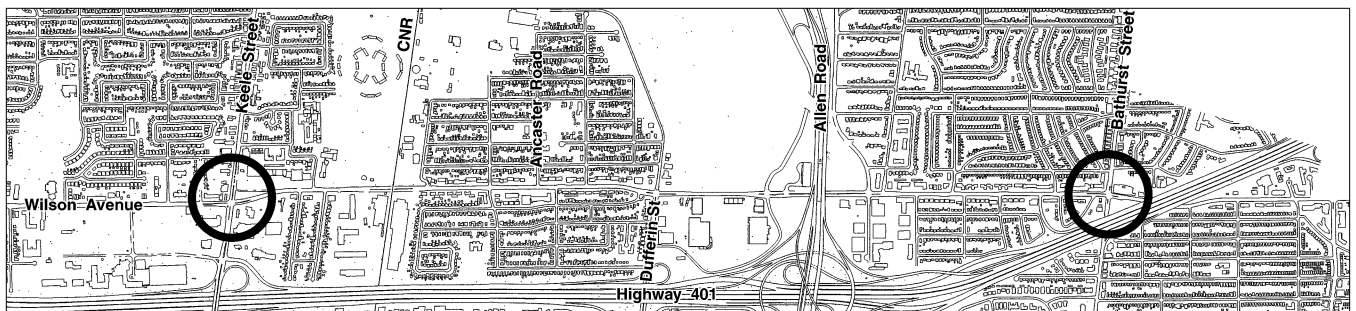
Keele-Wilson intersection in the context of Parc Downsview Park

Figure 22



Demonstration plan at Keele-Wilson with buildings having open space courts.

Figure 23



Location of gateways.

Figure 21

## Gateways

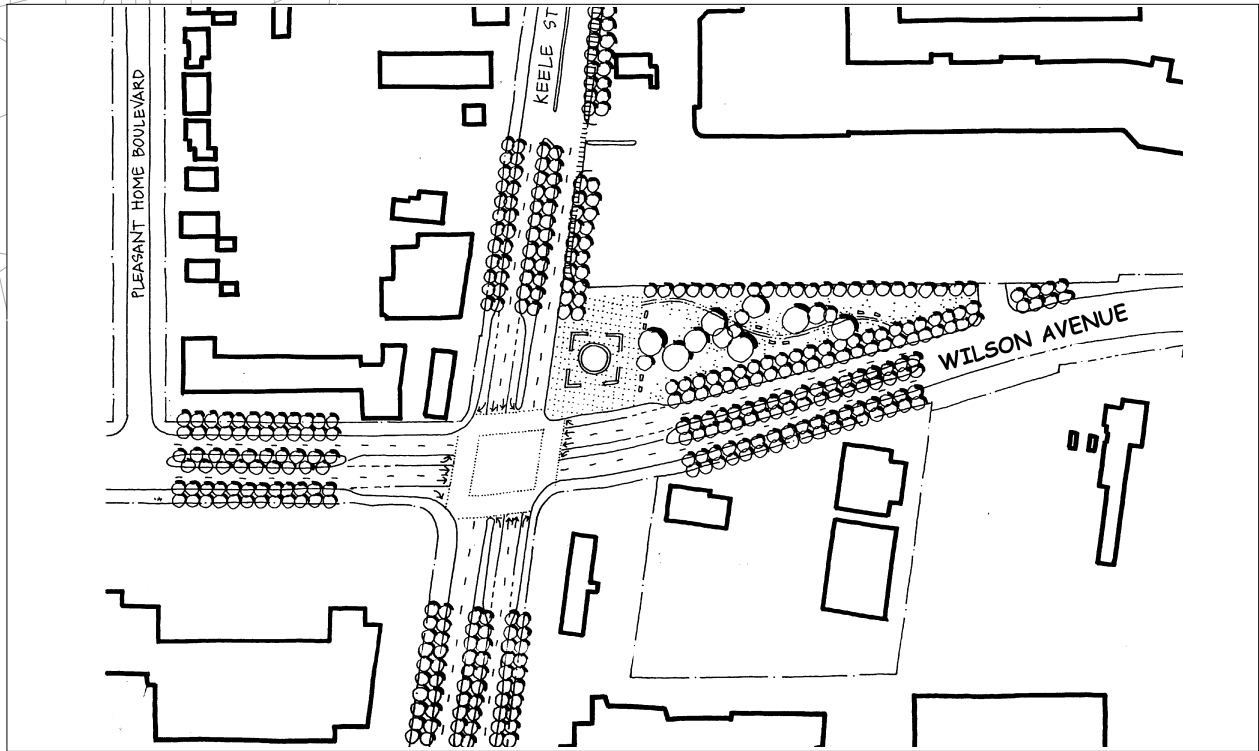
Wilson Avenue, at Bathurst and Keele Streets, will be identified by landmark gateways to clearly demarcate the new district.

Wilson Avenue will have distinctive gateways at both Keele and Bathurst streets that build on the existing open space and opportunities to increase density through redevelopment to provide a focus along the corridor. The gateways will be visible and recognizable from a great distance and announce the threshold of a distinctly different place.

The Parc Downsview Park precinct is bracketed by Dufferin-Finch, Allen-Wilson, Keele-Wilson and Finch-Keele. The Keele-Wilson intersection will be designed as a distinctive gateway to the Parc Downsview Park precinct.

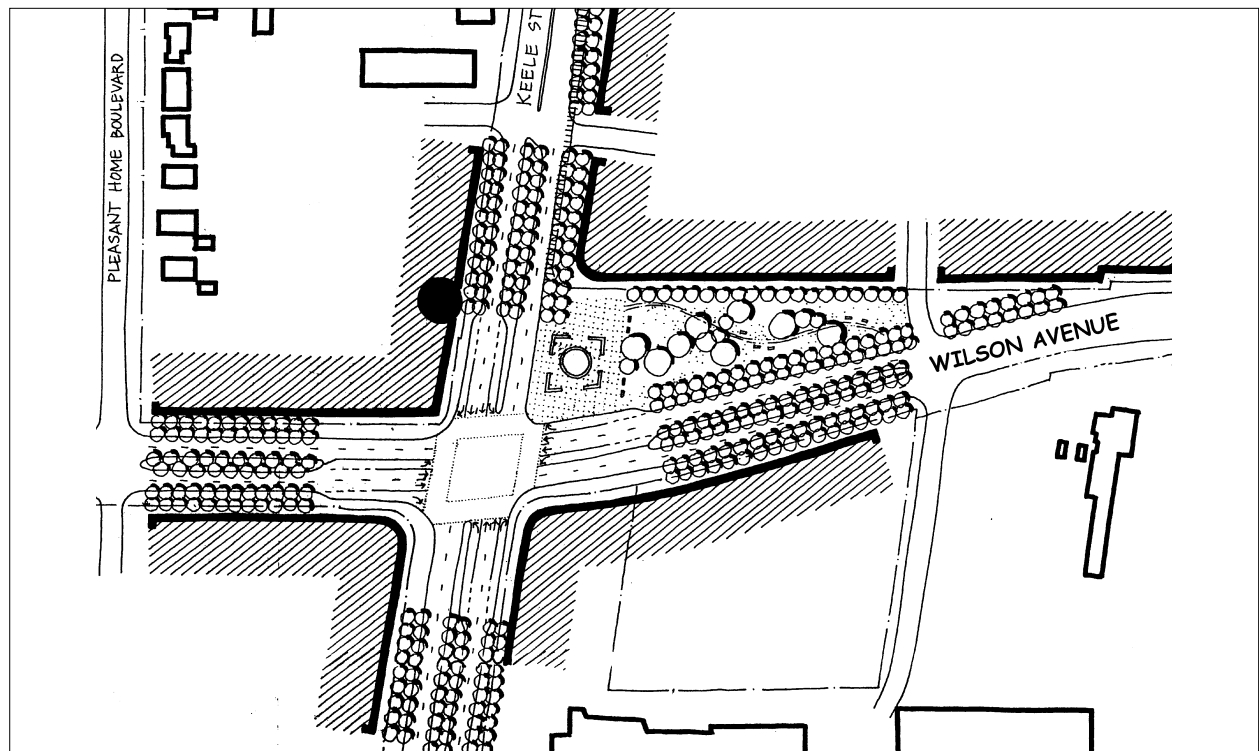
Demonstration plans for the Keele and Wilson intersection illustrate a scenario for redevelopment that “normalizes” the intersection. Densely treed medians on all four approaches at the intersection separate the two travel lanes in each direction. New buildings are located to define the street edge and articulate the pedestrian zone. The existing turning lane that separates the open space from adjacent development is consolidated with the rest of the westbound approach to provide an attractive setting for new development.

The southeast corner of the Wilson and Bathurst intersection is the location of existing underused open space. The space located at the east entrance to this Wilson Avenue precinct adjacent to the underpass at Highway 401 will be designed as a special landmark.



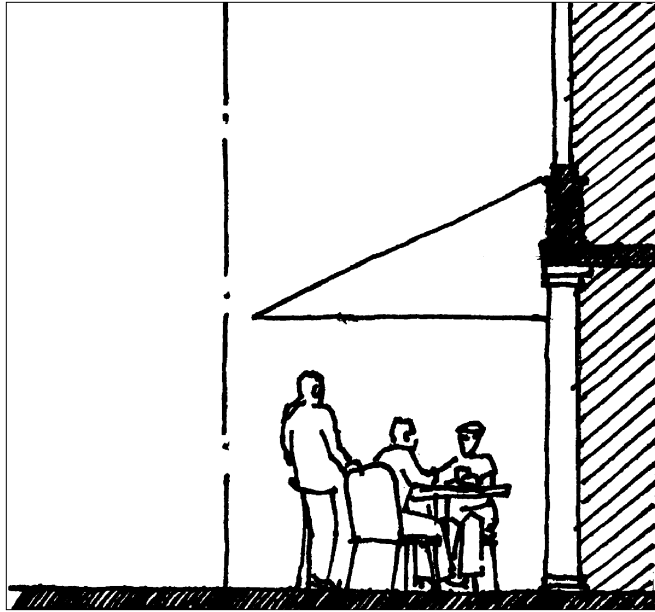
Demonstration plan at Keele-Wilson within the context of existing development.

Figure 24



Demonstration plan at Keele-Wilson with private development.

Figure 25



Canopies provided over sidewalk.

Figure 26

## DESIGN AND DEVELOPMENT GUIDELINES

### Built Form

New buildings will create an improved image for the area and provide an enhanced pedestrian environment.

Buildings adjacent to the arterial roads will be sited to create continuous frontages close to the street. They will have windows that “look” into the street, and the principal entrances will be directly accessible from the street. Particular design attention will be paid to the ground floor levels of the buildings. Retail and service outlets will be at grade level, with doors and windows on the edge of the sidewalks to visually and physically connect the shop interiors with the public areas of the street.

Canopies or other weather protection over the sidewalk will be provided for pedestrians on retail/service frontages and at building entrances. The weather protection/canopies may extend beyond the build-to line, into the required front yard setback.

Buildings with residential uses on the main level facing the street will be raised a few steps above grade and set back from the sidewalk to create a semi-private zone.

Buildings at the ends of blocks will turn the corners by continuing the architectural features of the principal façade onto the perpendicular street. Blank facades will be avoided at the “ends” of buildings.

The proportion of the ground floor coverage of buildings will be maximized and building heights will create a street environment scaled to the pedestrian.

High-rise landmark buildings and special-built features will be located to terminate a vista, such as the Keele–Wilson gateway site.

Buildings will be designed to front, face and feature the street to provide interest and comfort at ground level for pedestrians.

Loading and service areas must not be located adjacent to the arterial roads. All utilities and associated works will, wherever possible, be located underground.



Building facades will address both streets at corner locations.

Photo 10

## Height

Buildings will contain the street and accentuate gateways and intersections.

The height guidelines minimize impacts on adjacent low density residential development, to promote redevelopment and to ensure an improved relationship between the buildings and the adjacent streets, especially along the arterial roads and at key intersections.

Height restrictions range from 9.14m (3 to 4 storeys) to 60.96m (20 to 24 storeys). The height restrictions of By-law 7625, or the height restrictions more specifically identified by these guidelines will apply, whichever is less.

## Mixed-Use Areas

On sites where no access is provided from a public lane adjacent to the rear lot line, the maximum height from within 3m of the front lot line and 15m of the rear lot line will be 18m (six storeys).

Additional height is recommended at intersections to accentuate the relative importance of those locations. On corner lots, the maximum height from within 3m of the front lot line and 15m of the rear lot line and between 0.0 and 20m from the exterior side yard will be 24m (8 storeys).

On sites where access is provided from a public lane adjacent to the rear lot line, the maximum height of any building between 3 and 12m of the rear lot line will be 12m (4 storeys). The maximum height from within 3m of the front lot line and 12m of the rear lot line will be 18m (6 storeys).

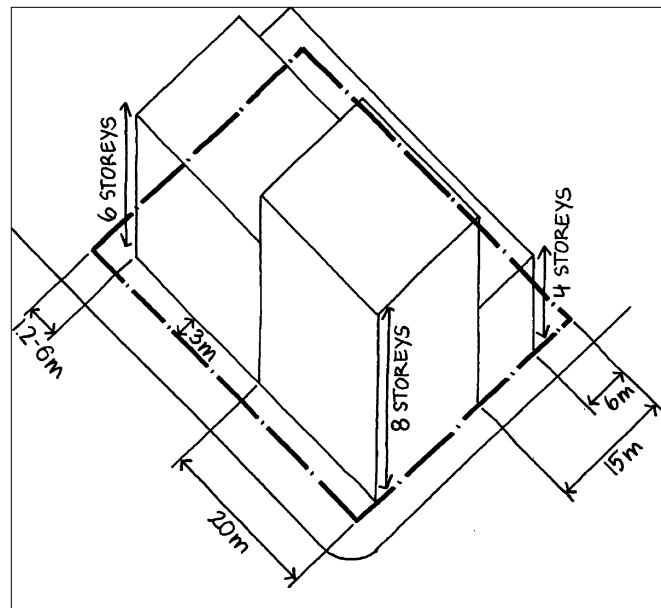
On corner lots, the maximum height from within 3m of the front lot line and 12m of the rear lot line and between 0.0 and 20m from the exterior side yard will be 24m (8 storeys).

## Employment Areas

The basic height guideline will be a maximum of 45m (15 storeys), subject to appropriate integration with adjacent low-density housing.

## Residential Neighbourhoods

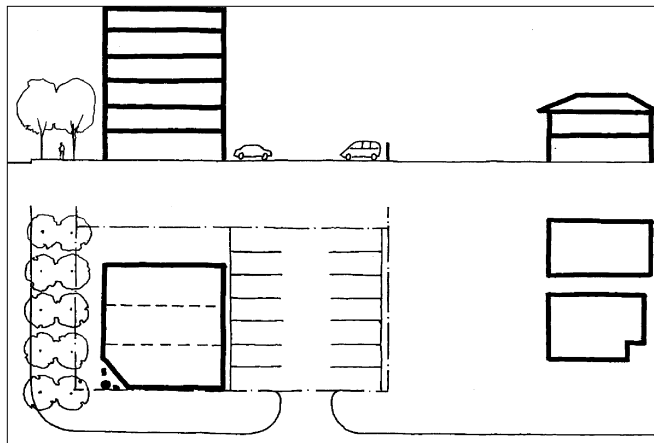
The general height limit is 9m (3 storeys) within the Residential Neighbourhoods.



Height guidelines for corner site

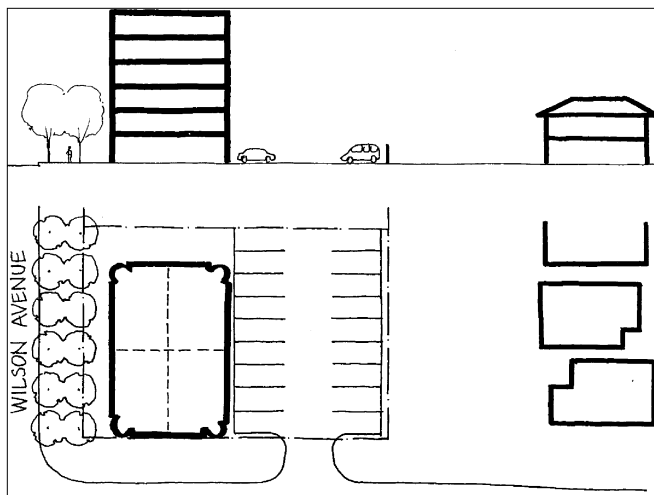
Figure 29





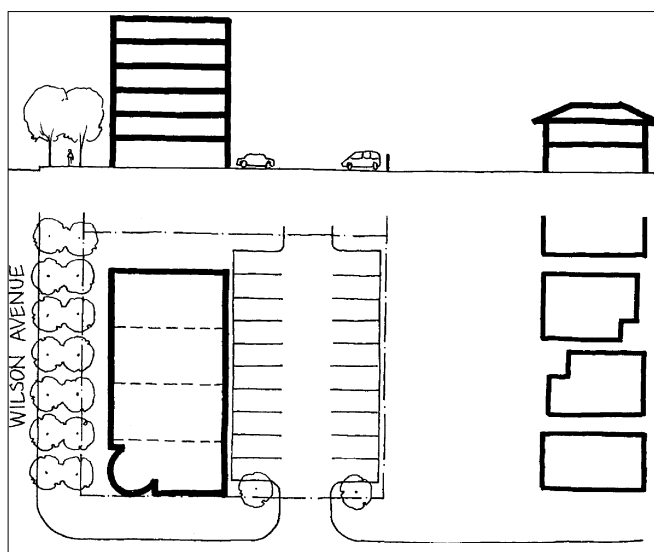
Demonstration development: corner lot 18m on frontage.

Figure 30



Demonstration development: 24m frontage.

Figure 31



Demonstration development: 30m frontage

Figure 32

## Lot Size and Frontage

### Mixed Use Areas

The minimum lot frontage for redevelopment is 18m where access to the rear yard is provided by a public lane, a secured private driveway, or an exterior side yard.

The minimum lot frontage for redevelopment is 24m where access to the rear yard is provided from the public road over a front yard.

### Residential Neighbourhoods

Lot frontage contributes to the character of the Residential Neighbourhoods and helps to define the range and mix of housing types. Lot frontage will be reduced to match the full range of potential permitted house forms.

### Yards and Setbacks

Yards and setbacks within the Mixed-Use areas will promote uniformity along the streets. Buildings will be located at the front edge of the lot to mitigate impacts on adjacent land uses and to promote shared access to and among the rear yards.

Commercial and/or mixed-use buildings will be sited at the street along a build-to line. Variations to the build-to line may be considered to accommodate appropriate urban design features, such as an urban square and/or additional landscape features. Canopies will be permitted to overhang the required front yard. The front yard may be used on a seasonal and temporary basis, for outdoor commercial activities.

For any building that is entirely residential, the front yard will be used for enhanced landscape treatments.

Where access to the rear yard is provided over the front yard, buildings will have one interior side yard setback of a minimum of 6m to accommodate a driveway. Alternative interior side yard setbacks may be considered to recognize shared access driveways.

As redevelopment occurs on lots with no public lane access, the rear yard setback may be used to provide shared rear lot vehicular access to all lots within a block (Figure 33).

## Parking Areas

Wherever possible, development will be considered on a comprehensive basis in association with abutting lands with consideration given to consolidating access points as well as shared parking.

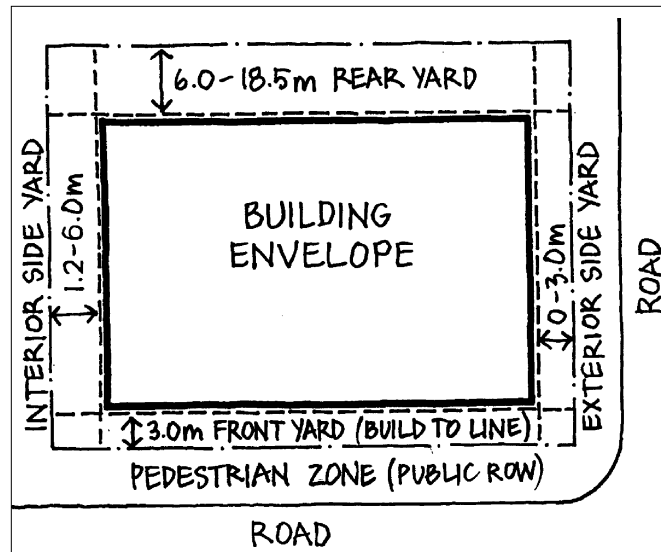
When redevelopment occurs, parking will not be permitted within the front yard of a building. Where parking lots are visible from an arterial road, they will be adequately screened and landscaped to ensure an attractive streetscape.

Where a through-lot condition exists, the main front façade of a building will face the arterial road, and at-grade on-site parking will be located adjacent to the local street and will be landscaped to ensure an appropriate street relationship.

Parking facilities in exterior side yards will be discouraged, but may be considered subject to the City's review of the urban design impacts.

Wilson Avenue will continue to have off-street front yard parking for the near term. In some areas, circulation through and to off-street parking requires access over the public sidewalk zone within the road right-of-way, leaving no room for additional landscape treatment. Wherever possible, in large surface parking areas, the edges of the lots will be screened from the public sidewalk.

Planting beds, shelters, low walls and street furniture will be used to create an edge to the sidewalk. With the street tree planting option of large planting beds contained by a low wall, the planting beds located at the edge of the right-of-way could be used to screen views of a parking area.



Yards and setbacks

Figure 33

## SITES WITH HIGH DEVELOPMENT POTENTIAL

### Employment Area – Higher Potential

The area surrounding the Wilson Subway Station has been identified as having higher development potential based on its expanses of vacant land that are used for commuter parking. Decking some of the existing at-grade parking areas could provide additional parking (Figure 35).

### Mixed-Use – Higher Potential

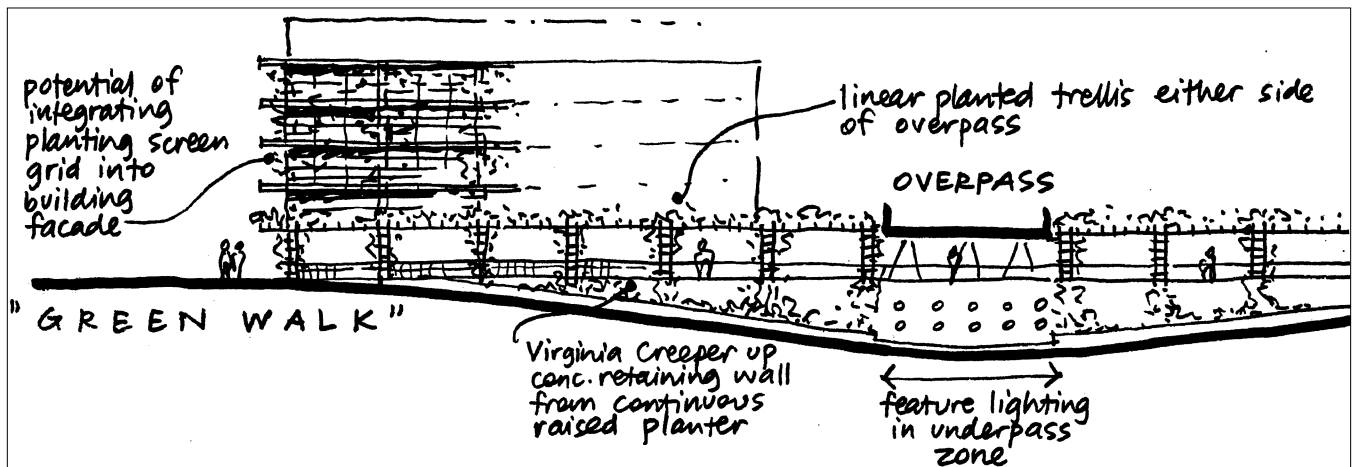
The Keele–Wilson intersection is a major gateway to the area and to Parc Downsview Park. The entrances to the gateway will be identified by large-scale landmark buildings and significant landscape features, which clearly demarcate the intersection's importance. Point tower buildings with a base condition are the preferred building typology for the landmark locations.

For lands designated Mixed-Use – Higher Potential 1, the urban design guidelines for Mixed-Use areas will apply except that development will be permitted up to the following maximum heights:

For lands east of Keele Street, the maximum height will be 45m (15 storeys)

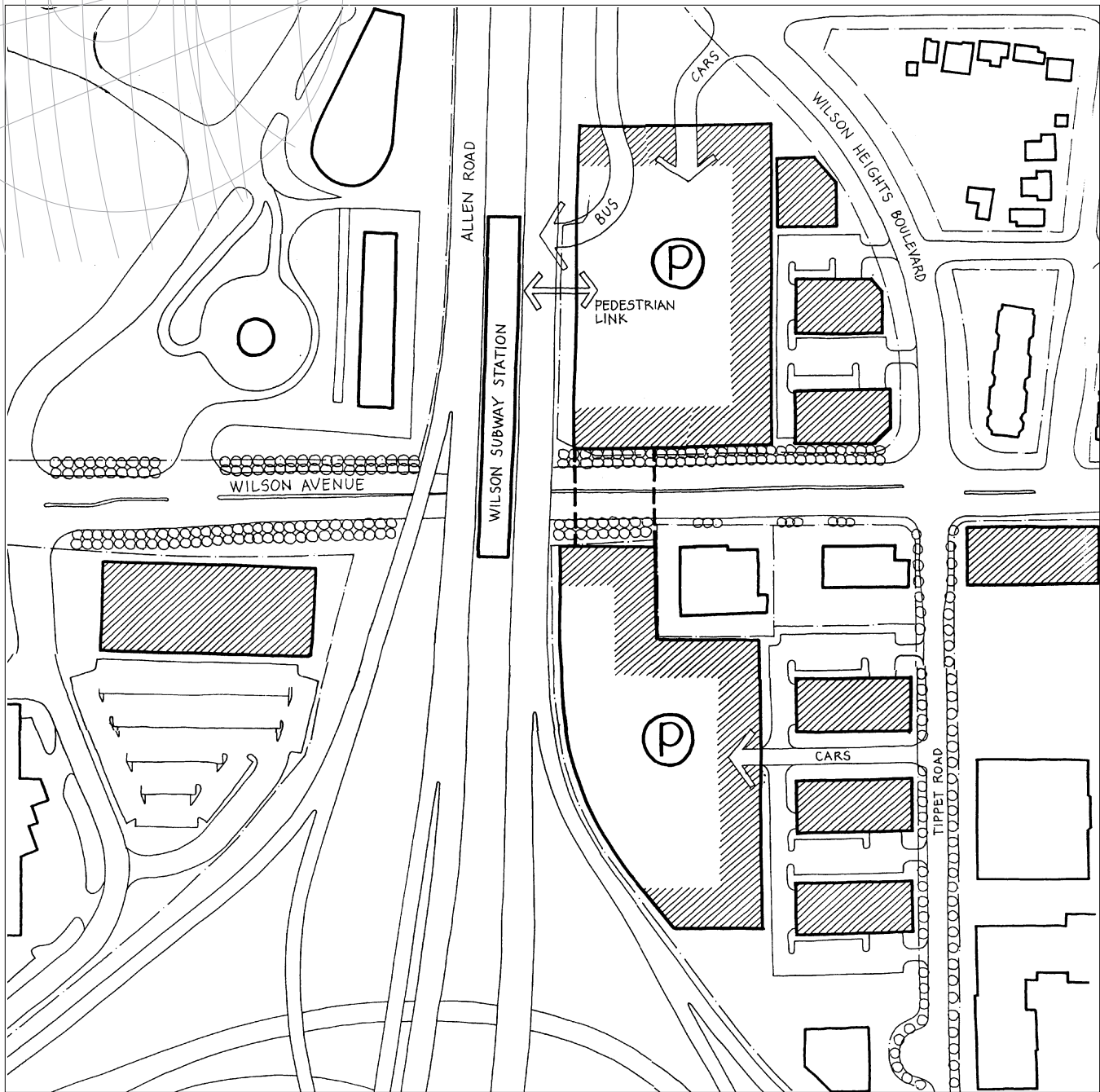
For the lands in the north-west quadrant of the Keele and Wilson intersection, the maximum height will be 36m (12 storeys), subject to appropriate integration with the adjacent low density housing

For lands in the south-west quadrant of the Keele and Wilson intersection, there will be no height restriction.



Cross - section along the sidewalk through the underpass at Allen Road.

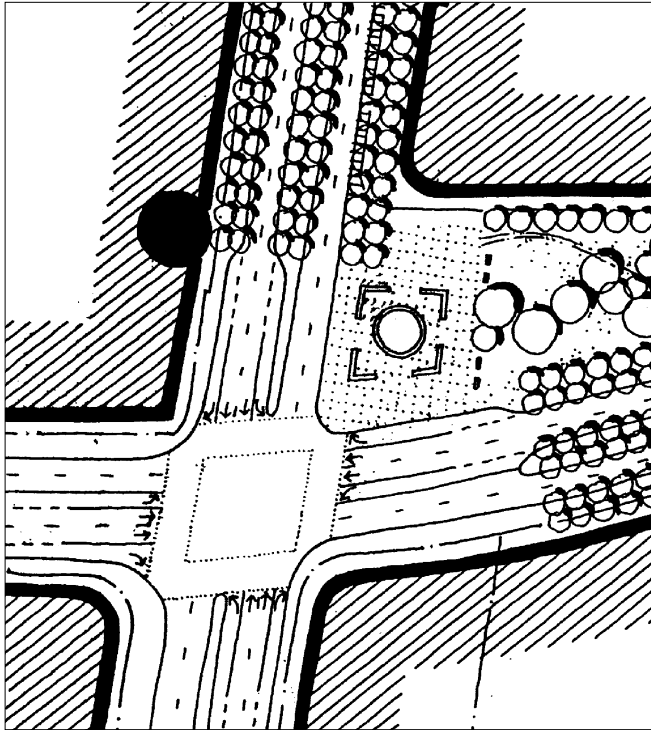
Figure 34



Demonstration Plan Wilson Subway Station.

Figure 35



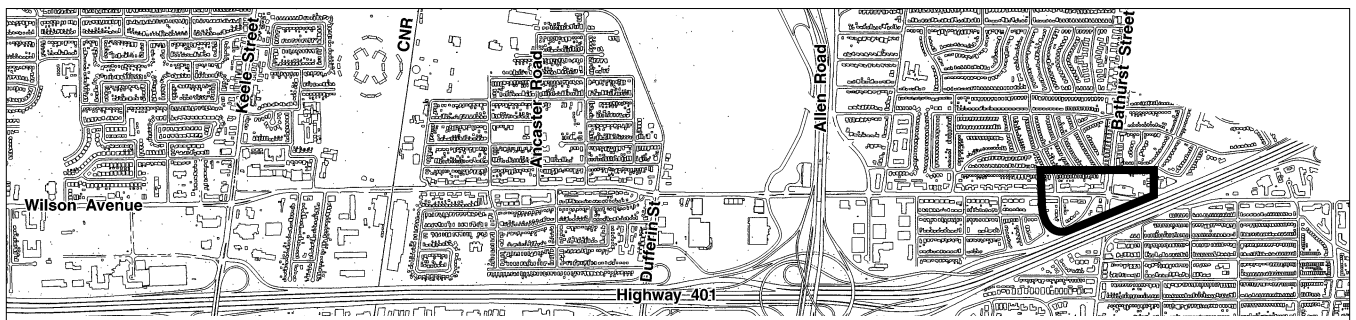


Mixed use - higher potential lands at the Keele-Wilson gateway.

Figure 36

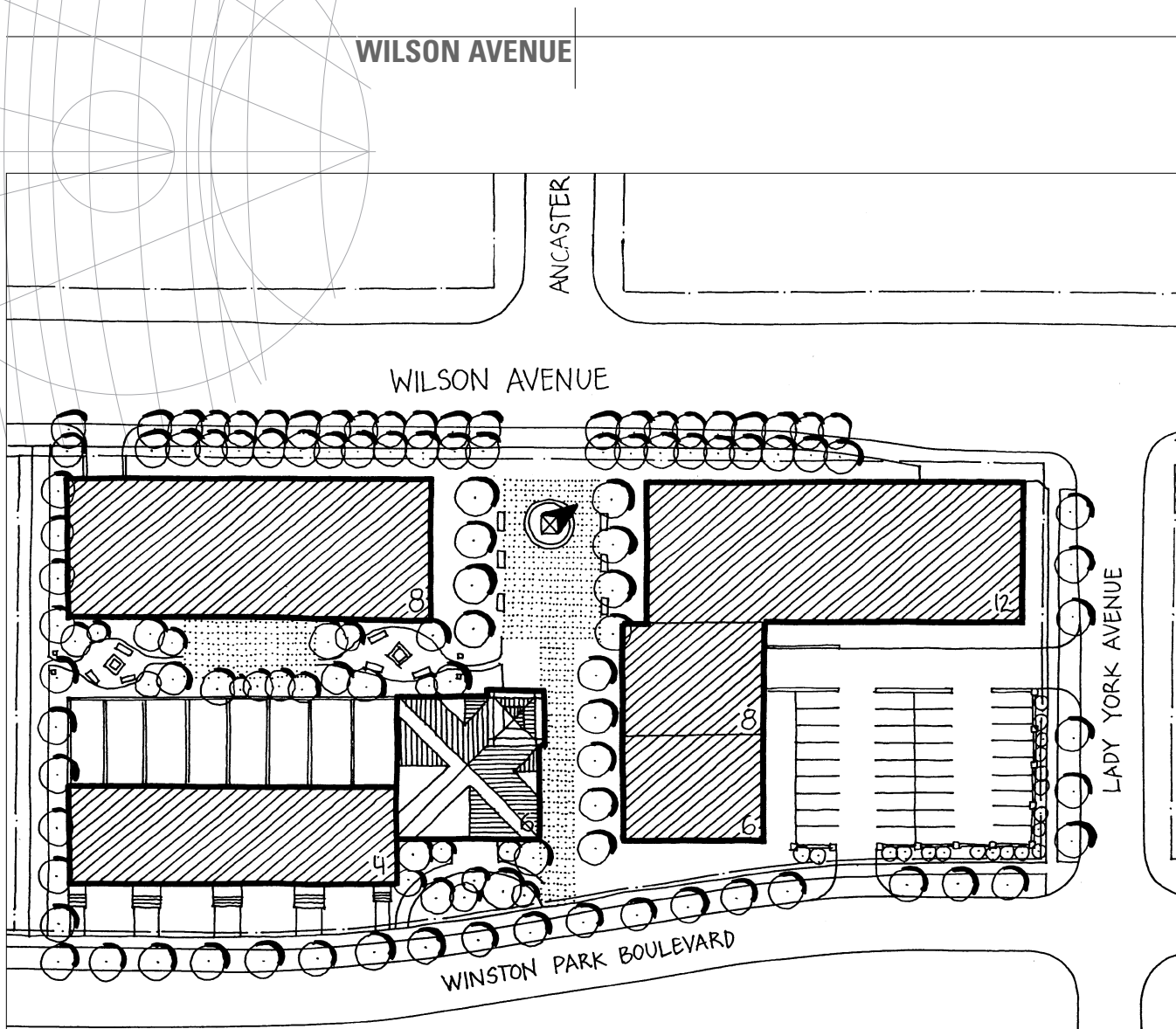
The land identified as Mixed Use – Higher Potential 2 is a centrally located site with sufficient size to accommodate enhanced development. It will be permitted to develop to a maximum height of 12 storeys adjacent to the Wilson Avenue frontage, subject to appropriate integration with the low-density housing adjacent to the south side of Winston Park Boulevard. Generally, height will be graded down to be compatible with adjacent buildings. An urban square will be developed at the site's axis with Ancaster Road to establish a focal point and public amenity space (Figure 37).

The Bathurst-Wilson intersection is identified as Mixed Use – Higher Potential 3 and is a gateway to the area. Open space in the southeast quadrant will be developed as a landscape feature. Larger scale buildings would be appropriate in this area. The design guidelines for Mixed Use areas will apply, except that buildings may be permitted to have a maximum height of 12 storeys adjacent to the Wilson Avenue and/or Bathurst Street frontages, subject to appropriate integration with the adjacent low density housing.



Location of Intensification opportunities in the Bathurst-Wilson area.

Figure 38



Demonstration Plan Ancaster Road Area (4=4storeys)

Figure 37