

Finch Warden Revitalization Study

A Community Vision





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Appendix A: Summary of Public Consultation
http://www.toronto.ca/planning/finch_warden.htm

Appendix B: Summary of Design Charette
http://www.toronto.ca/planning/finch_warden_design_charette.htm

Appendix C: 1964 Bridlewood Land Use study
http://www.toronto.ca/planning/finch_warden.htm





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The City of Toronto and its partners dedicated staff resources to assist the community in creating a vision for Finch Warden Area. They include the following:

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TTC staff
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Executive Summary

The Finch Warden Revitalization Study was requested by Scarborough Community Council as a result of a development application to build 8 condominium towers (7 to 38 storey totaling 1370 residential units) in the Bridlewood Mall parking lot. A Working Group was formed in October 2008 following a community consultation meeting with stakeholders. The Working Group coordinated by City Planning staff, identified needs and issues, opportunities and challenges for the area revitalization.

The area is located at the core of the Steeles L'Amoreaux community which, as a community has moved over the past decade from a “desirable neighbourhood” to a designated “priority neighbourhood”. The demographics of this middle class community have been altered significantly by the influx of a mixed population of new, first generation immigrant households with a high preponderance of youths and seniors, and also seniors who have lived in this community from its inception more than 30 years ago. The Working Group has identified stressed infrastructure in the areas of community services, hospital, schools, libraries, transportation, traffic, hydro, water and sewers as having a significant impact on

the community at its most fundamental level. A commitment for infrastructure upgrades is required prior to proceeding with any major development in the designated area.

The Working Group identified an opportunity to revitalize the area and re-establish “*a desirable community for people to live, work and play by enhancing its diverse residential and commercial character*”. Affordable housing for seniors together with associated medical, health and wellness services could bring work to an area in desperate need. The character of the area could be enhanced by considering setback mid-rise podium buildings, wide sidewalks and safe crossings for seniors and attractive shops and terraces as a highly desirable design point. Open spaces and greenery together with pedestrian friendly lights could further increase the area attractiveness

Vision Statement

*To be a desirable community
for people to live, work and
play by enhancing our diverse
residential, retail and commercial
character*

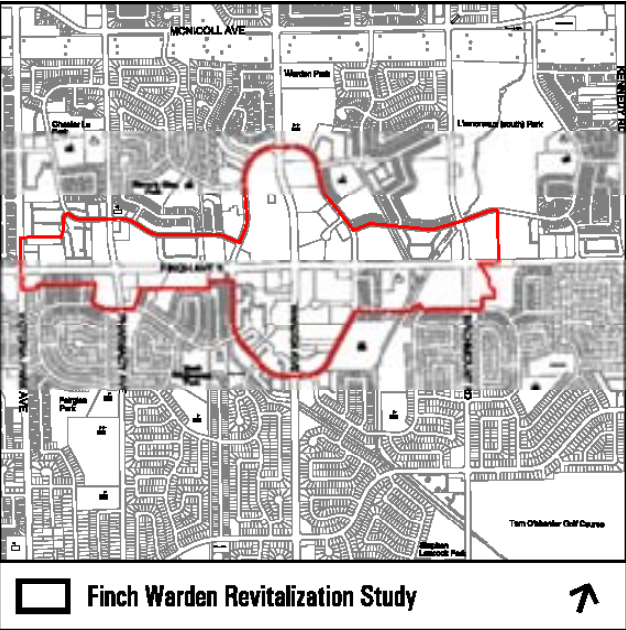
1.1 Study Context

This Area Revitalization Study examines the lands in the vicinity of the Finch and Warden Avenues intersection. It includes the lands along Finch Avenue East, from Victoria Park Avenue to Birchmount Avenue and along Warden Avenue including the lands within Bridletowne Circle. The area surrounding the intersection of Finch and Warden has a predominance of 15-23 storey residential buildings with established low density residential neighbourhoods immediately to the north, south, east and west.

The purpose of the study is to outline a community vision for the area, describing the kind of community that people who live and work here want it to become over the next 10-20 years. The Study identifies what the community values, the aspects that it wishes to preserve, what improvements are needed, and how change should occur.

The vision will be used to: inform, evaluate and shape future redevelopment; guide growth; set priorities for funding, programs and services; and identify necessary public and private realm improvements.

It is important to note that it is not possible to forecast exactly how and when the revitalization of the Finch and Warden Area will occur. It will depend on variables such as the level of demand for housing and commercial space, the availability of funds for public improvements as well as a variety of economic factors that make redevelopment and investment feasible. It is most likely that change will occur gradually over 10 – 20 years. This study guides both public and private redevelopment opportunities to implement the short and long term revitalization of the area.





1.2 Priority Neighbourhoods

Steeles L'Amoreaux Priority Neighbourhood

The priority neighbourhood investment initiative evolved from the City's Community Safety Plan, adopted in 2004. The plan emphasized building on the strengths of neighbourhoods and communities, investing in social infrastructure, and creating opportunities for youth.

In 2005, the City identified 13 priority neighbourhoods, including Steeles-L'Amoreaux, for targeted investment, areas struggling with the challenges of lack of community services and social infrastructure, poverty and underemployment, settlement of new immigrants, and higher incidence of youth violence. The rescuing of communities and real change requires vision, commitment and a spirit of co-operation across departmental and jurisdictional lines.

The priority neighbourhoods were selected based on a supply-demand analysis of proximity of community infrastructure to socio-economic need. Strong neighbourhoods require a mix of services and facilities that meet local needs and correspond to both the

size and characteristics of the population living there. Researchers examined neighbourhood level data for the City's 140 social planning neighbourhoods. They looked at eleven indicators of social needs, such as, household income, unemployment, literacy, education, incidence of low birth weight, percentage of recent immigrants, and knowledge of english or french. Service coverage was examined for key services including recreation and community centres, libraries, schools, community health centres and hospitals, community-based children's services, services for youth, and for seniors, settlement services, employment services, food banks and community kitchens, gardens and markets.

The City's Social Development, Finance & Administration Division (SDFA) provides leadership and staff support for the priority neighbourhood initiative. The focus is on action at the neighbourhood level. A Neighbourhood Action Team was formed for each priority neighbourhood with staff from relevant City divisions and other stakeholders such as Toronto Community Housing, police, libraries to coordinate service, problem solve, identify local priorities and opportunities and build community capacity at the local level. These teams evolved into Neighbourhood Action Partnerships with added representatives

from the school boards, the faith communities, service agencies, and local residents.

In 2006, the Mayor committed to investing \$13 million in the 13 priority neighbourhoods, and in 2008 the Partnership Opportunities Legacy Fund was created to use this funding to leverage partnerships for new community facilities such as playgrounds, parks, basketball courts, expanded library facilities, youth spaces, and other infrastructure improvements. All project funding priorities are established with input from residents and community organizations through the collaborative Neighbourhood Action process. Projects currently underway in Steeles-L'Amoreaux include community space in the new child care centre and community space at Chester Le Public School, and an outdoor multi-sports pad.



1.3 Study Team

The revitalization study for the area around Finch and Warden was initiated by the City Planning Division as directed by Council and in consultation with various other internal divisions and external agencies. City Divisions include Technical Services, Transportation Service, Parks and Recreation, external agencies including Toronto Water and Toronto Hydro, the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB).

As a community based study, a working group comprised of area residents, the Bridlewood Mall owners, the 2 local councillors, and other interested stakeholders was established to lead the initiative and develop a community vision.

1.4 Community Consultation

In September 2008, a Community Consultation meeting was held to introduce the study to the community. Out of this meeting a working group began to form. This group included area residents, ratepayer heads, business owners, social service providers, local Councillors, and City staff. The Working Group held its first formal meeting on October 21, 2008.

As representatives of the larger community, the Working Group identified the community needs, the issues of importance for the community, opportunities and challenges for revitalization, and provided overall guidance for the study. This study was coordinated by City Planning staff.





1.5 Study Process

The Finch Warden Revitalization Study area was defined as a result of collaboration between the Working Group, City Staff, and the broader community. The process can be defined by the following three distinct stages of work:

Phase One- Research and Charette Preparation

This phase involved a review of planning policy, urban form, and existing neighbourhood conditions through fieldwork, analysis, discussions with experts in various fields as well as a review of development activity. During this phase, the public kick-off meeting to introduce the project to the community occurred, the Working Group was established and discussions with City Divisions, Agencies and Boards occurred.

Phase Two-Design Charette

The design charette was broken up into 2 parts. The morning session dealt with the Working Group's "Hopes, Dreams and Fears" for their community. While the afternoon session had the Working Group members develop their own design vision for the community, including a

presentation. Both sessions were facilitated by the City's Public Consultation Group. For further information about the Charette go the following website. http://www.toronto.ca/planning/finch_warden.htm

Phase Three- Synthesis and Final Document

The final document is based upon the feedback gathered through Phase 1 and 2 and includes a community vision, principles and design concepts. The final document also contains a summary of phases one and two (see appendices)





1.6 Policy Context

1.6.1 Toronto Official Plan

The Greater Toronto Area (GTA) is one of the fastest-growing urban regions in North America. Toronto is growing so quickly that it is predicted that the Region will grow by 2.6 million people and 1.6 million jobs from 1996-2031. Dealing with new growth will require about 1.25 million new homes.

The City of Toronto's Official Plan is consistent with the conceptual framework introduced in the Province's "Places to Grow" Document. The Official Plan is both visionary and strategic. It is focused on opportunities for renewal and investment and finding new ways to direct and manage the physical, social, and economic development for the City.

The purpose of the City's Official Plan is to direct physical growth by:

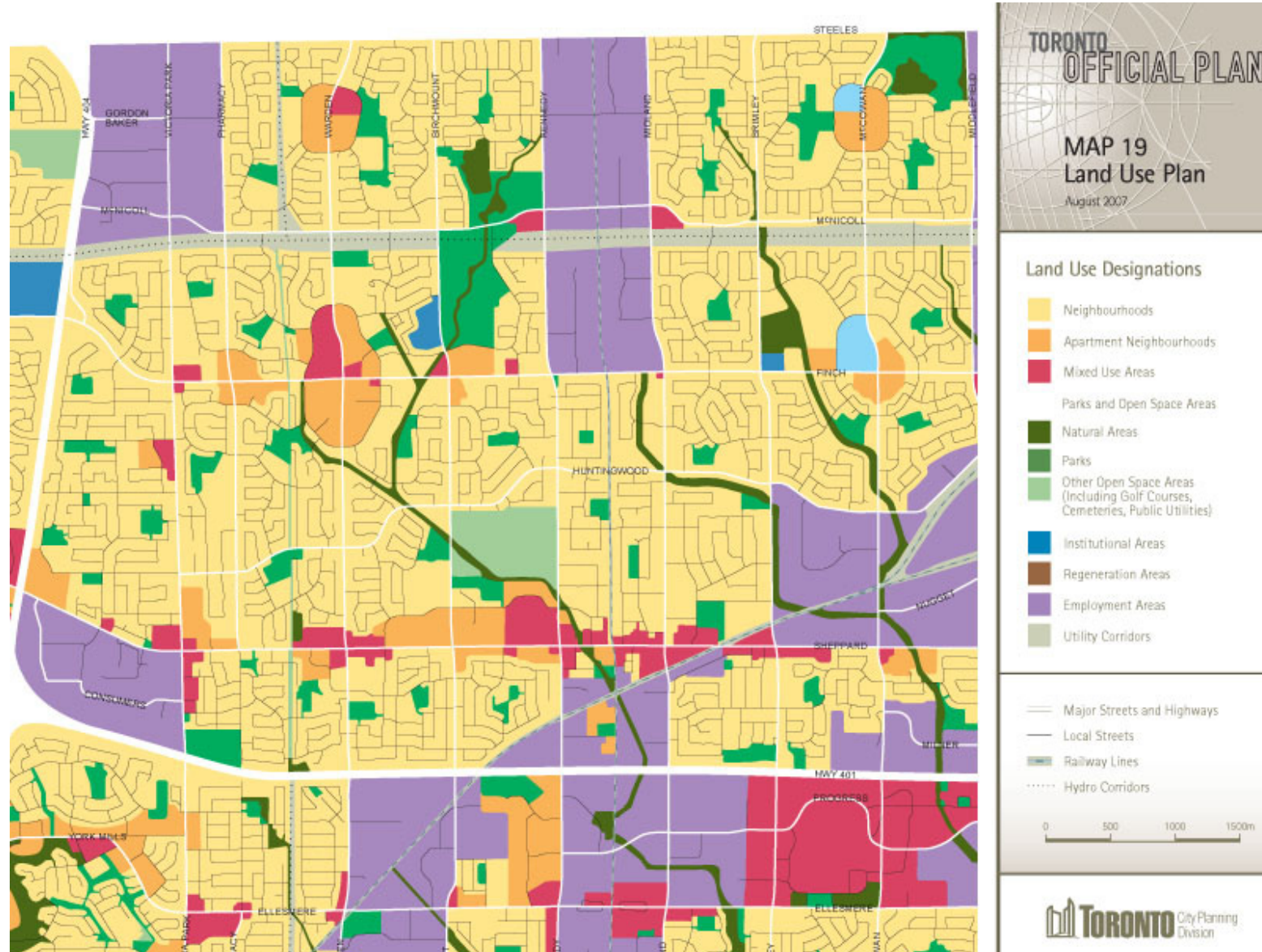
- Identifying areas where the City wishes to see growth occur
- Focusing civic resources to ignite that change; and

- Creating new regulatory framework (Zoning by-law and design guidelines) that allow development to proceed in a timely manner with a degree of design flexibility while continuing to provide the broader community with a level of certainty about the character and form of development.

The City of Toronto Official Plan designates a number of sites within the study area as "Mixed Use Areas". These sites provide the opportunity to achieve a number of planning objectives by combining a broad array of uses. Mixed use areas accommodate residential uses, offices, retail, institutions, entertainment, recreation and cultural activities, as well as parks and open spaces in one area.

Mixed use areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.

The Official Plan seeks to promote live, work, and shopping in the same area giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night.





The Toronto Official Plan includes policies related to “Healthy Neighbourhoods” When we think of our neighbourhoods we think of more than our homes. Trees, parks, schools, libraries, hospitals, community centres, child care centres, places of worship and local stores are all important parts of our daily lives. Increasingly, people work in their neighbourhoods, both in home offices and in local stores and services.

All communities should benefit from and share the rewards and advantages of living in Toronto. Some neighbourhoods need to be strengthened to ensure a better quality of life for their residents. There may be gaps in community-based facilities and services. Strategies and specific measures may be needed to revitalize and improve these priority neighbourhoods to address such issues.

The following policies listed within Section 2.3.1 of the City Toronto Official Plan are relevant to the Finch Warden Revitalization Study.

Policy 2.3.1.6 states that:

“Community and neighbourhood amenities will be enhanced where needed by:

- a) improving and expanding existing parks, recreation facilities, libraries, local institutions, local bus and streetcar services and other community services; and
- b) creating new community facilities and local institutions, and adapting existing services to changes in the social, health and recreational needs of the neighbourhood.”

Policy 2.3.1.7 states that:

“In priority neighbourhoods, revitalization strategies will be prepared through resident and stakeholder partnerships to address such matters as:

- a) improving local parks, transit, community services and facilities;
- b) improving the public realm, streets and sidewalks;
- c) identifying opportunities to improve the quality of existing stock of housing or building a range of new housing;
- d) identifying priorities for capital and operational funding needed to support the strategy; and
- e) identifying potential partnerships and mechanisms for stimulating investment in the neighbourhood and supporting the revitalization strategy.”

The Toronto Official Plan also includes policies related to “Housing”. The Official Plan encourages a broad range of housing types. For redevelopment of a site larger than 5 hectares that includes residential development, such as the Bridlewood Mall site, the Official Plan Housing policy 3.2.1.9 is applicable. That policy requires, among other matters, that 20% of the additional residential units resulting from the density increase on the site be provided as affordable housing.



2. The Finch Warden Community

2.1 Historical Context

The Bridlewood area, generally centered around Finch and Warden Avenues, began as a farming hamlet in the early 1900's and began to transition into a modern day subdivision in the 1950's, 60's and 70's.

During this time a major landholder, Robert McClintock Limited, put forward a plan to develop between 800-900 acres of land in the area with residential, commercial, employment and recreation uses. This planned community would have a commercial mall located at the "major intersection" at Finch and Warden with residential high rise located nearby. Surrounding the pocket of highrise were ranch bungalows, split-levels and two-storey homes, situated on forty to seventy foot wide lots and featured attached or built-in garages. Ultimately, a form of this plan was adopted and development took place as we see it today.

Over the past 10-15 years only minor changes have taken place in the area, except for infill development on some of the former Hydro Corridors.

The Highland Creek drainage basin and its many tributaries represent the main physical natural feature of the area, flowing southward to Lake Ontario.



Finch and Warden intersection 1965



Bridlewood mall is the main centre of the area.

2.2 Area Character

The Finch Warden Area is a diverse neighbourhood made up of a mix of building typologies, accommodating a range of business, institutional and residential uses. Identified on the following pages are some elements that display this areas unique qualities.



High rise and ground related residential buildings currently exist throughout the study area.





Scarborough Grace Hospital



Local green space and walking trail



Example of commercial and office development



Catholic elementary school Epiphany of our Lord



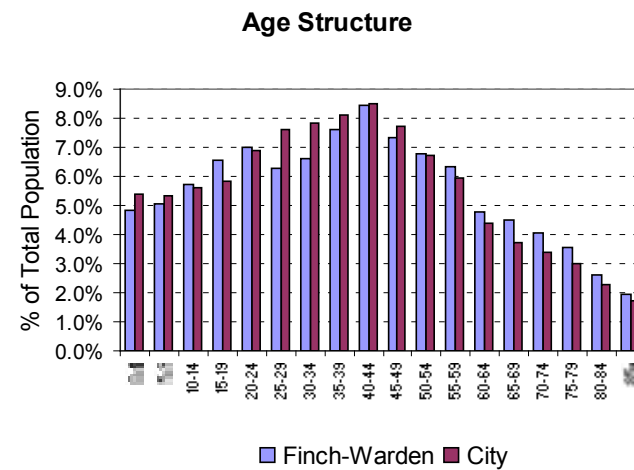
2.3 Demographic Information

As part of the background work for the Finch Warden Revitalization Study a Community Services and Facility Study was undertaken. The geographic area for this study expanded beyond the boundaries of the revitalization area to include the lands bounded by Steeles Ave E to the north, Sheppard Ave E to the south, Victoria Park Ave to the west and Kennedy Road to the east.

According to Statistics Canada census data, in 2006, there were 85,545 residents living in the Finch-Warden CS&F Study Area, representing about 3.0 % of Toronto's total 2006 population. Over the last 5 years, the population in the study area grew 1.1% or by 920 persons.

In 2006, there were a total of 27,875 private households housing 24,525 families (19,825 couples/4,680 lone-parents) and 5,635 non-family households. The Finch-Warden CS&F study area is characterized by family households with children, with almost twice as many owners than renters. Structurally, the study area is dominated with ground-related housing and high-rise apartments.

Census data shows residents are similar to Toronto in terms of structure of lone-parent families, average number of children at home per Census family, and the average number of persons per Census family; however, the study area is distinct in a number of ways.





1. It has a lower percentage of young children and more seniors. It also has a higher proportion of Census families with children, more married couples and more sons and/or daughters at home.

2. The proportion of young children at home (both aged 0-6 and between 6-14) falls below the City's average, whereas the proportion of older children at home aged 18 to 24 and over 25 years is higher than the City's average.

3. The study area has a lower proportion of non-family senior citizens and fewer non-family persons over all when compared to City of Toronto's averages.

4. Forty-seven percent of all dwellings are ground-related and 45% are high-rise apartments with 5 storeys or more, exceeding the City's average. The housing stock is aging. Nearly 90 % of all dwellings were built before 1990.

5. It is an area with many family households. It has a higher proportion of one-family households and fewer non-families when compared to the City as a whole.

6. The Finch-Warden CS&F study area is also home to a large number of immigrants. Immigrant data shows that there is a higher proportion of immigrants compared to Toronto. Most of the immigrants come from Eastern Asia and Southern Asia. Immigration has been stronger since 1990 which is reflected in the population count by generational status. A lower proportion of residents reported 'English' as their home language.

7. Compared to the Toronto, the area has a slightly lower mobility rate. Between 2001 and 2006, 45% of Toronto residents moved (on average) compared to 43% of Bridlewood study area residents. Of the movers, non-migrants outnumbered migrants.

8. Fewer area residents hold university degrees or certificates compared to Toronto, and average household income in 2005 fell below Toronto's average. Furthermore, the percentage of the population in low income both before tax and after tax is higher than the City's average. As well, proportion of owner households spending 30% or more of their household income on the cost of housing exceeds the City's average whereas tenants fall below the City's average.

9. The top occupations for area residents are in Sales and Service, and in Business, Finance and Administration. The main industries are Manufacturing, Retail Trade, and Professional, Scientific and Technical Services.

10. The Steeles L'Amoreaux area has been identified as a priority neighbourhood. For more information please see section 1.2 above.



3. Inventory of Existing Conditions

The Finch Warden Revitalization Study undertook a review of existing conditions related to both social and physical infrastructure, transportation and transit conditions.

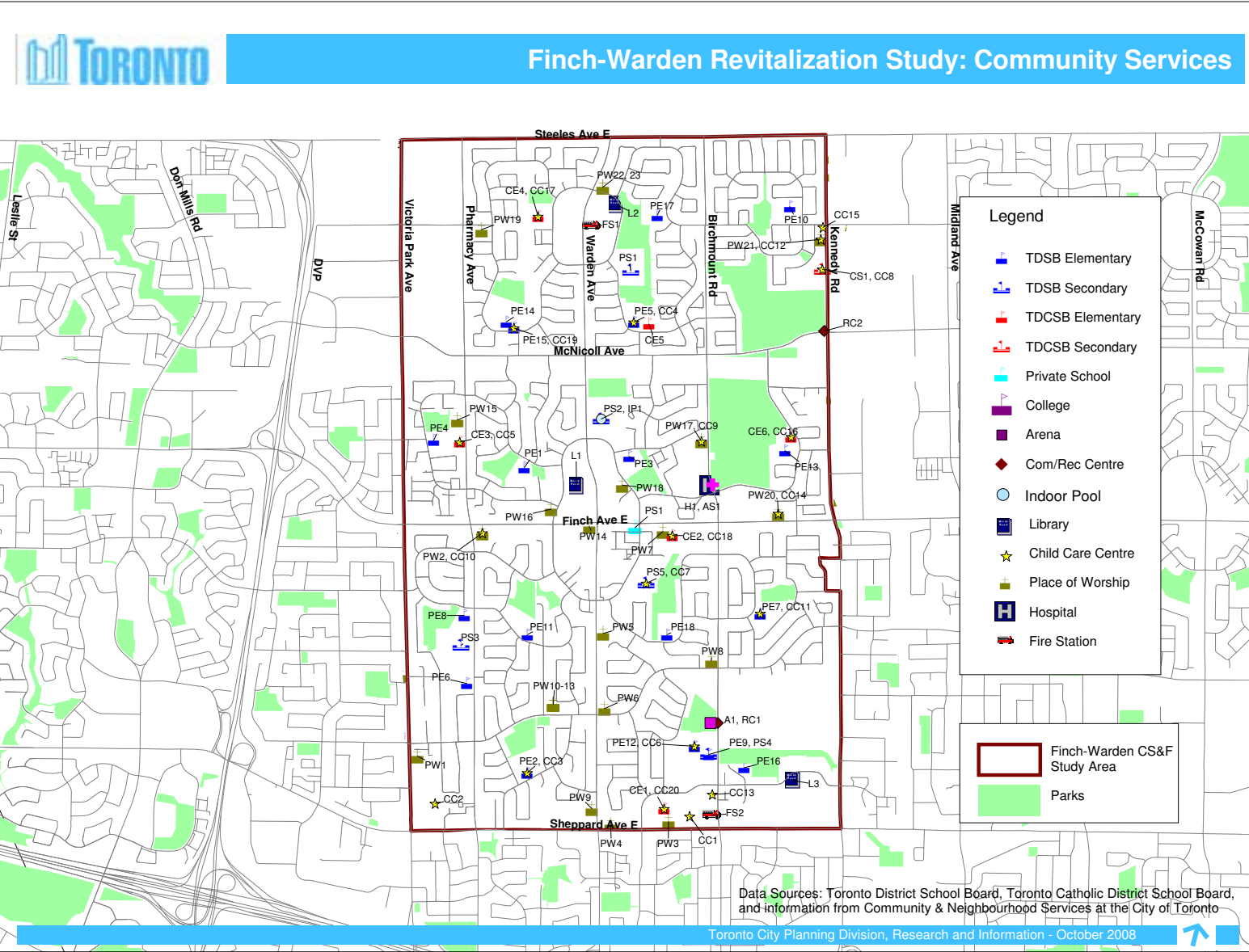
City staff and the working group had discussions related to community services, including capacity at area schools, childcare, hospitals, libraries, and other human services. Issues related to physical infrastructure were also discussed including delivery of water and sewer, hydro electricity, roads, traffic and transit. Each of these topics are discussed in further detail below.

3.1 Community Services and Facilities Profile

Community services and facilities are a vital part of neighbourhoods in the city, contributing to the quality of life and well being of residents. Schools, child care centres, community centres, libraries, emergency services, parks, community space for local groups and service agencies are all components of the social infrastructure and are as important to the future of the City as hard services such

as roads, water and transit. Ensuring that there are adequate community services and facilities to meet existing community needs and for new residents in areas where growth is anticipated are fundamental considerations in planning for new development.

The Community Services and Facilities (CS&F) review examined a larger study area in order to identify facilities and agencies that may also serve area residents, recognizing that the boundaries of agency service areas vary. The CS&F Study Area extended from Steeles Avenue south to Sheppard Avenue, and from Victoria Park Avenue east to Kennedy Road (see map). Community services and facilities were inventoried to identify the range of services and facilities and to begin to assess the capacity of these local resources





3.1.1 Toronto District School Board (TDSB)

- Nine elementary schools serve the Finch-Warden Revitalization study area.
- Three secondary schools serve area students.

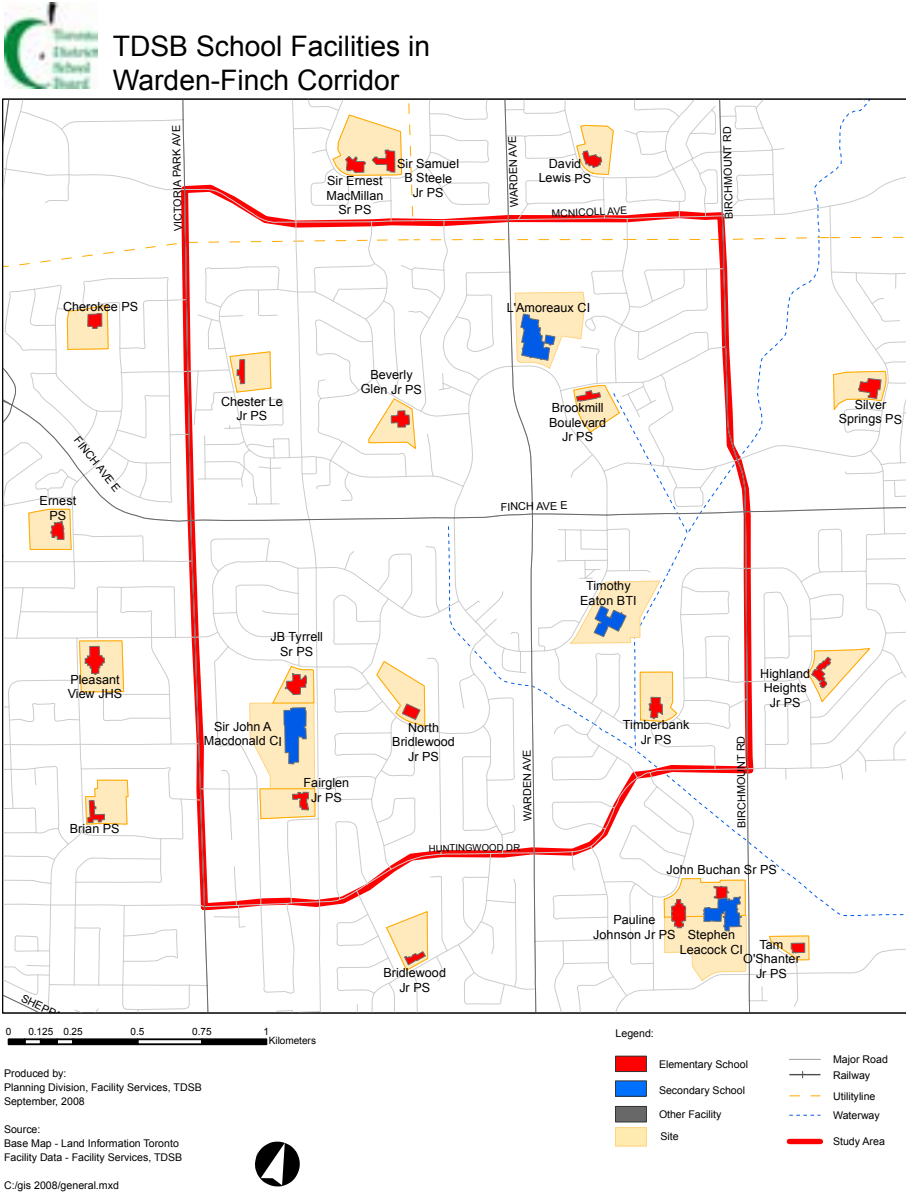
Of these, nine area elementary schools, two are operating well above capacity, including Brookmill Boulevard Junior Public School, with a utilization rate of 116% (enrolment as of October, 2007) and Sir Ernest MacMillan Senior Public School, with a rate of 120%. TDSB consider an elementary school with a utilization rate of 80% to be operating optimally. Three schools are operating between 80% and 100%, including Beverly Glen Junior Public School at 82%, John Buchan Senior Public School at 85% and JB Tyrrell Senior Public School with 93%. The other four schools are underutilized, including Chester Le Junior Public School at 64%, Fairglen Junior Public School at 44%, North Bridlewood Junior Public School at 64% and Timberbank Junior Public School at 61%. The three secondary schools are all operating overcapacity. They include L'Amoreaux C.I., 103%, Sir John A. Macdonald C.I., 103%, and Stephen Leacock C.I., 105%.

In addition, the following schools are also located within the overall CS&F Study Area, but beyond the normal attendance area for residents of the Finch-Warden Revitalization Study Area: nine elementary schools, including Bridlewood Jr PS, David Lewis PS, Highland Heights Jr PS, Kennedy PS, Pauline Johnson Jr PS, Silver Springs PS, Sir Samuel B Steele Jr PS, Tam O'Shanter Jr PS, Terry Fox PS, and the 2 secondary schools, Dr. Norman Bethune CI, and Timothy Eaton BTI.

The TDSB have been monitoring development in the area and have a number of options to address the challenges of increasing enrolment at schools north of Finch Avenue and the underutilization of schools in the area south. In certain instances, significant residential development may be the catalyst for an accommodation review in anticipation of students generated from development. Otherwise the practice in responding to development if the local school does not have sufficient capacity is to either use portables as an interim measure or to redirect students to facilities where sufficient surplus capacity exists.



L'Amoreaux Collegiate Institute



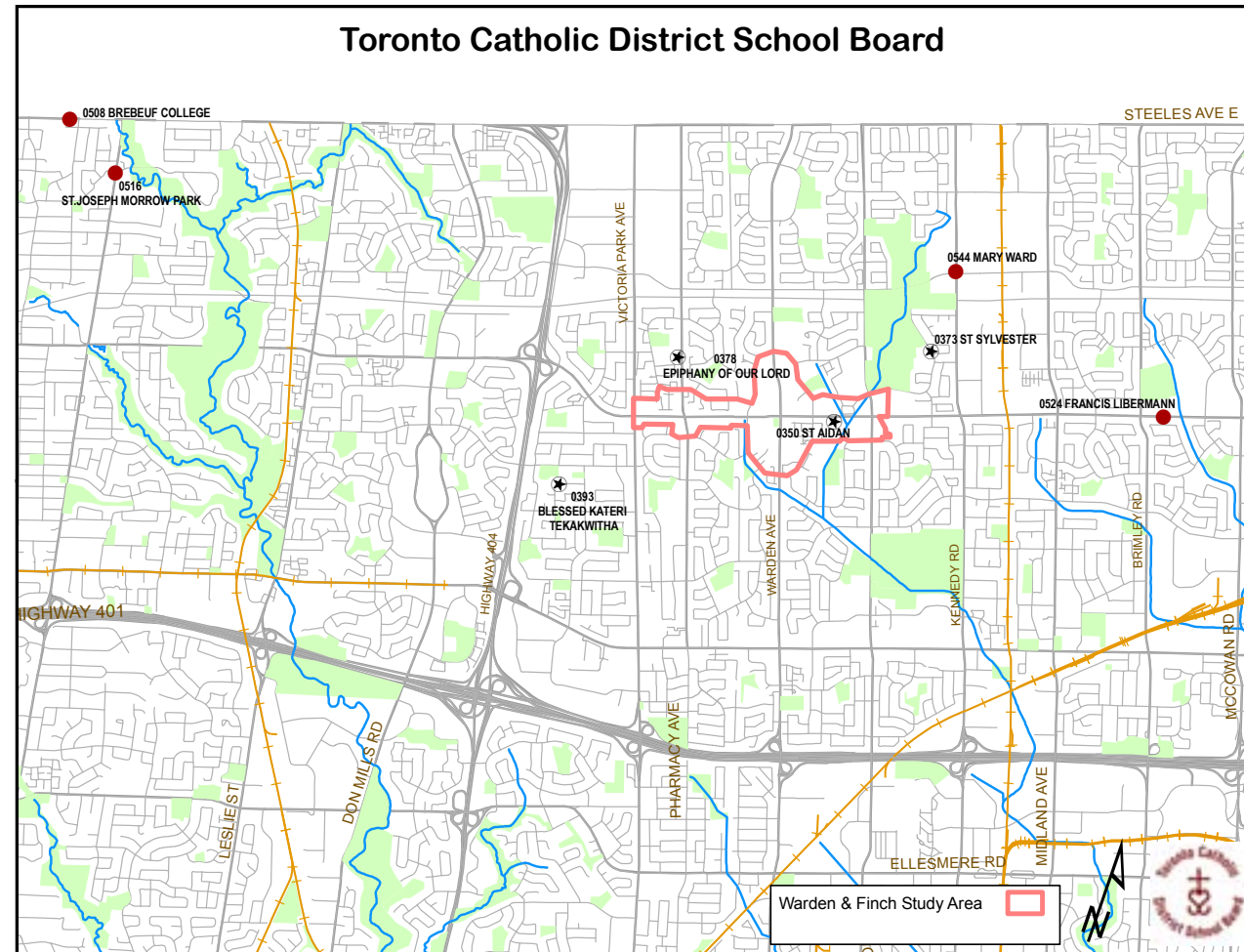


3.1.2 Toronto Catholic District School Board (TCDSB)

- Four Catholic elementary schools serve students in the Finch-Warden study area
- Four Catholic high schools serve area students.

Of these, St. Sylvester elementary school is operating well over capacity at 144% (Average Daily Enrolment for 2007-2008) and is undergoing an accommodation review. Blessed Kateri Takewitha is also overcapacity at 109%. TCDSB staff advised that accommodation may be available for additional students from future development at other area schools, including St. Aidan which is under capacity at 79%. Epiphany of our Lord is operating at 92%.

All four high schools are currently oversubscribed. They include: Brebeuf College (male) at 101%, Mary Ward Catholic High School at 134%, Francis Libermann Catholic High School at 111%, and St. Joseph Morrow Park (female) at 131%. TCDSB staff advised that additional high school students from future development may need to be placed in facilities outside the community pending the availability of space.





3.1.3 Child Care Facilities

There are twenty child care centres in the CS&F Study Area. Many of these centres are located in schools. In total, they currently provide 1118 spaces with a range of programs from preschool to school age. A new City operated child care centre is planned to open in 2010 at Chester Le public school. This supply is far short of the estimated number of spaces needed to meet current demand. Statistics Canada 2006 census reported 8465 children ages 0-9 years living in the CS&F Study Area. Many centres operate near capacity. Where vacancies exist, they can often be explained by a shortage of available subsidized spaces. There is a need for both subsidized and non-subsidized childcare spaces in the area.

3.1.4 Libraries

The area is served by three public libraries: Steeles Neighbourhood Library in Bamburgh Gardens Shopping Plaza, Bridlewood Neighbourhood Library in Bridlewood Mall, and Agincourt District Library at 155 Bonis Avenue. Agincourt is the busiest district branch of the Toronto Public Library. It is open seven days a week and operating at capacity. Agincourt is a 27,000 sq. ft. facility with current capital plans for renovation and

expansion in 2015. This expansion, although planned, is subject to future capital budget funding and approvals. Many residents in the catchment area served by the Bridlewood and Steeles Neighbourhood branches also travel to Agincourt District Library to use its larger collections and services.

The two neighbourhood branches are under sized and services are at capacity. Both branches are very busy and they deliver high circulation for neighbourhood branches of that size. At 5445 sq. ft., the Bridlewood branch falls well below the current Board standard of 10,000 to 15,000 sq. ft. for neighbourhood library services. At 5009 sq. ft., the Steeles Branch also falls well below the Board standard size. Both libraries have a 500 sq. ft. meeting room and 7 internet/word processing workstations. There are no capital plans for renovation and expansion of either of these well used libraries.

To meet the demands of existing residents and anticipated increases from the proposed nearby developments, the Toronto Public Library staff have advised that both Bridlewood Library and Steeles Library need to be expanded to house larger collections, more computer workstations and study spaces and improved meeting and program spaces.





3.1.5 Parks and Open Space

Parks Forestry and Recreation staff use a larger 3.2 km radius surrounding the Finch-Warden study area for their analysis of parks and recreation facilities. Their study area extends north to Steeles Avenue, south to Hwy 401, west to Don Mills Road and east to Brimley Road. While arterial roads in general form physical barriers in terms of accessibility, it has been their experience that this is less of a factor in participating in recreation programs at community centres or schools. Their registration records suggest that many users are willing to travel further for a particular program.

Public parks range from small natural areas and local playgrounds to large active community parks. Local passive type parks feature playgrounds and splash pads and passive seating areas. Approximately 60% of the parks within the 3.2 km radius are active type parks that include features such as sports fields, ball diamonds, a community centre, soccer fields, ball diamonds, tennis courts, cricket pitches.

L'Amoreaux North and South Parks are the largest parks in the area at about 31 and 27 hectares respectively. They feature a

community centre, soccer fields, ball diamonds, sports complex, indoor tennis courts, waterplay area, playground, and an outdoor pool.





3.1.6 Community and Recreation Centres

There are four City run community centres within the 3.2 km radius of Finch-Warden. These include Seneca Village Recreation Centre (Ward 24), Pleasantview Community Centre (Ward 33), L'Amoreaux Community Recreation Centre (Ward 39) and Stephen Leacock Community Centre (Ward 40). Pleasantview C.C. features an indoor ice arena, and L'Amoreaux C.C. has an indoor tennis centre. The smaller Stephen Leacock C.C. is currently undergoing renovations that will provide new indoor turf playing field, a new youth lounge, and 2nd floor addition with 2 multi-purpose rooms and washrooms. The City also operates after school and weekend public swimming at L'Amoreaux Collegiate Institute and George Vanier Secondary School, and after school programs at Chester Le public school. Parks & Recreation also run camps in many schools each year.

In the review of recreation facilities that are available to the local community in the Finch-Warden Community Services & Facilities Study Area, the following needed recreation amenities were identified by Parks and Recreation staff: gymnasium, multi-purpose rooms and sports fields (cricket, soccer).

A recreation service plan is currently underway which will confirm priorities for the provision of recreation services in the City, including indoor pools and arenas, and will assist in the planning for new facilities in the future.





3.1.7 Places of Worship

There are twenty-three places of worship in the CS&F Study Area. Places of worship often make space available for community uses. Some of the services they provide include child care programs, seniors activities, community outreach offerings such as employment mentoring, ESL evenings, community drop-in/homework club for neighbourhood youth, a food and clothing bank, and space rentals for community events. In some instances, however, agencies in this area are reluctant to use space in a location that some residents of a different faith may not want to enter.





3.1.8 Human Service Providers

Human service agencies provide a broad range of services including home support services, family resource programs, health services, family and youth counseling, employment and job training, immigrant services, and legal services. These agencies can be most effective when they are able to offer their services in locations within the community. It is therefore important to ensure that adequate affordable space is available to them.

Where feasible, agencies may provide services or programs in community facilities, including a local library branch, a community centre or school. Through partnerships with non-profit organizations, the Toronto Public Library offers programs such as the Culture Link's Adult English Conversation Circle at Agincourt District Library, and the after school Homework Help for Teens, and pre-school programs at Bridlewood Neighbourhood Library. However, information obtained from discussions with service providers in this area repeatedly point to a shortage of affordable TTC accessible space in the area, particularly for the smaller community organizations and agencies with limited budgets.

The issue of school capacity, availability of social services including daycare and other support services, affordable housing for seniors, access to recreation facilities and funding of the Scarborough Grace Hospital are all major concerns identified by the community and will be discussed below.





3.2 Physical Infrastructure

Physical infrastructure includes matters related to sewer and watermain, stormwater management and hydro electric services. Reducing the adverse impacts of wet weather flow on watercourses and public and private property and ensuring that stormwater management issues are addressed in a manner consistent with the City's Wet Weather Flow Management Master Plan is of primary importance. Also of importance is the safe reliable and efficient delivery of services to the public which would include electricity.

Related issues of concern to the community include basement flooding, water capacity (including pressure and flow), capacity of existing sanitary sewers and the capacity of Toronto Hydro to deliver electricity. These issues are further discussed below.

Further information relating to these issues can be found at the following websites:

Basement Flooding- www.toronto.ca/water/sewers/basement_flooding.htm

Toronto Hydro- www.torontohydro.com/electricsystem/projectrebuild/index.html

Toronto Water- www.toronto.ca/water/

Wet weather flow plan- www.toronto.ca/water/protecting_quality/wwfmmp_guidelines/index.htm





3.3 Transportation

The study area is traversed east-west by Finch Avenue with a number of major north-south roads, namely, Victoria Park Avenue, Pharmacy Avenue, Warden Avenue and Birchmount Road. The right-of way widths for these roads are identified in the City's Official Plan, Map 3. The area is also served by Bridletowne Circle, a ring-road around the Finch-Warden Avenues intersection.

The area is served by a number of surface transit routes operated by the Toronto Transit Commission (TTC) providing connections to the subway and RT systems. All night bus service is also available on Finch and Warden Avenues. Detailed bus routes serving the area and their frequencies are available from TTC's website <http://www3.ttc.ca/>.

A number of transit service expansion initiatives to improve travel within the City are underway. Further information on these projects is available on the City's website at http://www.toronto.ca/involved/projects/transit_city/index.htm

Map 4 of the City's Official Plan identifies the Finch Hydro corridor, south of McNicoll

Avenue, as a Higher Order Transit Corridor. In addition, Map 5 of the Official Plan identifies Finch Avenue within the study area as part of the Surface Transit Priority Network. Surface transit priority could include, amongst other things, measures such as priority for buses at signalized intersections

The Toronto Bike Plan includes bicycle lanes along Pharmacy Avenue and Birchmount Road in the study area. The comprehensive bike plan for the City is available at the following website: <http://www.toronto.ca/cycling/bikeplan/index.htm>.

Area specific transportation characteristics are available from the study's website: http://www.toronto.ca/planning/finch_warden.htm.

The issue of traffic volumes, availability of transit and general transportation trends are all concerns identified by the community and are documented below.



Transit along Finch Avenue East



4. Issues Identification by Community:

The community has raised a number of issues throughout the study process related to infrastructure, social services and urban design. The specific issues are identified below.

Basement Flooding

- Sanitary sewers backing-up into homes during heavy rain falls cause damage due to basement flooding.
- Underground parking is often flooded after heavy rainfall.
- Concerned that basement flooding will not be addressed in a timely manner.

Child Care Centres

- Need accessible daycares providing both subsidized and non-subsidized spaces.

Community Hub

- Need for a community hub to provide large number of services at a single centre, helps promote quality of life, and is in an accessible location.

Hospital

- Scarborough Grace Hospital site is over capacity and under serviced.
- Concern about lengthy wait times for emergency care and operations.
- New development will overburden an already under serviced health care system.
- Hospital services must be expanded before additional people move to the Community.
- Increase capacity at walk-in-clinic
- Need to re-establish local palliative care
- Co-ordinate services with other walk-in-clinics to offer increased service
- Create specialized programs for seniors - gerontology

Hydro

- Unacceptably high number of power outages occurring
- It appears that outages occur more frequently in the study area than other parts of the City
- Does capacity within the current Hydro electric system exist and would the demands of new development create a

greater problem.

- The numerous power failures occurring in the community are at best a nuisance.
- Power failures are threats to our safety and they should be reduced/eliminated for current and future residents

Library

- The library at Bridlewood Mall is undersized and in need of expansion



Parks & Recreation Facilities

- Lack of accessible public swimming pools
- Need for additional arena in neighbourhood with recent closing of Stephen Leacock arena.
- Need for additional soccer and baseball fields
- Need more access to Parks and Gymnasiums
- Need to expand Community Centers (Stephen Leacock and L'Amoreaux)

Pedestrian Safety

- Concerned with functioning of crosswalk locations and timing.

Priority Neighbourhoods

Redevelopment is an opportunity to address the lack of services, as identified by the United Way, and move the area toward desirable, attracting residents and non-residents alike.

Services for Seniors

- Affordable housing components of new developments should be dedicated to seniors

- Space is required for seniors health and wellness programs
- Need safer Finch/Warden crossing for seniors with walkers, wheelchairs or for those walking slowly

Schools

- Additional students will have a negative effect on the quality of education at area schools
- Overcrowding and capacity issues exist at primary and secondary schools
- Many local primary schools are operating at or above capacity, while secondary schools are beyond 100% capacity
- Future development should be sensitive to the educational needs limitations of the area.
- All future development must be aligned with accessibility to schools for all students within their community in order to enable positive learning environments which will lead to healthy and well-rounded adults who will contribute to our society.

Sustainable Development

- Provide more street trees in sod
- Provide hanging baskets/flowers/ planters
- Provide greater amounts of open space/ parks on development sites and in the general community
- Would like additional recreation fields, soccer, baseball etc.
- Require new developments to be more environmentally friendly, incorporating green technology and green roofs.



Traffic, Transit, Transportation

- Concerned with the adequacy of vehicular parking in the neighbourhood, specifically ratio of parking spaces per unit for new development.
- Adequate analysis has not been done and that further studies need to be undertaken.
- High density developments like the proposed Bridlewood Mall project should be aligned with highly serviced transit routes.
- Traffic and TTC data are out of date.
- Concerned with data used by TTC to make determination on Sheppard LRT versus a subway.
- Wish to see McNicoll hydro corridor better utilized by transit and/or commuter hub.

- Sanitary sewers are backing-up into homes during heavy rainfalls now, what will happen with more development

Youth Issues

- need for a safe space for youth to gather socially
- need appropriate space for youth to participate in social, educational, and recreational activities.

Water/Sewer Capacity

- Water pressure in the area has decreased, is sub- standard and must be upgraded
- The area has severe sewer capacity problems which must be addressed before new development can be considered



5.2 Guiding Revitalization Principles

Affordable Housing for Seniors

That seniors have access to decent affordable housing within the community and an environment that is safe and provides amenities that are suited to their lifestyle.

Basement Flooding

That all future development in the study area demonstrate that there be no additional negative impact on conditions leading to or relating to basement flooding. Where feasible, development shall attempt to make improvements to the system, thereby reducing the likelihood of basement and underground parking flooding.

Capacity of Health Care Services

That the Central East Local Integrated Health Network (CELIHN) be made aware of all new development applications to ensure adequate space and funding is available to accommodate existing and future resident needs.

Community Services

That the community be well serviced with an appropriate amount of multi purpose spaces and community services centrally located including recreation facilities, sports fields, daycare and libraries which are accessible and serving all segments of society.

Density

All future development shall demonstrate compatibility with and interface into the surrounding context. New development shall provide a transition between areas of different development intensity and scale and shall be complementary to the surrounding neighbourhood. A balance of massing, height and scale appropriate in terms of built form should be a landmark of good design and not defined by disproportionate height.

Development Timing

Ideally, all future development in the study area demonstrate clearly that there shall be no additional negative impact on issues relating to infrastructure. Where feasible, all hard and soft services should be installed prior to development thereby demonstrating a proactive vs a reactive approach to re-establish a desirable neighbourhood. Where this is not possible a committed/scheduled implementation time-line for infrastructure upgrades is required prior to proceeding with any development.

Economic Study & Mixed Use Development

Following upon the findings detailed in “Towards an Agenda for Prosperity” www.toronto.ca/prosperity/pdf/towards-agenda-prosperity.pdf and the comments outlined in Section 5 Implementation of City Economic Development- xiii) Build socially and economically inclusive cities - an economic study needs to be conducted that would identify suitable industries for suburban areas to improve the number of employment opportunities and which actively promotes live, work and play in the same area.



Green Spaces and Green Design

That a clean and green community be created placing a high value on street trees, and other green spaces, while ensuring all new and existing development incorporates green technology in its design. As a result of the area being within a priority neighbourhood the requirement for a developer to provide cash in lieu for parkland, shall be redirected to projects within that same neighbourhood.

Hydro Capacity

That Toronto Hydro increase the reliability of the electrical system.

Priority Neighbourhood

That an awareness of the issues which have resulted in classification of this area as a priority neighbourhood be taken into account when planning decisions are made in order that appropriate measures are taken to support the community needs.

Road & Transit Capacity

That road capacity and transit service be able to accommodate current and future development within the Finch Warden area.

School Capacity

That no new residential development occur until it is demonstrated that adequate space is available within the public and separate school systems to accommodate future student needs.

Urban Design

That all new development incorporate good urban design including high quality buildings, streetscapes, appropriate open space and parks, pedestrian connections and high quality streetscapes. New developments should include safety aspects (for all segments of society), public art, and incorporating the universal principles of Crime Prevention Through Environment Design (CPTED).

Water/Sewer Capacity

That all future development in the study area demonstrate that there shall be no additional negative impact on issues relating to water/sewer pressure and capacity. Where feasible, development shall attempt to make improvements to the system, thereby improving sewer capacity and water pressure and flow.



5.3 Finch-Warden Community Concept Plans and Urban Design Guidelines

Based on the overall vision statement and guiding principles, the community working group has developed a set of concept plans. The concept plans illustrate key physical components of the community vision for the Finch Warden Revitalization Study.

The Concept Plans include:

Concept Plan 1: **Potential Development Sites**

Concept Plan 2: **Building Heights**

Concept Plan 3: **Open Spaces**

Concept Plan 4: **Streetscape Improvements**

Concept Plan 5: **Pedestrian Connections**

A set of urban design guidelines have also been developed to accompany the Concept Plans. The guidelines further articulate the vision and provide detailed guidance on the planning and design of the public and private developments in the area.

The Concept Plans and the Urban Design Guidelines are discussed in detail in the following sections.





5.3.1 Support, Reinforce, and Revitalize The Local Character of Bridlewood

The Bridlewood neighbourhood was created in the 1970's as a 'planned community'. The neighbourhood has a specific local character and architecture reflective of the era in which it was constructed. The community was arranged to create a higher density centre with tall slab buildings surrounded by lower scale residential developments, with meandering neighbourhood streets, open spaces, as well as schools and neighbourhood amenities. The original character and architecture still exist mostly intact.

- Future redevelopments should build on the inherent character of the Bridlewood community in ways that support, reinforce and revitalize it.

Specific recommendations on supporting, reinforcing and revitalizing the Bridlewood character are included in the following sections.

5.3.2 Focus on Key Development Sites

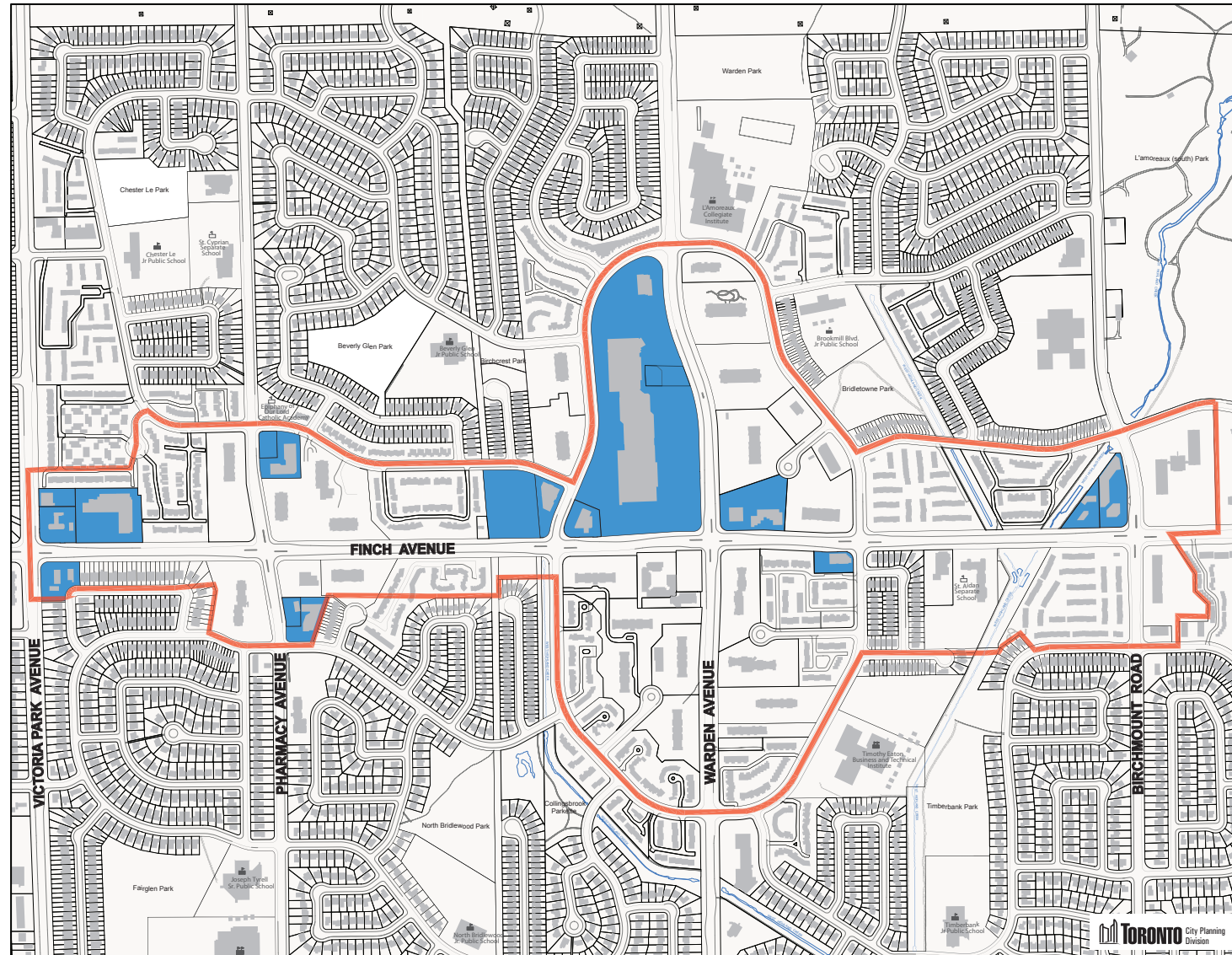
A number of sites were identified as key potential development sites. Many of these are under-utilized sites along Finch Avenue, others are at key intersections. Encouraging high-quality developments at these locations will contribute to the revitalization of the Finch Warden community while protecting the character of the existing low-rise residential neighbourhood.

- Future developments in the area will focus on the nine potential development sites that were identified through the study process. (See Concept Plan 1 on page 40 for locations.)
- It is recognized that development of these sites will happen over time, likely over the next 10-20 years.
- All developments will contribute to the overall realization of the Community Vision.



CONCEPTUAL MASTER PLAN 1
POTENTIAL DEVELOPMENT

-  Study Area
-  Potential Development Sites





5.3.3 High Quality Mixed-use Buildings along Finch Avenue and Warden Avenue

High quality mixed use developments along Finch Avenue and Warden Avenue, with commercial and/or community uses at grade, will be encouraged to create a vibrant pedestrian environment along the two streets.

Building Heights and Scale

New developments in the area should have of a mix of taller buildings, mid-rise buildings, and low-rise buildings, to compliment and enhance the existing character of Bridlewood. Concept Plan 2: Building Heights (Page 43) illustrates how heights should be distributed in the area, mostly along Finch Avenue and Warden Avenue frontage.

- Taller buildings (12-23 storeys) should be located at key locations. These buildings must be compatible with the existing context with particular attention to the grade relationship. These key locations are illustrated on the Building Heights map and include the Finch Avenue frontage and the Bridlewood Mall site.

- Mid-rise buildings (4-12 storeys) will occupy most of the other potential development sites.
- Lower-rise buildings (1-4 storeys) in the form of town houses or mid rise buildings, should be located at places near existing low rise residential areas, to provide transition in scale.





Building Massing

The original buildings in Bridlewood create a core of higher buildings around the intersection of Warden and Finch with lower scale buildings surrounding the core. The higher buildings (up to 23 storeys) are categorized as ‘slabs’ in that they are relatively long and thin monoliths.

Slab buildings can cast considerable adverse shadows because of their form. To minimize the impact of shadows on adjacent neighbours, they were spread out. This form of development is categorized as ‘towers in the park.’ It requires a considerable amount of land to accommodate such a form, and often results in large expanse of green spaces.

- The slab form of taller buildings will be discouraged in new developments. New developments should be designed to be more efficient in land use, to frame the public streets and opens spaces, to provide eyes on the street and to enhance the pedestrian experience.
- The City’s, Council-adopted “Design Criteria for Review of Tall Building Proposals” should be used for guidance with building massing when designing any new tall buildings in the community core. Tall buildings should include the sections relating to the creation of a

‘base’, ‘middle’ and ‘top’.

- All proposals for buildings greater in height than ten storeys will require detailed Sun/Shadow and Pedestrian-level Wind Studies.

Building Elevations

The architecture of the 1970’s which was produced at Bridlewood, employed a combination of brick and pre-cast concrete for the larger buildings and a combination of a variety of materials for the lower scale buildings. The materials give the area a distinct feel.

- A similar palette of materials as described above should be explored for new development. This is not to say that the existing architecture needs to be imitated. Rather, similar materials in new, energy conscious and inventive ways should be looked at.

Green Initiatives





- All new construction and renovation should contain green initiatives where feasible as discussed in more detail in section 5.3.10. Green development standards shall be incorporated into all new construction.

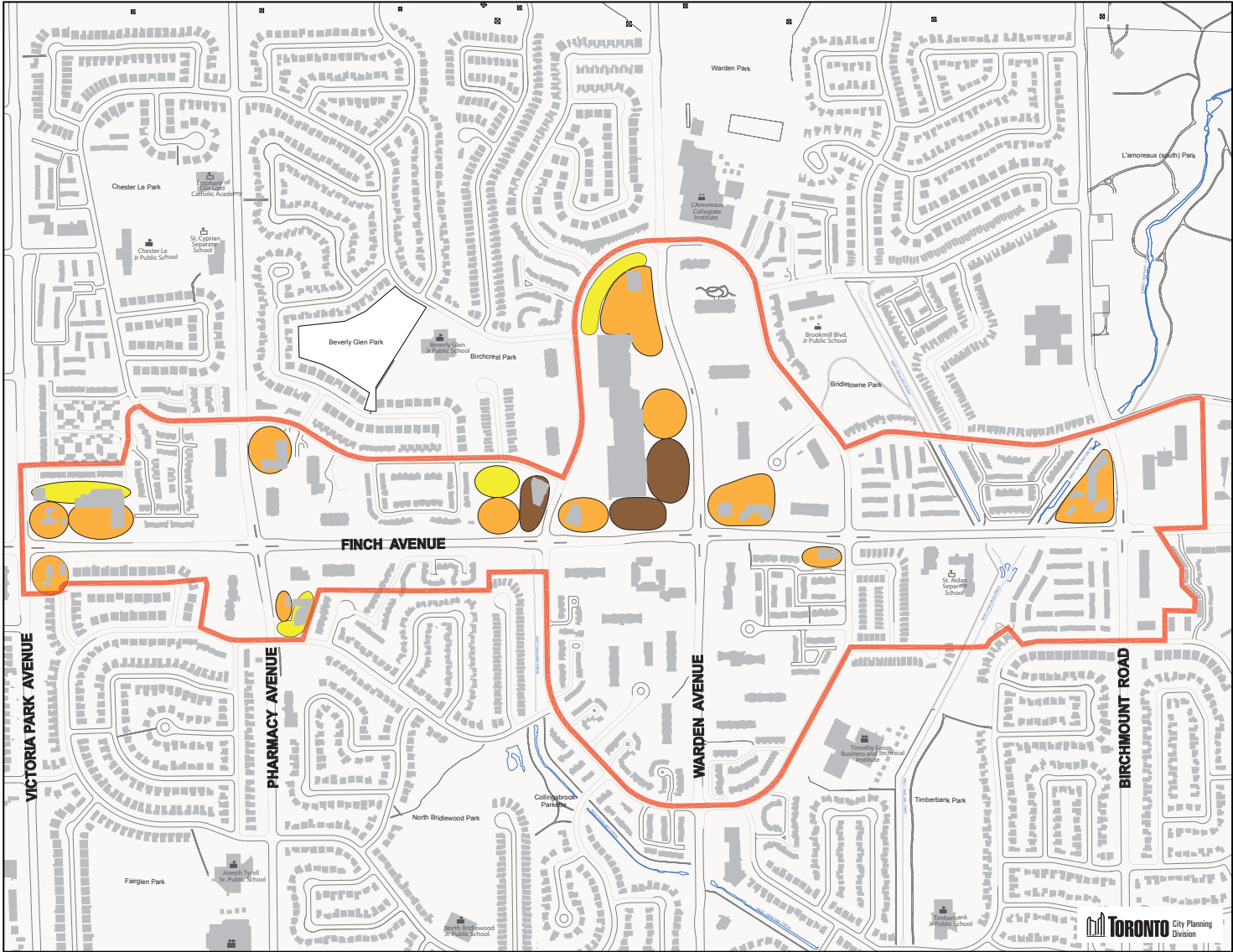


Unlike the “towers in the park” (top), which often result in large expanses of underused open space between buildings, the two newer buildings (above) are designed with lower scale bases and individual entrances to create a pedestrian friendly streetscape.



CONCEPTUAL MASTER PLAN 2
BUILDING HEIGHTS

-  Study Area
-  Taller Buildings - 12-23 storeys
-  Mid-Rise Buildings - 4-12 storeys
-  Low-Rise Buildings - 1-4 storeys





5.3.4 Enhanced Parks & Open Spaces

Improvements to Existing Parks & Open Spaces

Improvements to existing parks in the neighbourhood have recently been undertaken or will be undertaken in the near future. They include:

1. Installation of two new soccer fields in Timberbank Park (which provides 5 in total);
 2. Installation of a new playground in L'Amoreaux Park (North)
 3. Widening and re-paving of existing trail on east side of Terry Fox Park to Fundy Bay Park.
 4. Installation of multi-purpose sports pad in hydro corridor north of Kidstown in L'Amoreaux Park (South)
- Enhancements to existing parks and open spaces such as upgraded lighting, benches and other amenities should continue to be investigated as opportunities arise. (Conceptual Master Plan 3: Open Spaces on Page 46).



New open spaces and improvements to existing parks will enhance the “green” character of the Bridlewood community

New Open Spaces

There are opportunities to be found for new open spaces within the area. (See Concept Plan 3: Open Spaces on Page 46)

- The former hydro corridor and the storm water channel should be considered for improvements so that they are connected to form a larger open space system in the spirit of the original, integrated neighbourhood design philosophy.
- The existing Christie Cemetery should be given more prominence as a local heritage asset through the use of such measures as interpretive signage. The cemetery site should be extended to Warden Avenue to increase the supply of open space in the area. The extended cemetery should be friendly and inviting containing features such as benches, a fountain and pedestrian-scale lighting, and may act as a ‘reading garden’.

Community Gardens

Community gardens are plots of land, in public or private ownership, where community members meet to grow and care for vegetables, flowers and native plant species. The gardeners take responsibility for organizing and managing the garden area. The community garden program reflects three key priorities for Toronto Parks and Recreation: child and youth development, life long health and wellness for all, and environmental stewardship. Some benefits of a community garden include access to fresh produce and plants, access to satisfying labour, neighborhood improvement, sense of community and connection to the environment. Community gardens have been shown to revitalize areas where vandalism and illegal activities have degraded places intended for community programs and celebration.

Within Ward 39 there is one community garden located in Chester Le Park. The creation of community gardens are driven by community demand. Opportunities should be identified in parks and open spaces where there are supportive residents or organizations nearby that have expressed an interest and commitment in gardening and who will assure accountability for the upkeep of the garden.

Open spaces or suitable public or private lands, where appropriate, including potential lands within the nearby Hydro corridor should be assessed for their ability to support community gardens.







Potential community garden plots within Hydro Corridor

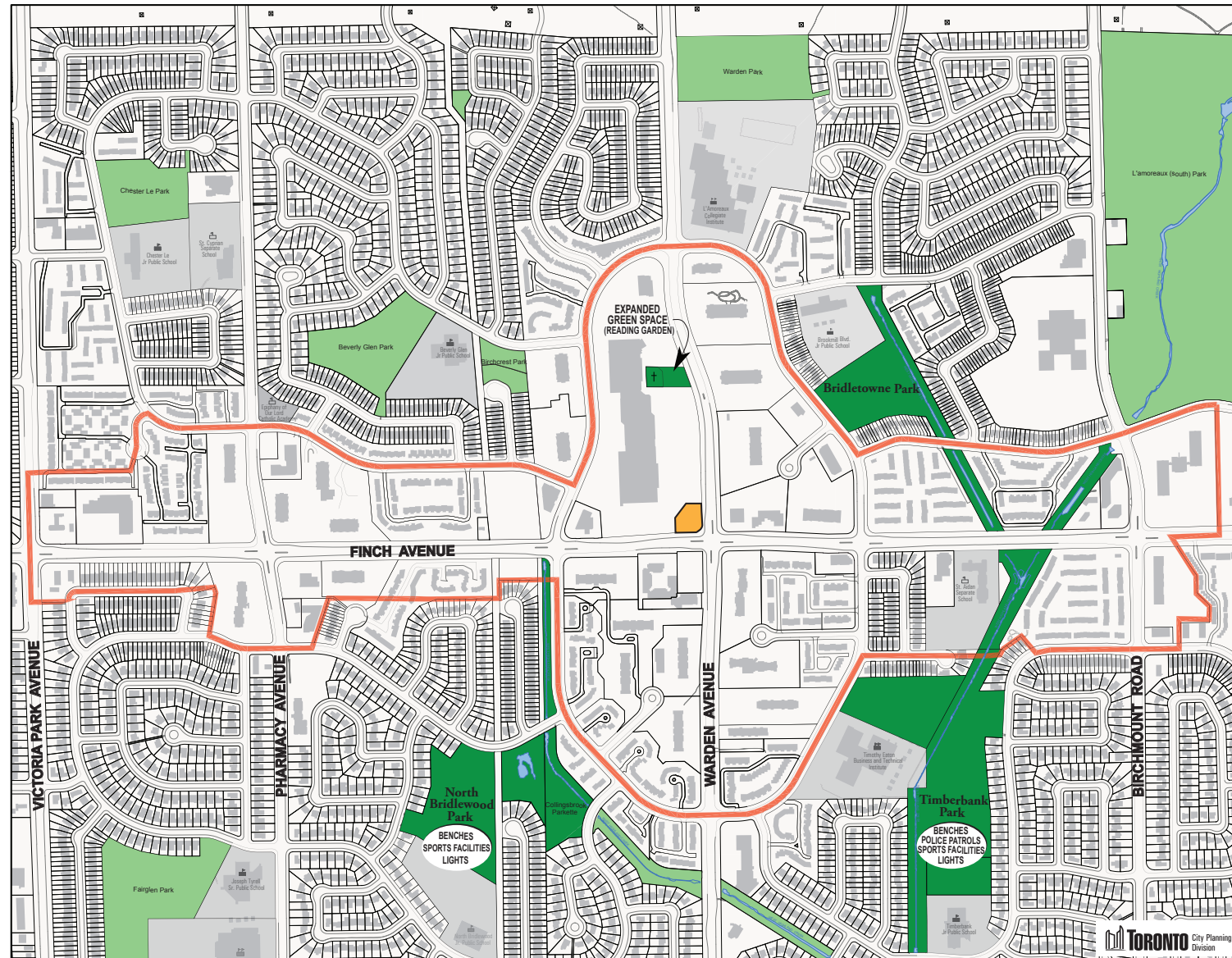


Chester Le community garden



OPEN SPACE - NEW & EXISTING

-  Study Area
-  Public Square
-  Existing Open Space
-  New Open Space





5.3.5 Pedestrian Friendly Streetscape

A pedestrian friendly streetscape is one of the most important components of the vision. Finch Avenue, Warden Avenue, and Bridletowne Circle are considered as key pedestrian routes in the community. Streetscape improvements through public, private, and community initiatives will support and enhance the character of the area and contribute to the success of the revitalization effort.

Sidewalks

- All sidewalks should be examined to assess their adequacy for high quality pedestrian activity.
- In low traffic areas, sidewalks should be upgraded to be a minimum of 1.7 m wide. In higher traffic areas including along Finch and Warden Avenues, sidewalks should be at least 2.0 m wide or greater where possible.
- Weather protection canopies and arcades should be incorporated into new developments.

Street Trees

Warden Avenue currently has a substantial number of street trees which are planted in grass boulevards. Finch Avenue and Bridletowne Circle have not had the same level of attention.

- An extensive street tree planting program should be undertaken to bring Finch Avenue and Bridletowne Circle streetscapes up to the same level as Warden Avenue.
- Opportunities for the creation of landscaped medians on Finch Avenue should be explored.

High Rise Views

- All landscaping initiatives (public and private) should be designed to provide attractive views to residents in higher buildings.



Streetscapes along Finch Ave. and Bridletowne Circle can be further improved





Decorative Plantings

Warden Avenue and Finch Avenue within the area bounded by Bridletowne Circle are the centre of the community.

- A community-based program of decorative hanging baskets should be considered to supplement the street tree planting and emphasize the importance of Finch Avenue and Warden Avenue (between Bridletowne Circle) to the community.

Shrub Planting

Shrub planting is generally discouraged on the public boulevard for maintenance and safety reasons. However, shrub planting is an appropriate form of landscaping on private property.




- A coordinated private-property shrub planting program should be undertaken in the core of the community to complement public planting initiatives.

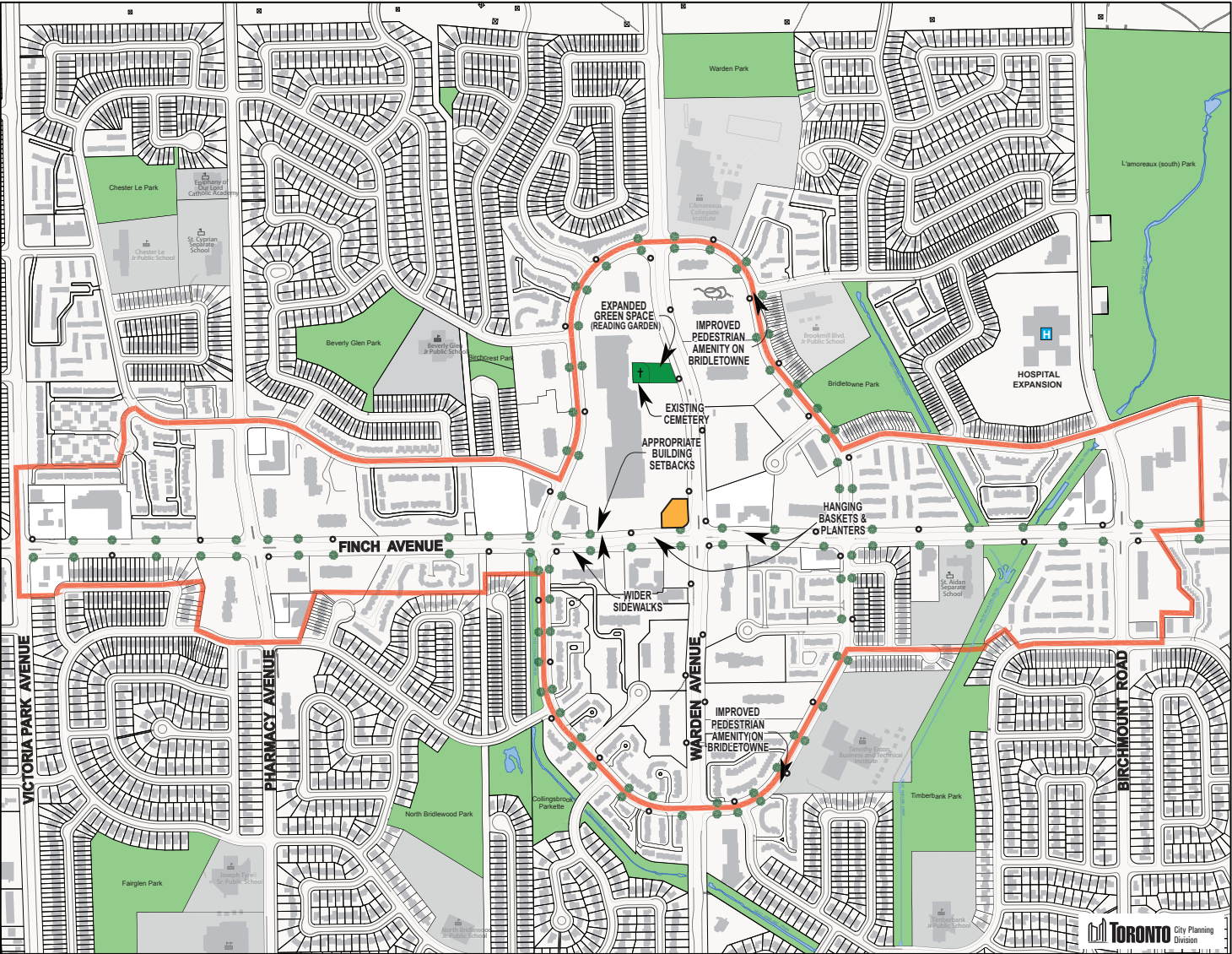


Shrub and decorative planting enhance the quality of a community



CONCEPTUAL MASTER PLAN 4
STREETSCAPE MAP

-  Study Area
-  Public Square
-  Street Tree Planting
-  Pedestrian Scale Lights



FINCH WARDEN REVITALIZATION STUDY



5.3.6 Connected Pedestrian and Cycling Network

A well-connected pedestrian and cycling network brings people to places and promotes increased pedestrian activities in general. Throughout the Finch Warden Area there is a opportunity to improve the connectivity between paths, informal walkways, sidewalks and other active and passive recreational areas. Ways to improve pedestrian connection include the following:

Sidewalks

- As noted above in Section 5.3.5 all sidewalks should be examined to assess their adequacy for high quality pedestrian connectivity by allowing for a wider sidewalk.

Pedestrian Scale lighting

- To encourage and support pedestrian activity and to add to the variety of streetscaping in the area, distinctive pedestrian scale lighting should be installed along Finch, Warden and Bridletowne Circle.

Crosswalks

Without adequate pedestrian crossing points, Finch and Warden can act as separators in the community. Cross walks are essential for uniting the components of the neighbourhood.

- New cross walks should be installed along Finch and Warden, especially at areas of high pedestrian volume and where pedestrian and cycling paths meet the two arterials.
- All crosswalks should contain traffic signals for safety.

Signal Timing

- The pedestrian activity between the St.Paul's L'Amoreaux Seniors Centre and the other quadrants of the Finch/ Warden intersection is a key component of the vitality of the intersection.
- Traffic signal timing should be adjusted at this intersection to be responsive to the needs of seniors crossing these streets.

Commuter Amenity

- The intersection of Warden and Finch should be designed to provide maximum transit amenity and to act as a commuter hub.



New TTC and Street Amenities



New Pedestrian and Cycling Routes

- There are already many pedestrian and cycling routes in the area. The existing routes should be assessed for their current adequacy to perform their assigned roles.
- New routes should be established and constructed to take advantage of new opportunities which have arisen in recent times, such as the availability of lands in a former hydro corridor and lands along water channels.
- Distinct east-west pedestrian routes should be established across the central parts of the northern and southern halves of the area bounded by Bridletown Circle.
- Redevelopment of the Bridlewood Mall site should contain a system of external pedestrian-friendly walkways with appropriate vegetation and pedestrian-scale lighting.
- All new development should make adequate provision for bicycle parking.

- For more information about the City's Bike Plan click the following link:
<http://www.toronto.ca/cycling/bikeplan/index.htm>

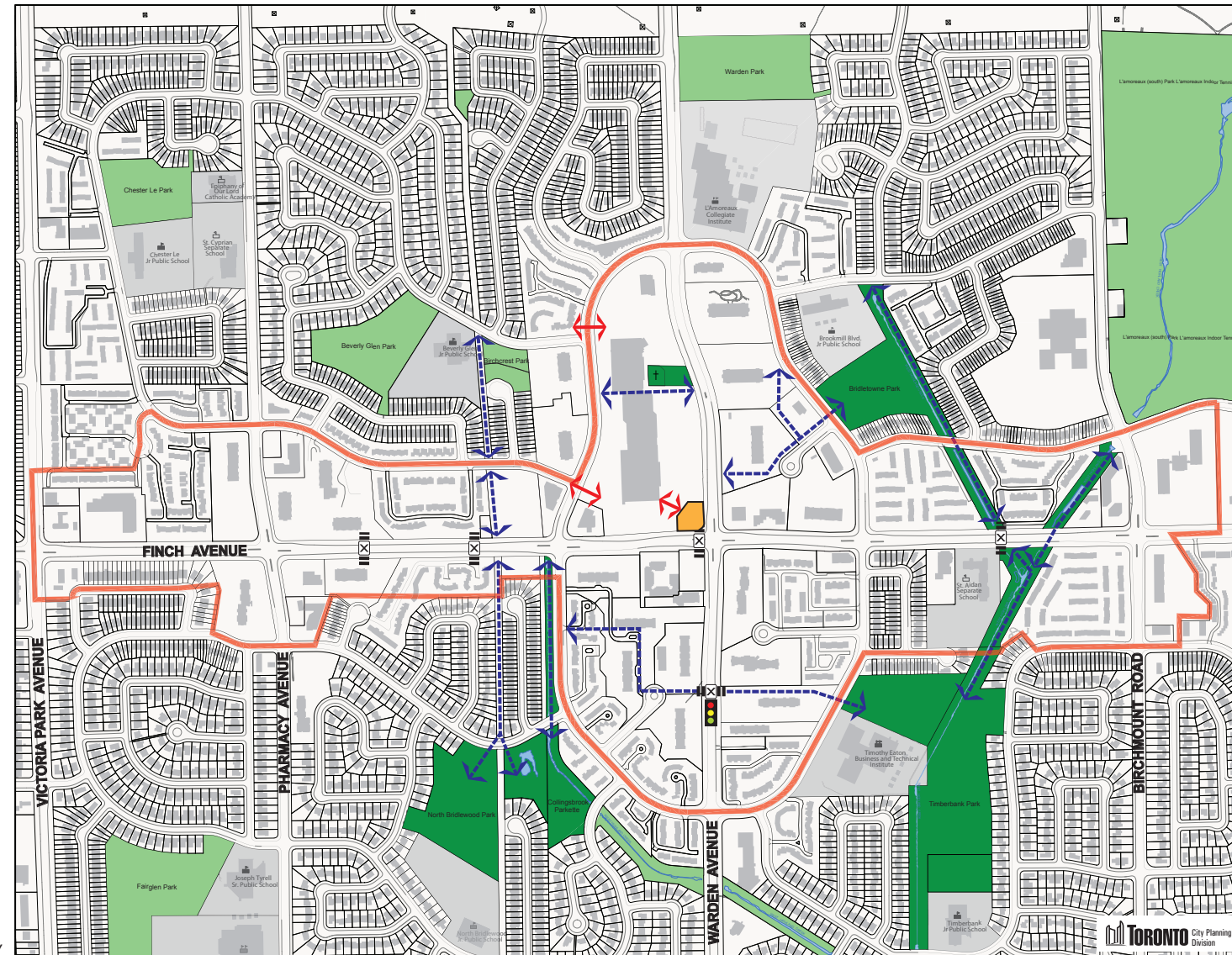


Walkways and cycling routes with pedestrian lighting, signage and landscaping will connect people and place in the Bridlewood community



CONCEPTUAL MASTER PLAN 5
PEDESTRIAN CONNECTIONS

-  Study Area
-  Public Square
-  Existing Open Space
-  Enhanced Parks & Open Space
-  New and Improved Pedestrian Routes
-  Direct Entry Into Redeveloped Mall
-  Potential New or Improved Crosswalk (to be studied)
-  Potential Pedestrian Crossing Protection (to be studied)





5.3.7 Public Art at Key Locations

Public art has broad appeal and can have a significant impact on an area's character and identity. Public art can take many forms including sculptures, murals, pavement imprints, as well as landscape features.

- Streetscape and open space initiatives should make provision for public art initiatives. Potential key locations include the Bridletowne Mall site, at key intersections, and in existing and new parks.
- Public art pieces should be designed to reflect the natural and cultural heritage of Bridlewood.



Public art pieces at key locations will help strengthen the character of the Bridlewood community





5.3.8 Create a Focal Point for Bridlewood Community

The existing Bridlewood Mall site is considered the “Heart of Bridlewood” by the community. It’s located at the key intersection of Finch Avenue and Warden Avenue, and it is also the physical centre of the Bridlewood Community, within walking distance from the surrounding residential areas. Redevelopment of the site will be a catalyst for the revitalization of the Bridlewood community.

- An open space/urban plaza should be created at the north-west corner of the Warden Avenue and Finch Avenue intersection.
- The open space should be designed as a vibrant gathering place for local residents, with pedestrian amenities such as benches, a fountain, community information boards, trees and landscaping, and decorative lighting with hanging baskets.
- A broader scale redevelopment of the mall site should be considered.
- A small new street should be considered at the north end of the mall site.
- A bus bay at the north-west corner of Finch Ave. and Warden Ave. should be considered.
- Streetscape design for Finch Ave. should include a grassy boulevard, sidewalk, planters, pedestrian lighting, and colonnades with proper heights and opening widths.
- Wider than average sidewalks should be considered for the north west corner of the intersection.
- Crosswalks at the intersection should be improved to provide better pedestrian connection, especially for the residents at the seniors’ residence at the south west corner of the intersection.
- The buildings surrounding the open space should be designed to frame the space. Retail at grade and outdoor cafes are encouraged with the mall site being designed as pedestrian friendly.
- Redevelopment on the Bridlewood Mall site should present “shopper-friendly” edges to Warden Avenue and Finch Avenue, incorporating such features as floor-to-ceiling clear glazing and generous doors and entrances.
- Redevelopment on the Bridlewood Mall site should contain colonnades or other weather protection measures along Finch Avenue and Warden Avenue.
- Revitalization of the Bridlewood Mall site should include a retail strategy to determine the appropriate mix and size of potential uses to be located on the site.
- Revitalization of the Bridlewood Mall site should, provide community space or establish a Hub for community services on site, which may include retail, medical, financial and government services, immigrant and social services, and an expanded library.



The Bridlewood Mall site will be developed as the "Hub of Bridlewood"



5.3.9 Promote Community Safety Through Design

Public safety is one of the major concerns of the Bridlewood Community. The design of buildings, streetscapes, parks and other spaces should strive to promote a sense of safety and reduce the incidence and fear of crime.

- All outdoor spaces should be designed in accordance with recognized “Crime Prevention Through Environmental Design” (CPTED) principles.
- Buildings should be designed to promote their safe use and the safe use of adjacent streets and open spaces.
- Natural surveillance opportunities are encouraged by strategically orienting building entrances and other active uses near vulnerable areas.
- Building entrances should be directly accessible from public sidewalks or walkways.
- On street parking should be permitted, where appropriate, to shield pedestrians from traffic.
- Underground retail/commercial parking should be visually open to the street where grades permit. Some glass store fronts and mall entrances should face into this area to promote safety.
- Pedestrian walkways and terraces should have medium height light standards with good illumination. Wide, shallow steps with non-slip surface and hand rails should be provided at grade changes as well as wheel chair ramps.
- Entrances to malls or major retail should be located at major intersections, traffic lights and transit stops to discourage jay-walking. They should not be located mid-block.
- Municipal traffic islands should be cut back so as not to encroach on pedestrian cross walks. These are an impediment to the handicapped and the elderly.



5.3.10 Sustainable Development

New, and to some extent existing development, has the opportunity to make significant changes when making decisions that can affect the health of the community and the environment. The City of Toronto has recently adopted the Toronto Green Standard (TGS) which is all about designing buildings and landscapes that are more environmentally friendly. Toronto's Green Standard includes a set of targets for site and building design to address matters of sustainability.

Achieving the targets set-out in the Toronto Green Standard will, among other things, help to improve air and water quality, reduce greenhouse gas emissions and enhance the natural environment.

As proposed, the TGS consists of Tier 1 minimum performance measures secured through the Planning Act. The Tier 2 enhanced performance measures will be achieved through incentives.

Tier 1: Identifies the minimum sustainable performance measures to be secured during Planning Act application approval processes. The measures include:

- exterior sustainable design, landscaping, site level infrastructure features (such as automobile, cycling and pedestrian infrastructure)
- The energy efficiency of 25% better than the Model National Energy Code for Building (MNECB) or Energuide 80 for low-rise development
- requiring green roofs or using cool roof technologies.

Tier 2: Identifies enhanced sustainable performance measures that raise the bar and encompass whole building performance such as

- 40% energy efficiency above MNECB or Energuide 85 for low-rise development.
- Use on-site renewable energy technologies to supply at least 5% of the building's total energy use

The Tier 2 enhanced measures will be encouraged through a Development Charge Refund program.



Green Roof



6. Involvement of Ryerson University School of Urban & Regional Planning

The Area Study was undertaken in large part due to an application for redevelopment of the Bridlewood Mall (2900 Warden Avenue) at Finch and Warden Avenues. The guiding principals of the Area Study would first be applied to this application, the largest commercial site in the area. In an effort to clarify the community's concerns and needs nine 3rd year students from Ryerson University's Client Based Studio Programme were engaged to come up with a redevelopment proposal that would explore strategies for intensification and redevelopment of the property in order to achieve a proper mix of land uses with an appropriate split between employment, residential and commercial space. The research regarding the redevelopment of the Bridlewood Mall was done concurrent and in conjunction with the research for the Finch Warden Revitalization Study. There were five specific terms given to the students: Create a physical design that promotes health, safety and quality of life; The build form should utilize sustainable energy and efficient building technologies and include a live/work model; Take into account the lack of infrastructure, public transit, community and social services; Retain the mall as a mainstream shopping

environment central to a diverse and evolving community; and utilize any opportunities for funding partnerships from environmental organizations, educational institutions, federal, provincial, and municipal department sources.

In the final report the redevelopment plan put forward by the Ryerson students featured some unique designs and includes a live/work model geared to the demographics of the area. The plan was designed to respect the existing character of the community, minimize shadow impacts on new and existing built form, expand green space, create a more attractive and convenient walkable environment with paths that focused on pedestrian safety and mobility. The height and siting of the proposed buildings provide a transition and are comparable to existing heights found in the community. The proposed towers including podiums at the base of the building in an attempt to create a more accessible and attractive environment. Another design feature proposed by the students included a road in the northern section the site running from Bridletowne Circle to Warden Avenue, splitting the site into 2 parcels. In order to address the lack of services in the community the students proposed a community hub dedicated to a variety of uses (i.e. expanded library, child care centre,

community space, community health centre, etc.) and also proposed affordable housing for seniors. A brief feasibility analysis evaluated commercial, retail, residential and institutional space throughout the site that determined the proposed plan was both reasonable and profitable.