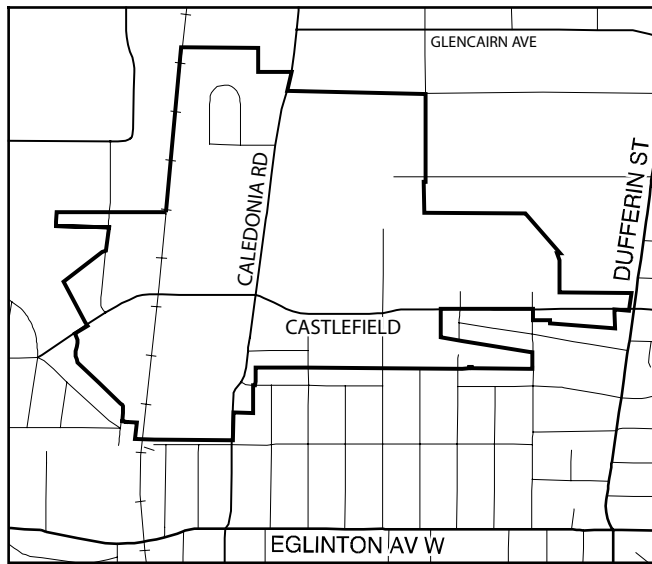


Development in the Castlefield Caledonia area will be consistent with the following urban design guidelines. They provide a framework for the development of the area and are to be read in conjunction with the urban design policies in the Official Plan and the applicable Zoning By-law.



Castlefield and Caledonia Design and Decor District Boundaries

**LOCATION:**

These guidelines apply to the lands centered on the Castlefield Avenue and Caledonia Road intersection and include employment lands in the former City of York and former City of North York.

**GUIDELINES**

These guidelines and development framework are set out in the following sections:

- The Goals;
- The District Structure Plan; and
- Urban Design Guidelines for Public Realm, Built Form and Sustainability.

**GOALS:**

The vision for the area focuses on enhancing the area as a design and décor district while preserving and building on the built form and character of the industrial heritage of the area including:

**Retain Existing Mix of Uses and Businesses**

To ensure the area retains the conditions that originally drew the design and décor businesses to the district. This includes low rents, large open building floorplates and the industrial look and feel.

**Connectivity**

To extend the street network through a series of new public streets, sidewalks, walkways and driveways to service and address new development, and provide safe, comfortable connections between uses, minimizing the traffic impacts on surrounding residential areas.

**Pedestrian Realm**

To develop a common language for streetscaping, enhance connections to the open space network and generally provide safe, comfortable connections between uses.

**Vibrant Streetscape**

To create a safe, high quality public realm, utilizing façades that animate the street, thus making walking more interesting.

**Unique Features**

To take advantage of the opportunities created by the varied topography and the industrial heritage of the area.

**Distinct District**

To create a branded image for the area using easily recognizable and unique elements to the district, such as wayfinding signage, advertising and corporate signage, the Bell Canada Tower and the gantry structure.

**Environmentally Sustainable Development**

To develop a strong, sustainable district that encourages new development while minimizing resources and respecting the natural environment.

**Economically Viable Development**

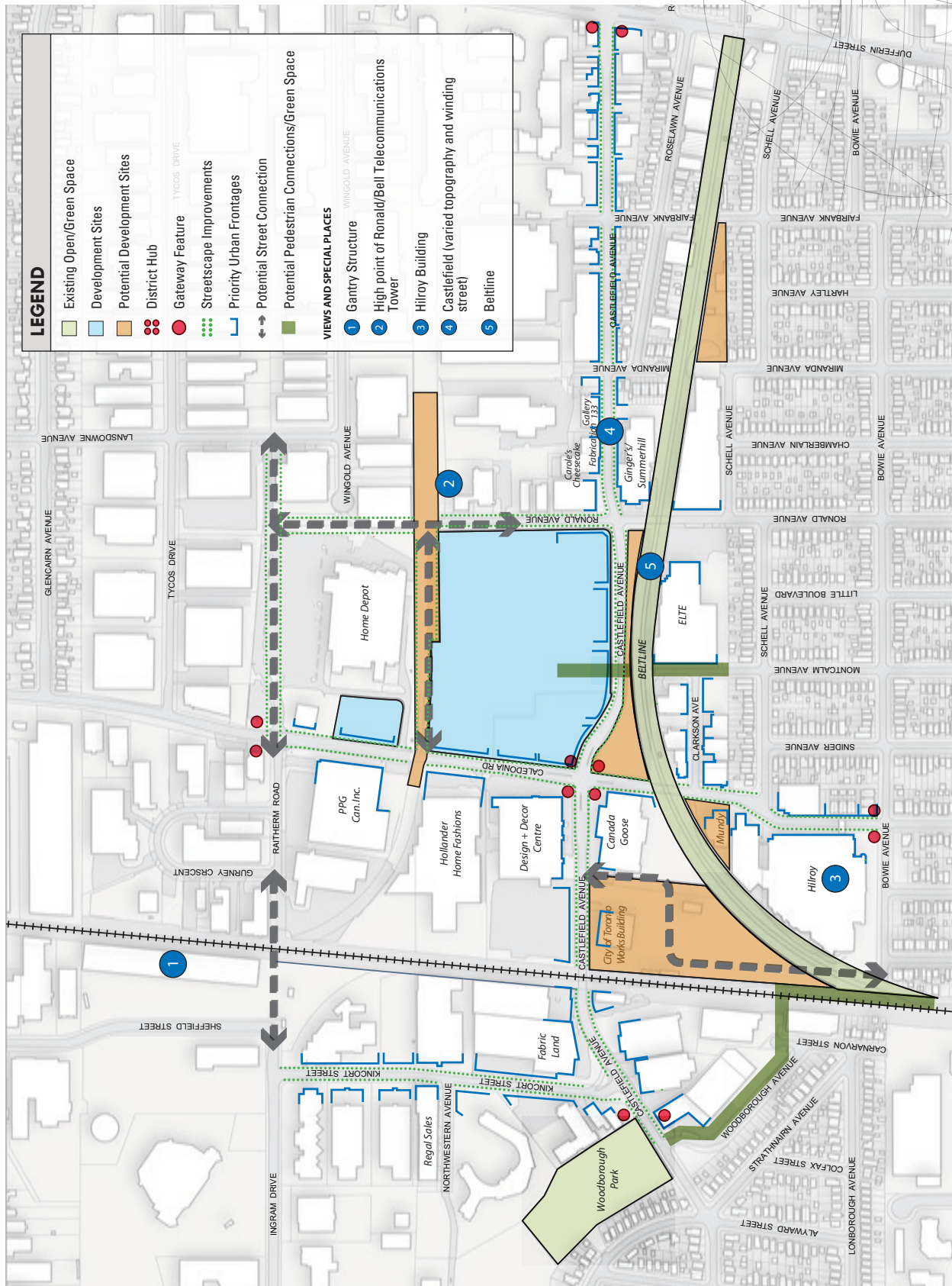
To balance the cost of area improvements, such as streetscaping, with the area's low rents.

**DISTRICT STRUCTURE PLAN:**

The District Structure Plan highlights the vision for the area. The main components of this structure consist of:

- Potential locations for new street connections;
- Creating priority urban street frontages where uses with transparent glazing would define street edges and create a continuous street wall and street-related activity that is sensitive to the comfort and interest of the pedestrian. The primary urban street in the area is Castlefield Avenue;
- A district hub located at the Castlefield Avenue and Caledonia Road intersection. The district hub could consist of landmark buildings and streetscape elements that are unique and immediately identifiable for a design and décor district to reinforce the intersection as the core of the district and to make this intersection highly visible;

- Gateway entrances would be located at Dufferin Street and Castlefield Avenue, Kincort Street and Castlefield Avenue, Raithern Road and Caledonia Road and Bowie Avenue and Caledonia Road. Gateway entrances represent significant opportunities to mark entry into the CCDDD. A gateway may be implemented through a streetscape element, such as a sign, or reinforced by an appropriate architectural expression; and
- Potential open/green spaces, views and special places.



THE STRUCTURE PLAN



## URBAN DESIGN GUIDELINES

### Public Realm:

The following recommendations for the public realm are made to improve the appearance and functionality of the district and better serve the needs of vehicles and pedestrians including local residents, visitors, business owners and patrons. Improving the public realm for pedestrians contributes to more animated streetscapes and commercial activity in the district. Enhancing and extending the public realm, in conjunction with improvements to individual properties, should facilitate connections within the district, provide a safe and interesting environment for pedestrians and highlight the area's unique characteristics.

### Public Roads:

The development blocks within the area are large in scale and lack public streets. As the area develops, new public streets will be required to promote a connected network of streets that will provide the setting for street oriented development and a lively, safe and interesting public realm. The general location of new public roads has been identified in the District Structure Plan. The location of new roads will be the subject of Environmental Assessments that address the feasibility of the roads and will also assess whether there are alternatives.

### Public Sidewalks:

A vibrant and active pedestrian-friendly streetscape is a primary goal for the district. Sidewalks adjacent to public roads establish clearly defined pedestrian routes that are identified separately from vehicular traffic areas. A pedestrian-friendly community includes easily navigated, barrier-free sidewalks, open spaces, walkways and well-marked crosswalks.

- Locate 2.0m minimum sidewalks adjacent to all public streets and along all building façades with building entrances to make walking more comfortable and enhance the perception of safety.
- Provide barrier-free access on sidewalks, for the physically and visually impaired by grading and scoring all sidewalk edges and curbs.



Pedestrian amenities, including street furniture, street trees and other elements enhance the comfort and use of sidewalks and walkways and can act as a buffer from street traffic. Enhanced streetscaping and pedestrian amenities will help create a more vibrant pedestrian realm for the area and, along with other new connections, will encourage walking within the district.



Pedestrian areas should be defined by special paving. Sidewalks should be generous in width to allow for tree grates, pedestrian light standards and other amenities.



Street trees should be planted in continuous trenches to protect roots and allow for trees to grow to maturity.

- Provide accent paving and pedestrian lighting to clearly define pedestrian areas (e.g. sidewalks and walkways) and clearly identify areas where pedestrians may encounter vehicles along their route (e.g. at drive aisles, crosswalks and intersections).
- Encourage pedestrian use of the area and help maintain cleanliness through the placement of street furniture, such as benches and garbage receptacles.
- Encourage transit use by installing bus shelters. Each bus shelter should be named (e.g. name of the intersecting street) and include a map and schedule. Pedestrian paths should be created to connect bus shelters with the main entrances of new developments.
- Install bicycle racks at regular intervals throughout the district to promote non-motorized transportation.
- Create a consistent language for street furniture, including all pedestrian amenities, that exemplifies the industrial character of the district.
- Plant street trees along sidewalks and walkways facing streets and open spaces. In instances where the existing sidewalk widths are not conducive for incorporating street trees, trees should be planted in boulevard bump-outs.
- Line sidewalks and pathways with landscaped areas (e.g. street trees, planters). Such areas should be protected from vehicle traffic, snow storage and removal and should direct but not hinder pedestrian movement.
- Ensure that all new trees are at least 70mm calliper in size and be planted in soil composed of 50-60% sand, 20-40% silt, 6-10% clay, and 2-5% organic with a pH between 6.8 and 7.5.
- Plant only native species that are tolerant of urban conditions, salt, poor soil and uneven irrigation. Good examples are Silver Maple, Red Oak and White Oak.

### On-Street Parking:

Where appropriate, provide on-street parking, which is recommended throughout the entire district to provide parking for convenience-based businesses and to buffer pedestrians on the sidewalks from vehicles on the streets:

- o Castlefield (one side of street);
  - o Local Streets; and
  - o All other streets within the district with significant retail uses.
- Design of on-street parking spaces should incorporate the use of boulevard bumps-outs at either end of the parking area or parking bays carved into the existing boulevard, with provision for landscaping.



On-street parking is recommended throughout the district.

### Parks and Open Space:

The Beltline is a unique feature in this district and provides a significant opportunity for visitors and employees in the area to access the district. New developments adjacent to, or near this trail should focus on creating visual and pedestrian connections to the beltline. Vacant or underutilized sites in the area also provide opportunities for the creation of new landscaped pedestrian focused open spaces, such as civic plazas or pocket “parkettes.”

- Improve visual and physical connections to the Beltline.
- Provide amenities and lighting throughout the Beltline to enhance its safety. Bring Beltline lighting and amenities into the district at key locations to draw users into the Beltline.
- Define and support the Beltline with connections to Woodborough Park.
- Locate new buildings adjacent to the Beltline with active uses facing onto the Beltline to encourage the safe use of the Beltline.
- Create parkettes and other small civic plazas for community gathering spaces that are visually and physically connected to the Beltline.



Pedestrian connections from the Beltline to Woodborough Park should be created.



The Beltline is not currently perceived as a safe pedestrian route. New developments along the Beltline should frame the Beltline and create a more active edge.





The Bell telecommunications tower and asphalt gantry structure have been identified as iconic images for the industrial nature and history of the district and should be retained.



Highly visible pedestrian pathways and landscaping, internal to parking lots are desirable and help to break-up large areas of surface parking, both visually and functionally.

### Public Art:

Public art can add to the area's existing character and identity; contributing to the overall spirit and success of a location. A district wide public art strategy is encouraged to identify appropriate locations for art and the requirements for making it happen.

- Prepare a district wide public art plan.
- Retain existing industrial icons (Bell Tower, gantry structure) as district features.
- Reflect the industrial character and history of the area through public art where appropriate.
- Locate public art at sites visible from public streets and intersections (particularly at intersections identified as "gateways" by the teams) and public plazas, parkettes or other civic spaces.

### BUILT FORM:

#### Driveways

Driveways provide a secondary private system of access to large parcels. These driveways are not a replacement for public streets but form an important part of the street network. Driveways should be located and designed to extend the network of public streets into a site, with:

- Break-up large blocks into smaller development units using new public streets, driveways, internal drive aisles, a network of connected pathways, and landscaping. The pedestrian comprehension and functionality must be high (e.g. clear sightlines and presence of shortcuts) to encourage walking.
- Enhanced connections between public streets and to the beltline.
- Design walkways, landscaping and other pedestrian amenities such that the driveway will act like a public street.
- Encourage the consolidation of curb cuts and vehicular access points associated with new and existing developments wherever possible in an effort to reduce pedestrian-vehicular conflict.

- Encourage shared driveways between properties where feasible. Coordinating and creating connections between driveways on adjacent properties is also encouraged. Consolidated access to parking and service areas will minimize disruption of the public sidewalks and facilitate vehicular access to public roadways.

### Pedestrian Circulation

New buildings and developments should maximize opportunities to create new public pedestrian routes through the site that will connect with the public sidewalk network and with other established pedestrian walkways to achieve greater connectivity and a fine grain of pedestrian connections throughout the district.

- Provide direct pedestrian pathways between the public sidewalk and main building entrances along Caledonia Road and Castlefield Avenue, as well as all local streets, and especially at transit stop locations.
- Provide pathways aligning the main drive aisle, where possible. Pathways should be a minimum width of 1.5 metres and 3.5 metres where trees or landscaping are provided.
- Incorporate through-block connections into all developments to increase pedestrian movement and interconnectedness of sites.
- Provide sidewalks on at least one side of all internal roads.
- Encourage a minimum width of 3.5 metres for pathways in front of principal building entrances and provide landscaping in the form of low planters or trees.



Pedestrian connections should connect buildings to the public realm and should create safe paths of travel for pedestrians through parking areas.





New development should address the street with pedestrian supporting ground floor uses, abundant glazing, space for merchandise display and parking located at the rear.



Buildings should address the street edge and in particular corner sites.

## Building Location and Orientation

The proper location and orientation of buildings are essential considerations in ensuring an urban look and feel for the Castlefield Caledonia Design and Décor District, creating a well defined, safe and interesting public realm. By placing buildings adjacent to the street edge, providing active ground floor uses, intensifying uses at key intersections and establishing consistent setbacks a more pedestrian-friendly urban environment will be created. Along the urban priority frontages, it is important to have a continuous street-wall along the street edge with active uses and building entrances

- Locate new buildings adjacent to the front property line(s) to frame the abutting streets and create a continuous building edge along the street. Use the front yard setback requirement in the Zoning By-law (which varies from street to street) as a build to line especially on corner sites. Small setbacks for enhanced landscape and pedestrian activities is encouraged where appropriate.
- Define intersections with new buildings and developments and/or landscaping treatments to define the corner and street edge.
- Locate building façades fronting onto streets and driveways with a consistent setback distance, creating a continuous street-wall with ample space between building entrances and abutting public sidewalks/walkways.
- Locate smaller-format, at-grade uses with transparent glazing on urban street frontages to define street edges and create a continuous street wall and street-related activity.
- Locate building entrances along the streets/driveways.
- Provide active at-grade uses such as shops and restaurants to support an active streetscape.
- Locate active uses such as patios or other landscaped pedestrian oriented spaces along street edges where there is no building frontage (e.g. gaps between buildings).

## Parking

Many design solutions are available to ensure the provision of adequate parking facilities without creating large expanses of surface parking which ultimately undermine the urban character of the district. The guidelines present a number of solutions to minimizing the visual impact of large areas of surface parking.

- Provide below-grade parking where possible.
- No surface parking areas should be located in front of buildings, between the building façade and street.
- Locate surface parking areas to the rear and side of buildings to ensure the sidewalks/pathways and building façades effectively define the street edge. In situations where it is impossible to accommodate surface parking behind buildings, parking areas may be provided along the side(s) of buildings. In both scenarios, the parking areas shall be appropriately buffered from public view.
- No surface parking and auto-related uses (drive-thru facilities) should be located at corner sites, facing onto or visible from the street intersection and pedestrian routes.
- Improve street edge conditions of surface parking lots by utilizing landscaped traffic islands to delineate and enhance main driveways, subdivide parking areas into smaller “courts”, and improve the pedestrian realm between the public road, buildings, open space areas and adjoining properties. These islands should also incorporate continuous pedestrian walkways.
- Buffer all surface parking areas for new and existing developments. The design of effective screening devices and treatments should be complementary to surrounding conditions and should include a combination of the following: trees and low maintenance shrubs, planters, low walls, higher walls with decorative permeations, colonnades with plantings, ‘living fences’, etc.
- Incorporate design features and circulation patterns for both pedestrians and vehicles that establish safe environments within surface parking lots. These features include clear sightlines, appropriate illumination levels, clearly identified pedestrian crossings, visible service areas (pay stations, waiting areas), orientation signage, identified entrances and exits.



Surface parking lots should be screened from the public realm through low plantings or decorative fencing.





Taller buildings should be strategically located in intersections or other focal sites.



Roll up doors with glazing promotes pedestrian interaction with ground floor uses.



New signage, glazing and landscape builds on the modern, industrial character of the area.

## Building Height and Massing

The massing, height and arrangement of architectural elements of new buildings should be sensitive to adjoining properties and complement the overall district character. A context sensitive approach to height and massing should respect existing built form, while contributing to the creation of a vibrant streetscape.

- Encourage all new buildings and developments to be designed as a minimum of 2 storeys or 8 metres in height.
- Locate taller buildings or building elements at the corners of larger sites and at major intersections. Sites located at the corners of intersections or at the terminus of T-intersections are optimal locations for taller buildings and building elements that should clearly mark the corner or portion of façade and should emphasize the focal nature and visibility of these buildings.
- Overall building height should be appropriate to the type and form of adjoining development and form appropriate transitions in scale to existing adjacent smaller buildings.

## Building Design and Articulation

The area has a strong, rugged industrial character. New development and any redevelopment should complement and enhance this character. The use of simple materials, detailing and industrial scale is encouraged. A clear architectural expression of building façades is essential for all redevelopment in the district. This can be achieved through the careful design of the relationship between the ground floor, its uses and the building design.

- Use of high quality and durable materials that reflect existing buildings in the district should be used for new developments. Wherever appropriate, new buildings should reflect the building materials and/or the existing style of modern industrial buildings.



- Articulate new buildings on corner sites, or sites located at the terminus of a T-intersection, through selective utilization of architectural elements, which could include towers, bays, accentuated rooflines, projections, recesses, canopies, changes in materials and/or other architectural detailing.
- Apply some amount of architectural expression to building façades that are visible from the street and avoid blank, single-material walls. Treatments could include colour and material variations, windows and articulations in the wall plane.
- Apply extensive clear glazing to façades at grade facing public streets and internal walkways.



Window's and landscaping enhance the safety and amenity of Caledonia Road.

### Outdoor Storage, Servicing and Location

In the design of new buildings within the district, it is essential to identify less visible areas for servicing the site – areas for the provision of deliveries, loading and garbage collection and storage. Existing outdoor storage, servicing and loading areas should be screened from public view.

#### *Location and Orientation*

- Minimize the visual impact of service, delivery and outdoor storage areas, especially from public ways and along designated view corridors (principally along Castlefield Avenue and Caledonia Road) by placing them at the rear of buildings, away from public streets, parks and important driveways.
- Prohibit freestanding outdoor storage, servicing and loading areas in front of a primary building façade or in front yards.
- Locate service and loading entrances off secondary streets and identify with signs to discourage the use of main entrances for deliveries.
- Locate outdoor storage, servicing and loading areas in areas of low visibility from the public realm, preferably at the rear or side (non-street side) façades.
- Consolidate servicing and loading areas between multiple sites where possible.



An old loading area canopy provides amenity for a new pedestrian entrance.



The design and placement of storage should minimize visibility from the Public Realm.



Outdoor storage, and servicing and loading areas should be integrated into the overall building design.

### Screening

- Screen servicing and loading areas from public view through architectural screening, landscape buffering, landscape berm construction, or a combination of these treatments.
- Screen outdoor storage areas fully, by using screen wall enclosures. Screen walls should have a minimum height of 1.8 metres, and a maximum height of 3.0 metres. Stored materials may not be stacked or be visible above the enclosure height.
- Construct service and outdoor storage enclosures of materials to match or complement the building material. No enclosure should be made of any form of chain link fencing. Gates and/or access doors may be constructed of materials different from the actual enclosure material to facilitate operation of the gates or access doors.



Signage on the Hilroy building is unobtrusive and responds well to the main access points. An example of how a corporate identity has been incorporated into an existing building.

### Signage

The design, materials, scale, style and technology of signage should reflect the industrial look and feel for both wayfinding signage and business advertising signage.

- Encourage signage to be integrated in building design rather than applied to a free-standing structure. Building identification signs should be compatible with the building design in scale, material and colour.
- Design signage to be complementary, not the dominant feature of buildings or development.
- Closely relate signage to building entrances and generally place signage in a low wall element or on the building itself. Commercial signage should add diversity and interest to retail streets, and be compatible with the building design in scale, material and colour.
- Design stand-alone signs (ground signs) to be shared among tenants, and integrated into landscaping. These signs should not exceed 3.0 metres in height, unless incorporated into a public art installation.
- Reflect the distinct character of the area, particularly the industrial feel, in corporate identities utilized in building signage.

**SUSTAINABILITY:**

New buildings and developments should address environmental sustainability principles from the early design phase through to implementation. These guidelines will be applied in conjunction with the Toronto Green Development Standard.

**Adaptive Re-Use and Recycling**

Older buildings within the district, which may have outlived their intended purpose, provide excellent opportunities for adaptive re-use, while retaining their highly valued historic features.

- Reducing the use of new materials through remodelling or adaptive reuse of all or parts of existing buildings is an effective means of achieving environmental sustainability objectives in the private realm. When feasible, this is often a better environmental option than demolition and recycling. However, the energy consumption of existing buildings should be carefully considered when assessing the environmental merits of a project.
- Consider conversion of older industrial buildings, or portions thereof, in the district for adaptive reuse. Older industrial buildings and warehouses can be transformed with a variety of uses, including mixed use, retail, offices and restaurants.
- Consider using salvaged materials from demolition in new building construction, avoiding the waste and pollution of new production. If there are no salvageable materials available from an existing development site, they should be purchased directly from building demolition sales, from salvage contractors and used materials dealers. Reused materials can be used both in new buildings and in public amenity areas, an example being outdoor paving.



Existing warehouses can be transformed to accommodate many different uses in a single building. New buildings can be built to emulate the character of industrial buildings, while incorporating modern design elements.





Green building practices should be encouraged for new development.



Green roofs provide many benefits, including reducing water run-off and minimizing the urban heat island effect.



Native drought resistant plant materials are landscaped here in a unique maintenance-free way.

## New Building Design

The design, materials, scale, style and technology of signage should reflect the industrial look and feel for both wayfinding signage and business advertising signage.

- Provide flexible floorplates, building envelopes and building façade designs in new buildings and developments to accommodate a variety of uses/users over the building/structure's life span.
- Encourage the use of vegetated or "green" roofs to minimize water run-off and improve building insulation.
- Maximize porous surfaces or landscaped areas to capture roof drainage and minimize water run-off.
- Design roof drainage to flow, in part or fully, into landscaped areas on site where lot size and soil conditions are adequate to absorb such run-off. Several downspouts should be provided to better distribute storm water into various areas of the adjacent landscape.

## Site Design and Landscaping

Impervious areas directly connected to the storm drain system are the greatest contributor to storm water pollution and should therefore be minimized. Large, empty and/or underutilized lots, like many found in the district, provide opportunities to implement alternative site design techniques.

### Landscaping

- Maximize landscaping as a percentage of the total site area.
- Incorporate a wide range of strategies for landscape design to minimize water consumption (e.g. native species, use of mulches and compost, alternatives to grass and rainwater collection systems).
- Preserve existing significant trees, tree stands, and vegetation and incorporate these into site design and landscaping.

- Use native plant materials wherever possible.
- Encourage a minimum 2.5m width for all planting beds (including traffic islands, except on sidewalks of the public right of way) to enable sufficient plant material to be massed in order to create healthy and sustainable landscaping.

#### *Surface Run-off*

- Create breaks in impervious areas directly connected to the storm drain system by means of landscaping or other permeable surfaces to allow absorption into the soil and avoidance or minimization of discharge into the storm drain system.
- Minimize paved areas, such as surface parking, in order to maximize permeable surfaces that absorb and biodegrade certain toxins. This will also reduce the volume of run-off into the storm drainage system.
- Minimize street widths, driveways and parking areas as much as possible within allowable standards.
- Drain parking areas into vegetative or grassy swales that are incorporated into large common landscaped areas within a project or perimeter landscaping.
- Locate drainage basins throughout parking lots to collect stormwater. These basins should be planted with native plant materials that thrive in wet conditions.
- Provide well-drained snow storage areas in a location that enables melting snow to leach into drainage courses and storm drain inlets to prevent toxic materials from being washed into streams.



Porous surfaces or landscaped areas should be used to capture roof drainage and minimize water run-off.

