



Davisville
Public Realm + Built Form Vision



Midtown in Focus



**CULTURAL
HERITAGE**



BUILT FORM



**MUNICIPAL
SERVICING**

**MIDTOWN
VISION**



**PUBLIC
REALM**

**COMMUNITY
INFRASTRUCTURE**



**GETTING
AROUND**





Vision for Davisville

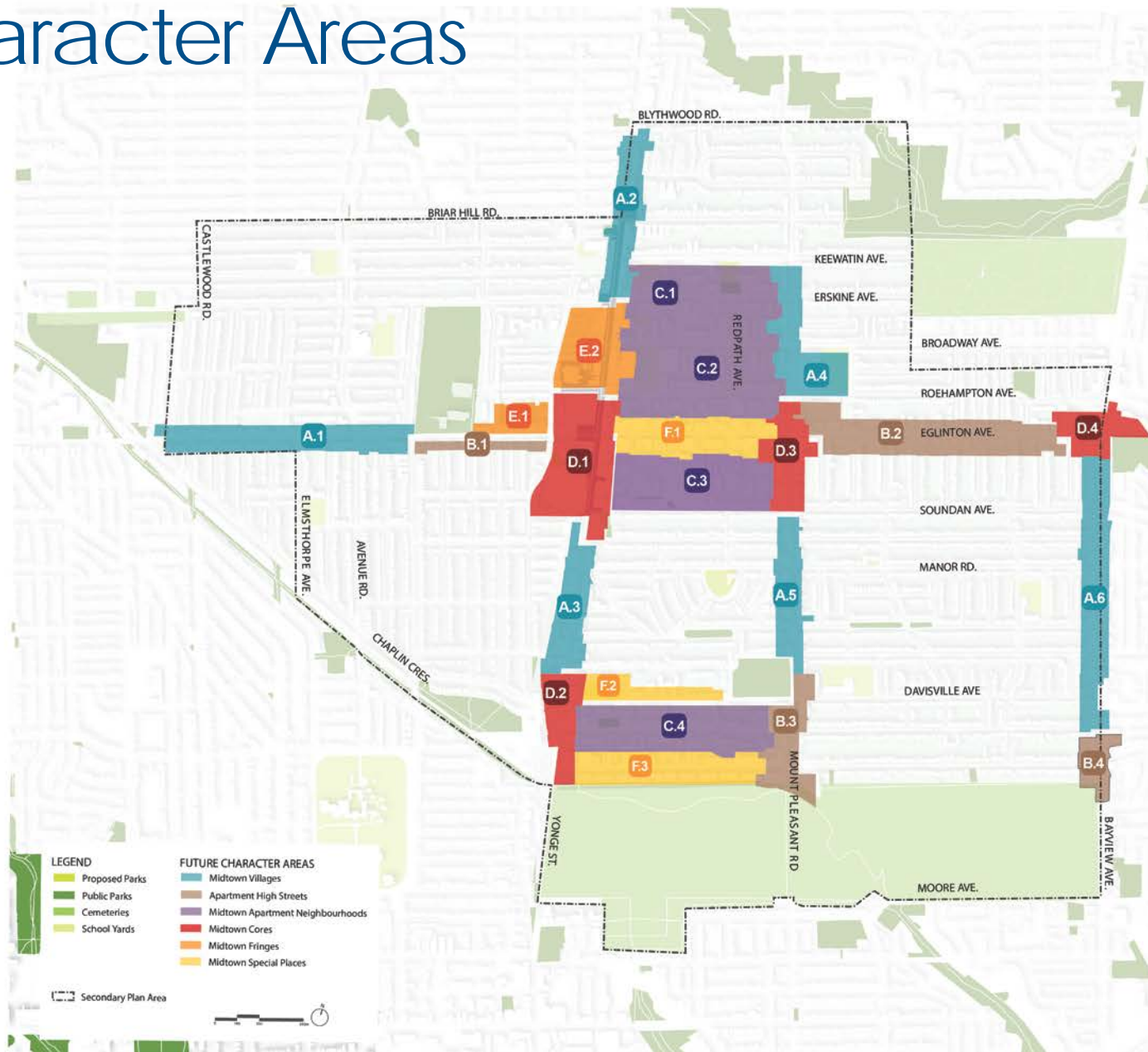
- Midtown in Focus will include a vision for the Davisville area and supportive policies and strategies
- Vision will inform:
 - Plans for existing and new parkland
 - Renewal of streetscapes and public spaces
 - Mobility and transportation infrastructure
 - Private development





Future Character Areas

- Secondary Plan Area
- Midtown Villages
- Apartment High Streets
- Midtown Apartment Neighbourhoods
- Midtown Cores
- Midtown Fringes
- Midtown Special Places



LEGEND

- Proposed Parks
- Public Parks
- Cemeteries
- School Yards

FUTURE CHARACTER AREAS

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- Apartment High Streets
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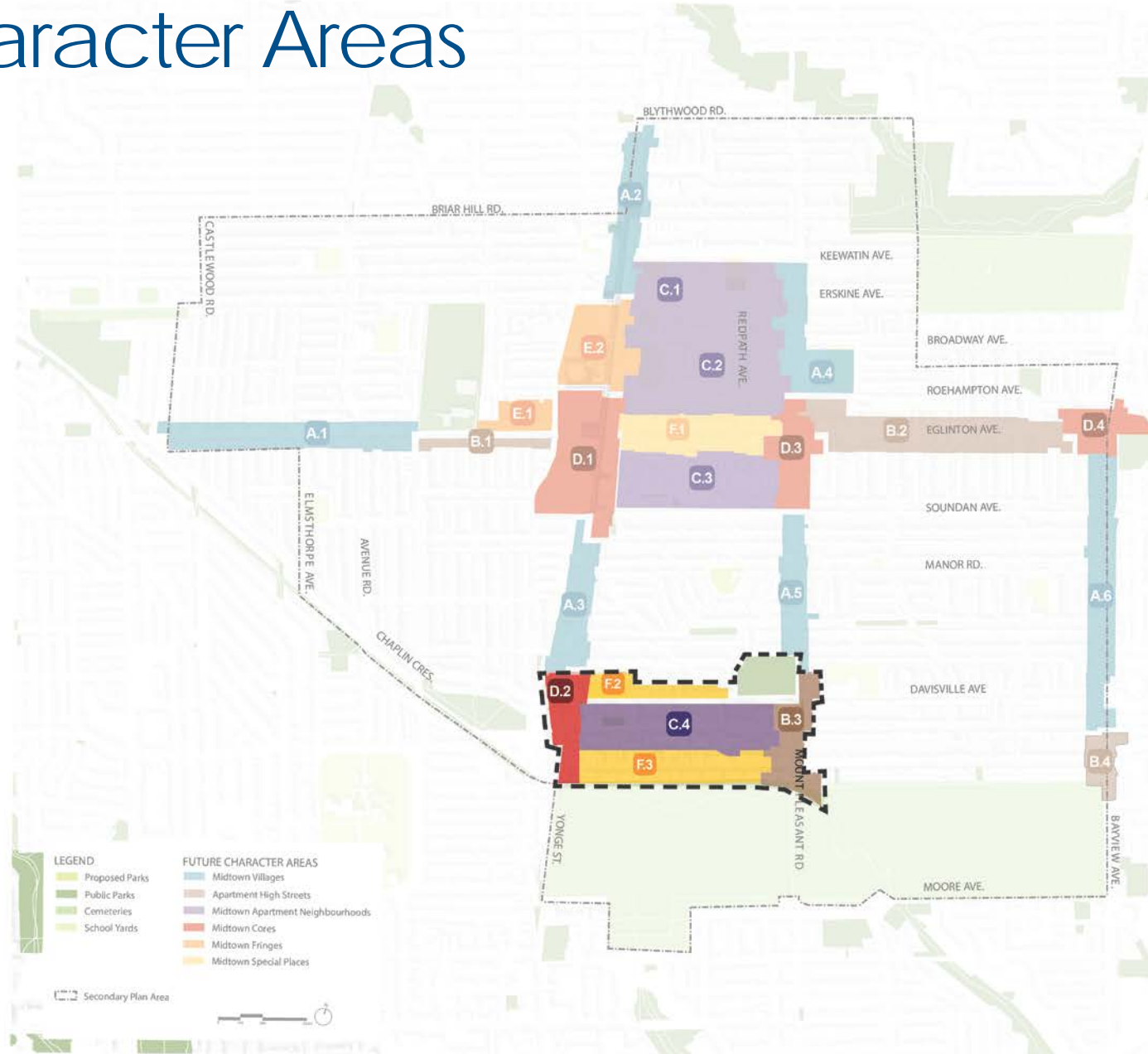
Secondary Plan Area



Future Character Areas

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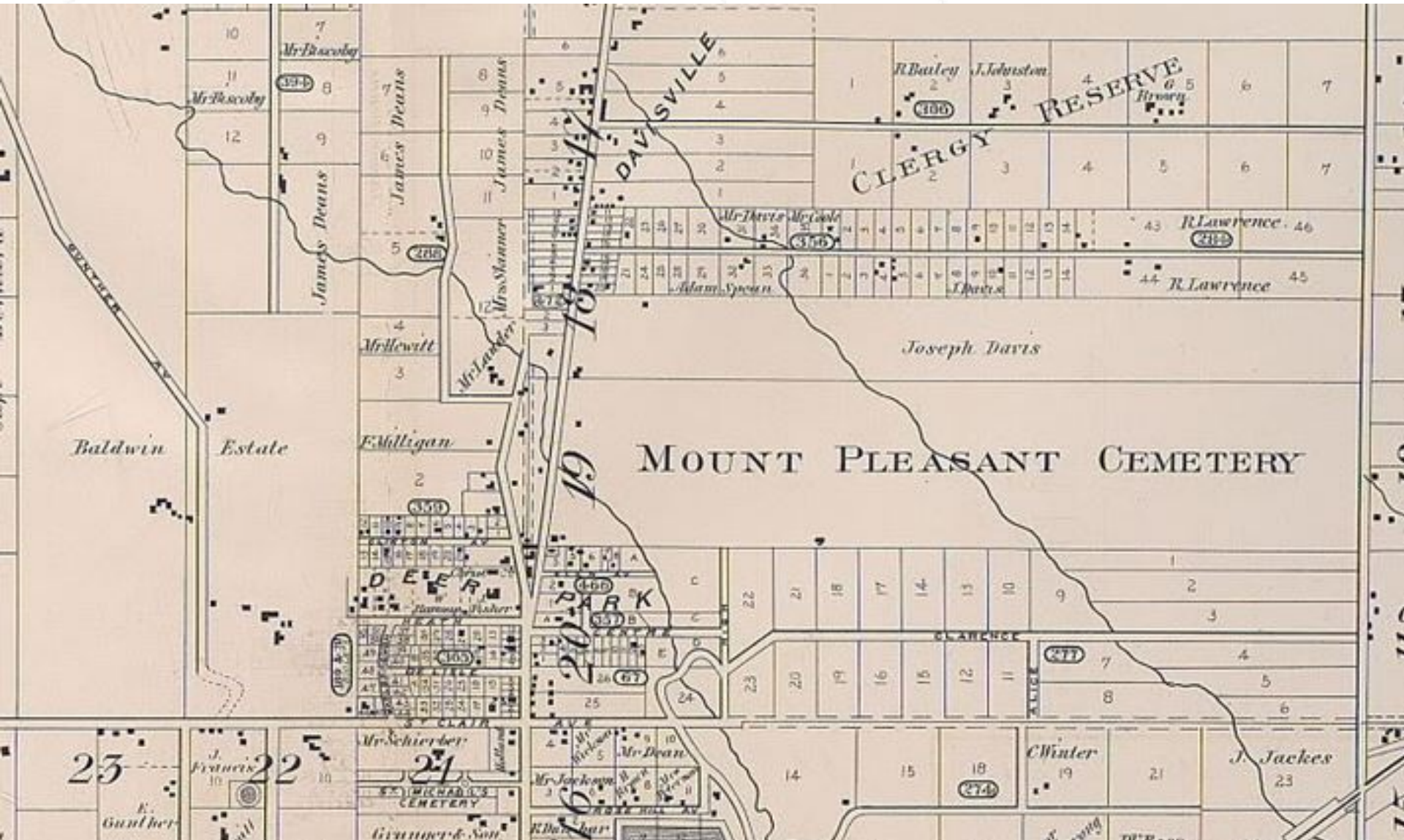
Davisville's Ongoing Evolution

- Historical Development of the Davisville Area
- Understanding the local context
- Supporting a strong sense of place
- Decision-making for change



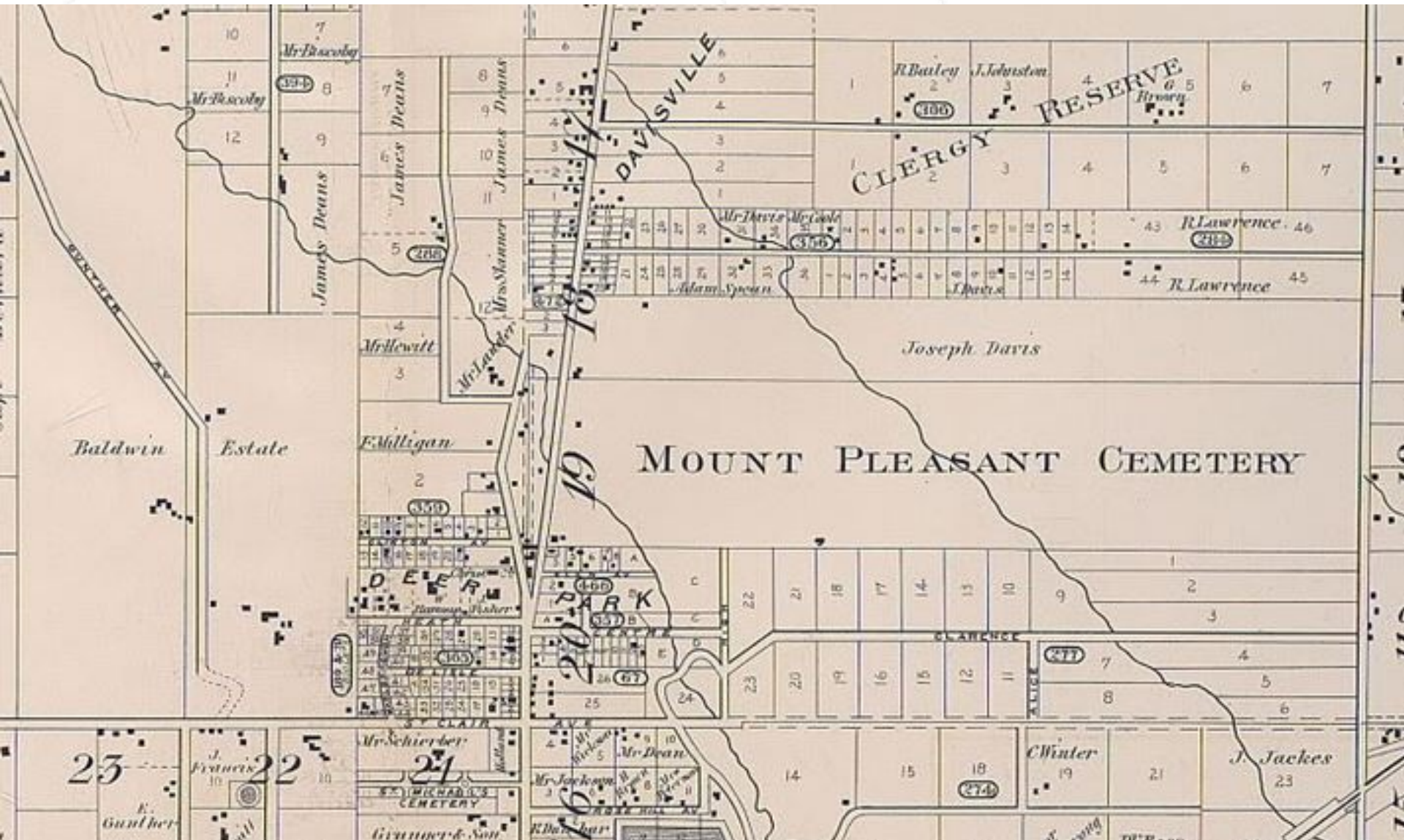


Davis Farm and First Streets (1884)



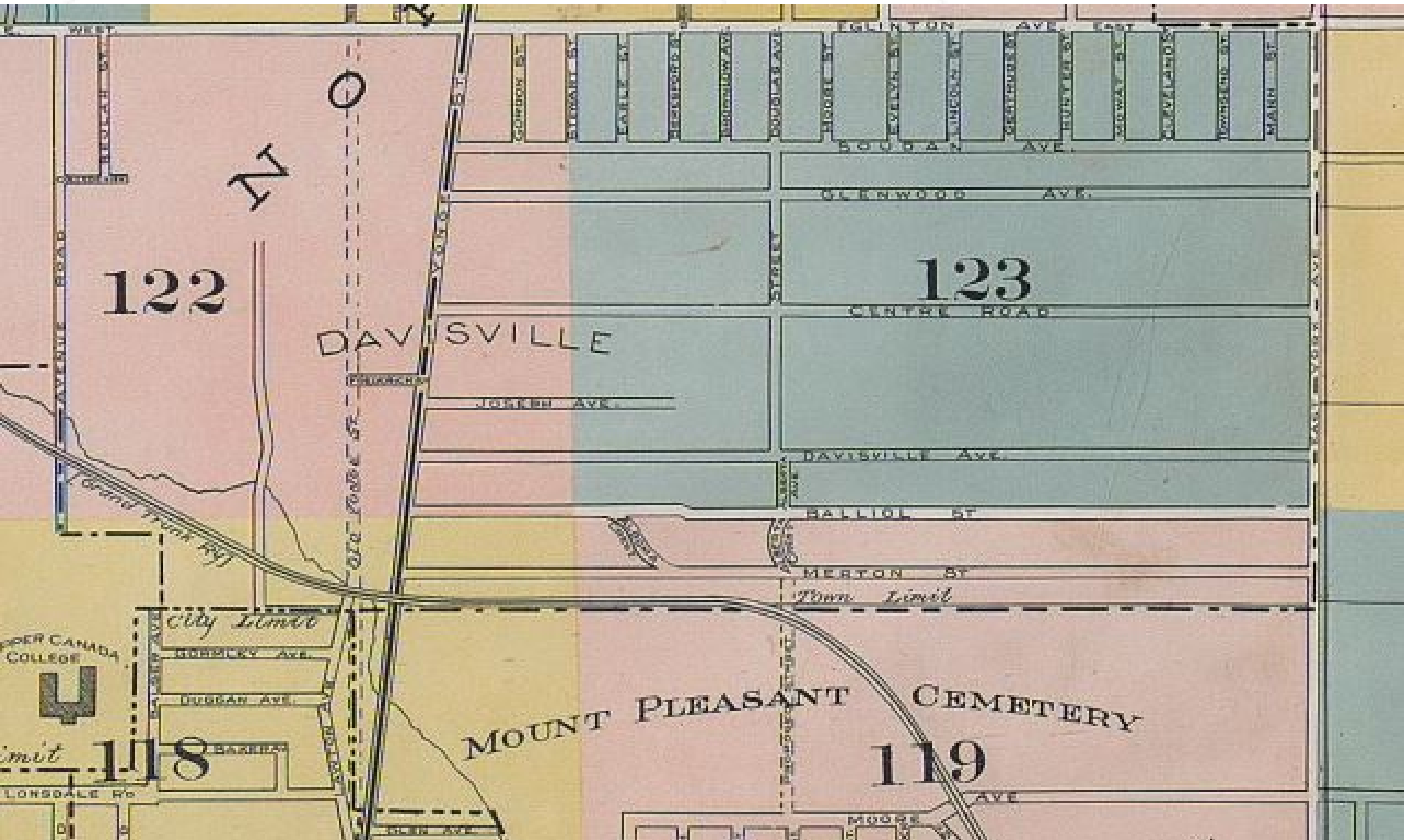


Davis Farm Subdivision (1890)

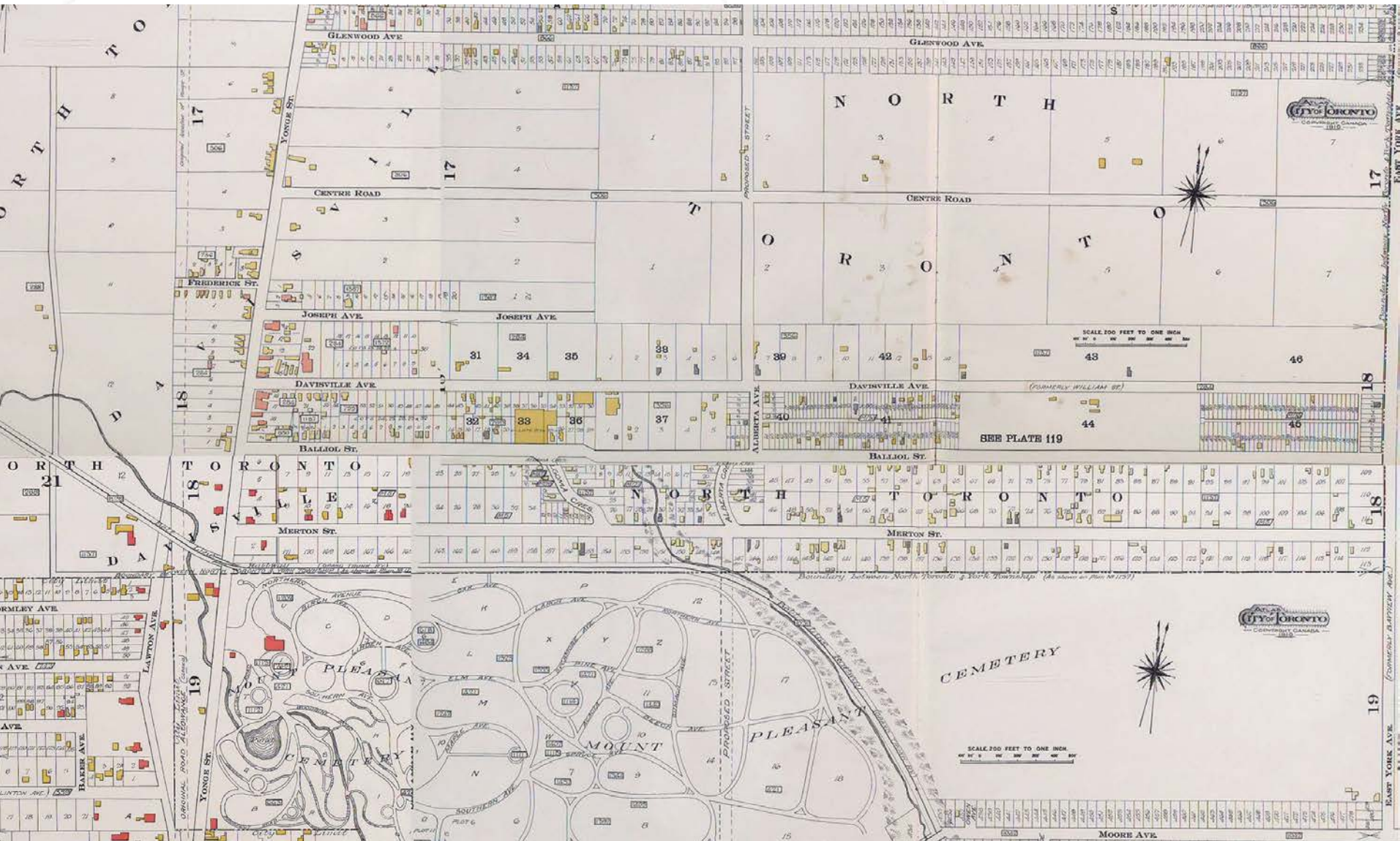




Davisville First Development (1910)

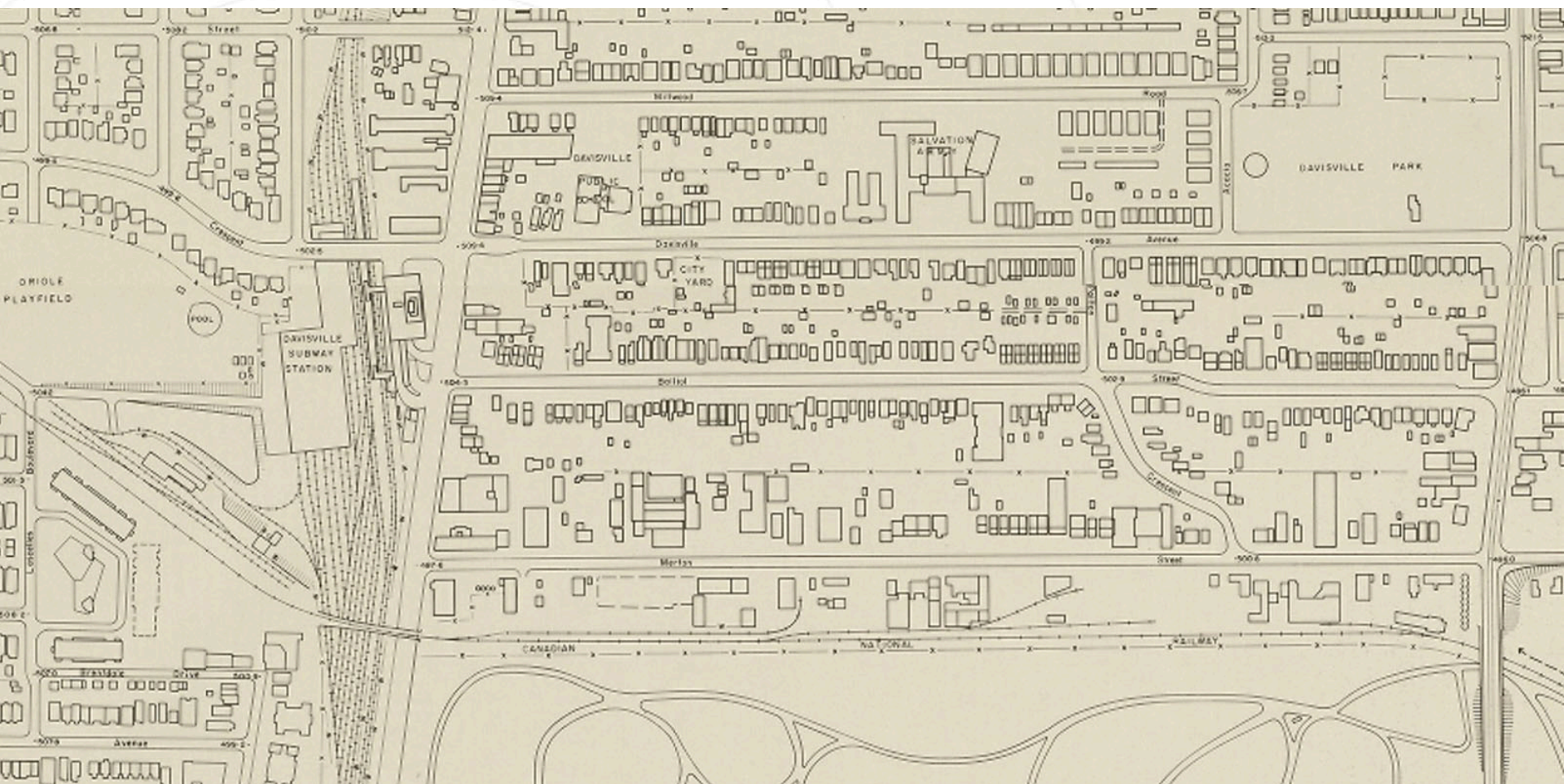


Goad's Atlas (1910)



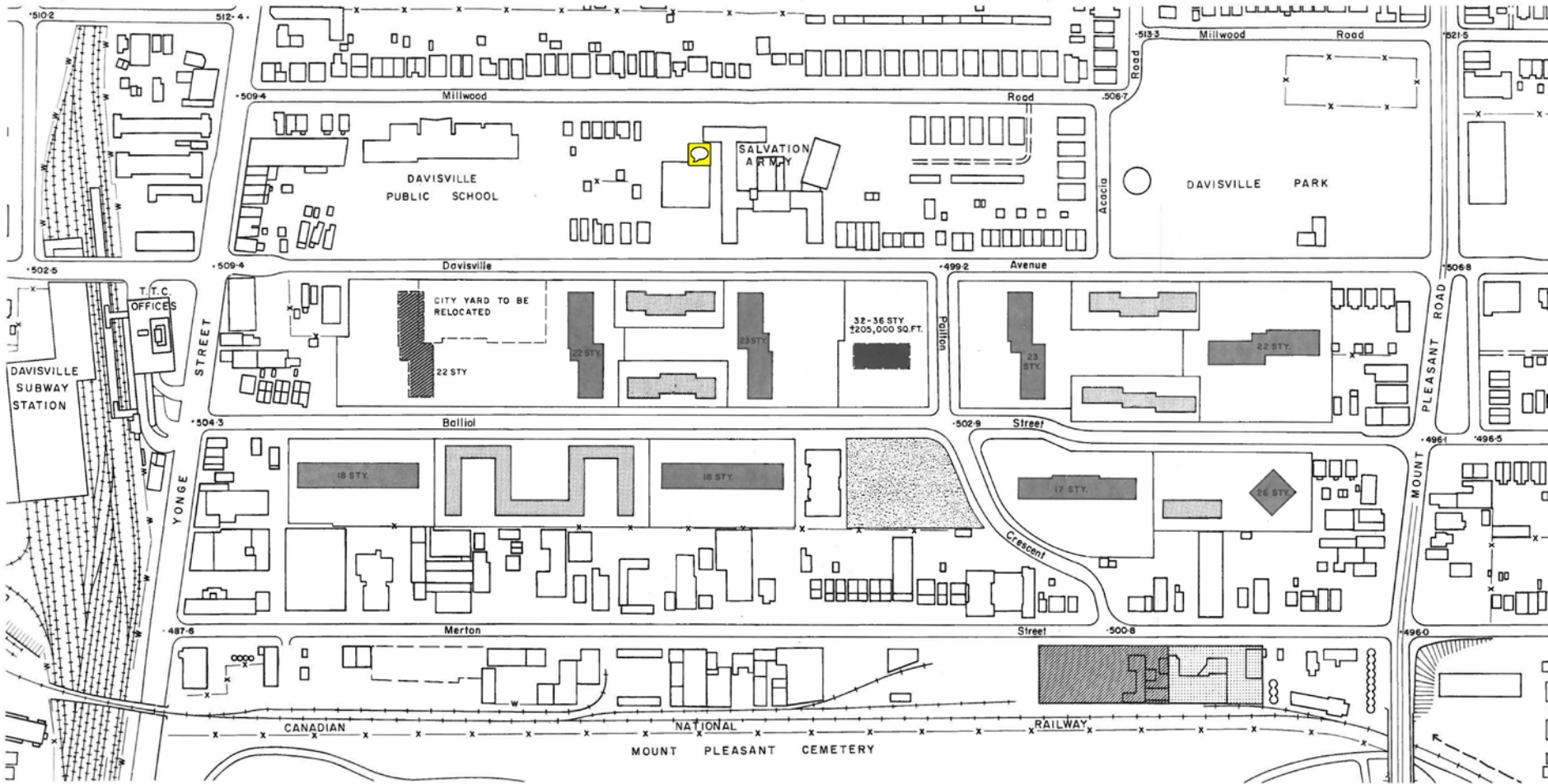


Yonge Subway (1959)





Greenwin Plans (1967)



GREENWIN PLACE PROPOSED CHANGES

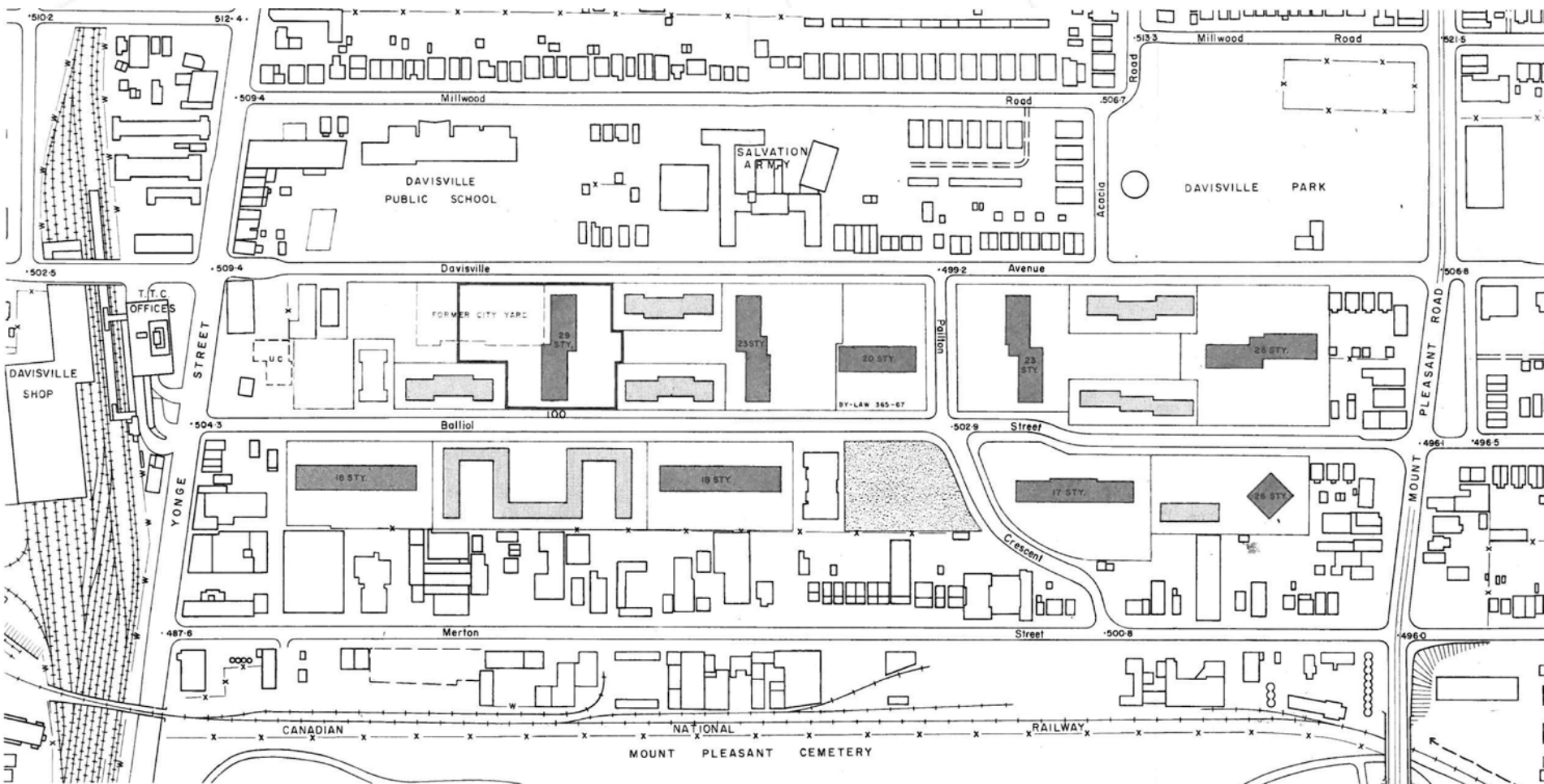
MAP 3

- HIGH RISE APARTMENTS
- TOWNHOUSES
- ASSUMED BUILDING AS PROPOSED
32-36 STOREYS 2205,000 SQ. FT.
- ASSUMED BUILDING 22 STOREYS
- PROPOSED GREEN OPEN SPACE
- EXISTING CITY MAINTENANCE YARD
- ASSUMED RELOCATION OF MAINTENANCE
YARD FROM DAVISVILLE AVE

SCALE: 1" = 200'



Greenwin Plans (1969)



-  HIGH RISE APARTMENTS
-  TOWNHOUSES
-  OPEN SPACE
-  REVISED LOT BOUNDARY

GREENWIN PLACE DEVELOPMENT AS APPROVED TO DATE

REVISED LOT BOUNDARY FOR 100 BALLIOL STREET
AFTER ACQUISITION OF LANDS OF THE FORMER
CITY YARD.

SCALE: 1" = 200'
Application No. Z17/69



Present-Day Land Use

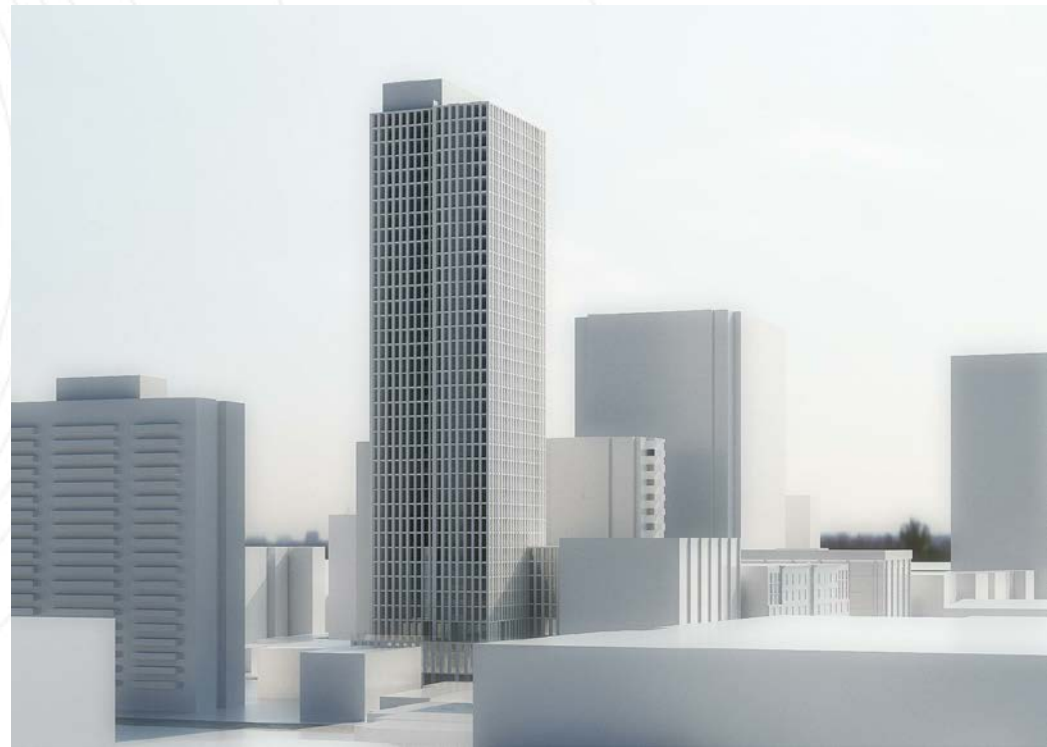




Recent Davisville Area Applications

- 1951 Yonge St (2017)
- 22 Balliol St (2016)
- 107 Davisville Ave / 120 Balliol St (2011)
- 68 Merton St (2010)
- 1815 Yonge St (2006)
- 1985 Yonge St (2006)

*38 Storey Proposal
at 22 Balliol St*





November 2016 Workshop + Walkshop

• What We Heard

- Towers in the Park design allows for respite and green space
- Need wider sidewalks and safe pedestrian crossings
- Create alternate routes (btw. Yonge and Mt. Pleasant) inside the neighbourhood
- Beltline needs improved signage and connections
- Midblock connections needed to break up long blocks



Emerging Public Realm Vision



LEGEND

 YONGE STREET & SQUARES

 GREEN STREETS

 DAVISVILLE COMMUNITY STREET

 MID-BLOCK CONNECTIONS AND MID BLOCK NEIGHBOURHOOD WALK

 MOUNT PLEASANT PROMENADE

 MERTON PLACE



Place-making Moves for Davisville...

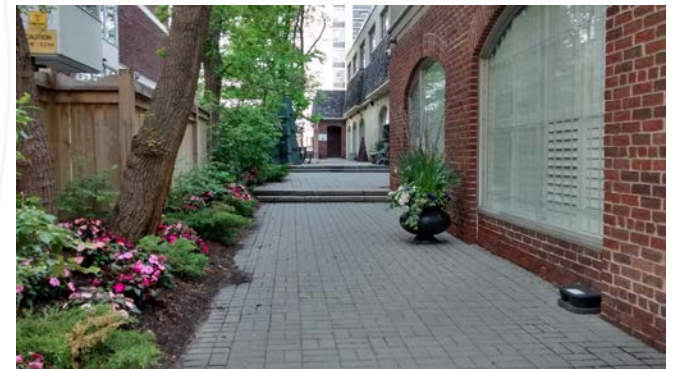
- **Yonge Street Squares**
 - New plazas and open spaces as part of developments to enhance walkability and livability
- **Davisville Community Street**
 - An iconic civic street linking parks, schools, and a future community hub





Place-making Moves for Davisville

- **Mount Pleasant Promenade**
 - A landscaped promenade linking Mount Pleasant Village to the greenery of Mount Pleasant Cemetery and the Beltline Trail
- **Moving Midblock**
 - North-South pedestrian and cycling connections to create a cohesive community





Place-making Moves for Davisville

- **Green Streets**
 - Streets with high quality sidewalks and landscaping to enhance the green character of the neighbourhood



Existing Built Form



Status Quo





Merton Street

Objectives

1. Transition to Mt. Pleasant Cemetery
2. Mixed use character
3. Enhanced public realm

Assumptions

1. 3.5 m setback to expand pedestrian realm and match landscaping on S side
2. Heights transition N to S, W to E
3. 6 m tower stepback
4. 4-6 storey base bldgs (contextual)





Davisville Apartment Neighbourhood

Objectives

1. Openness between towers
2. Openness at grade
3. Mitigate impacts on parks and schoolyards



Assumptions

1. Setbacks in keeping with existing character (7-15 m)
2. Heights matching existing and transitioning from subway station
3. 30 m min. tower separation
4. No net new shadow on June Rowlands Park





Emerging Built Form Vision

Setbacks - 3.5 setback along Merton Street provides space for expanded sidewalks and landscaping matching 1990s development on the south side

140 Merton - City-owned heritage building retained with appropriately-scaled new development incorporated at rear and east side of site

Setbacks - 7m to 15 m setbacks along Balliol and Davisville maintain open, landscaped character

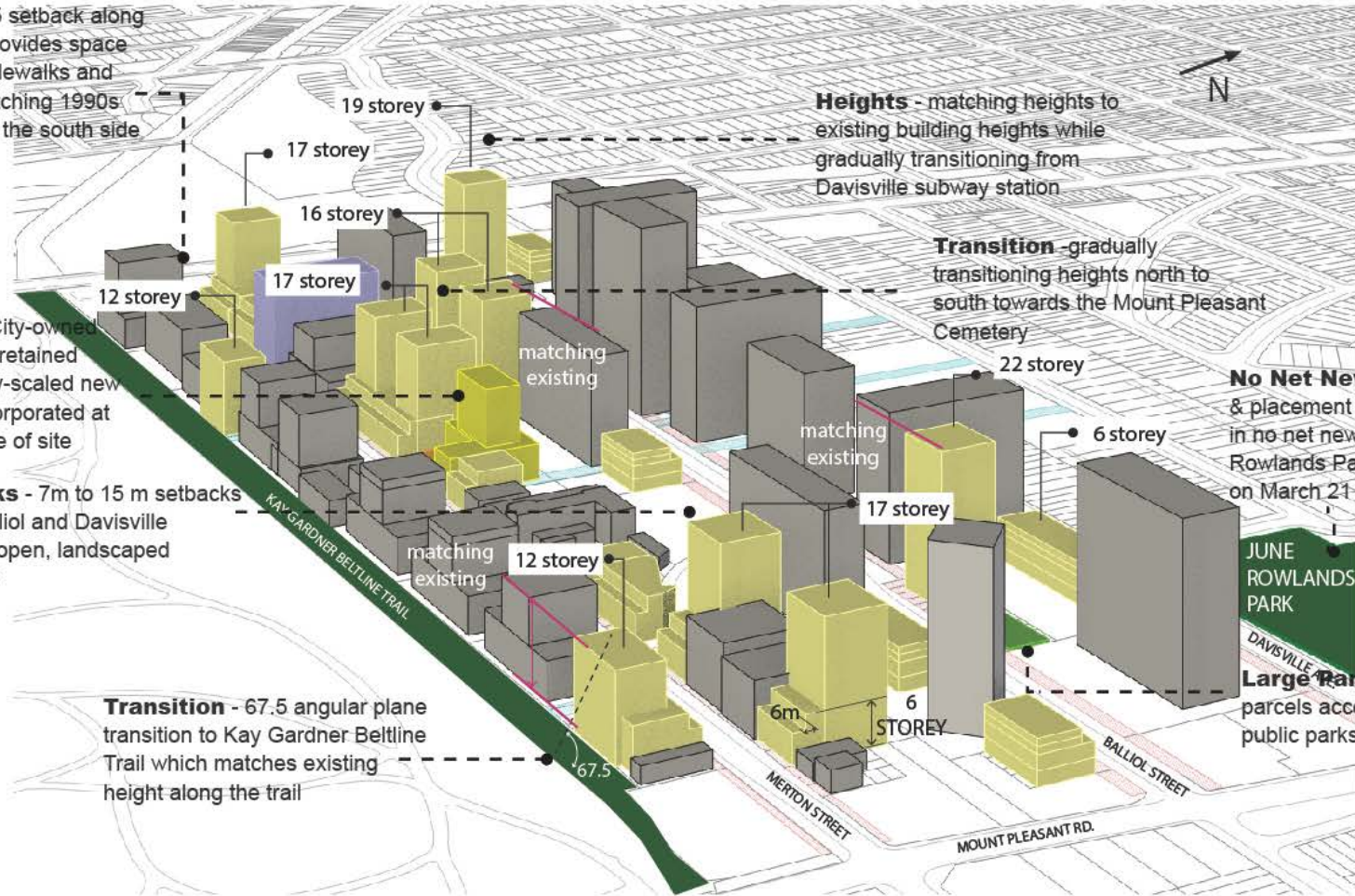
Transition - 67.5 angular plane transition to Kay Gardner Beltline Trail which matches existing height along the trail

Heights - matching heights to existing building heights while gradually transitioning from Davisville subway station

Transition - gradually transitioning heights north to south towards the Mount Pleasant Cemetery

No Net New Shadow - heights & placement of buildings result in no net new shadow on June Rowlands Park from 9:18 to 18:18 on March 21 / September 21

Large Parcels - larger parcels accommodate new public parks





Emerging Built Form Vision



Davisville Ave elevation looking south



Merton St elevation looking north



Davisville Station

Objectives

1. 100% Office Replacement
2. Transition to Villages and Neighbourhoods
3. Mitigate impacts on parks and schoolyards

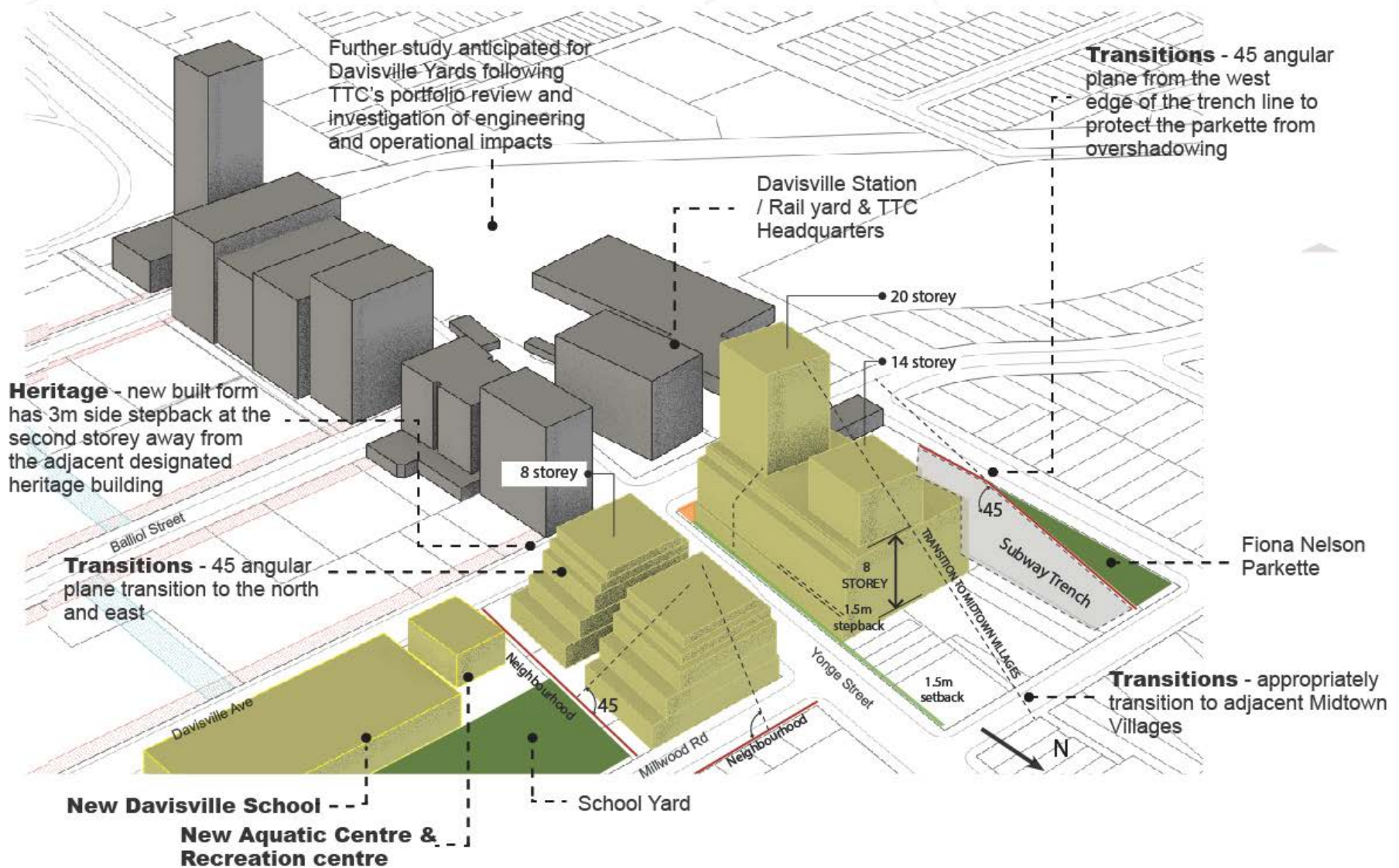
Assumptions

1. 1.5 m setbacks on Yonge
2. 3 m stepback
3. Side stepbacks to Heritage
4. 45° angular planes from subway trench and Neighbourhoods



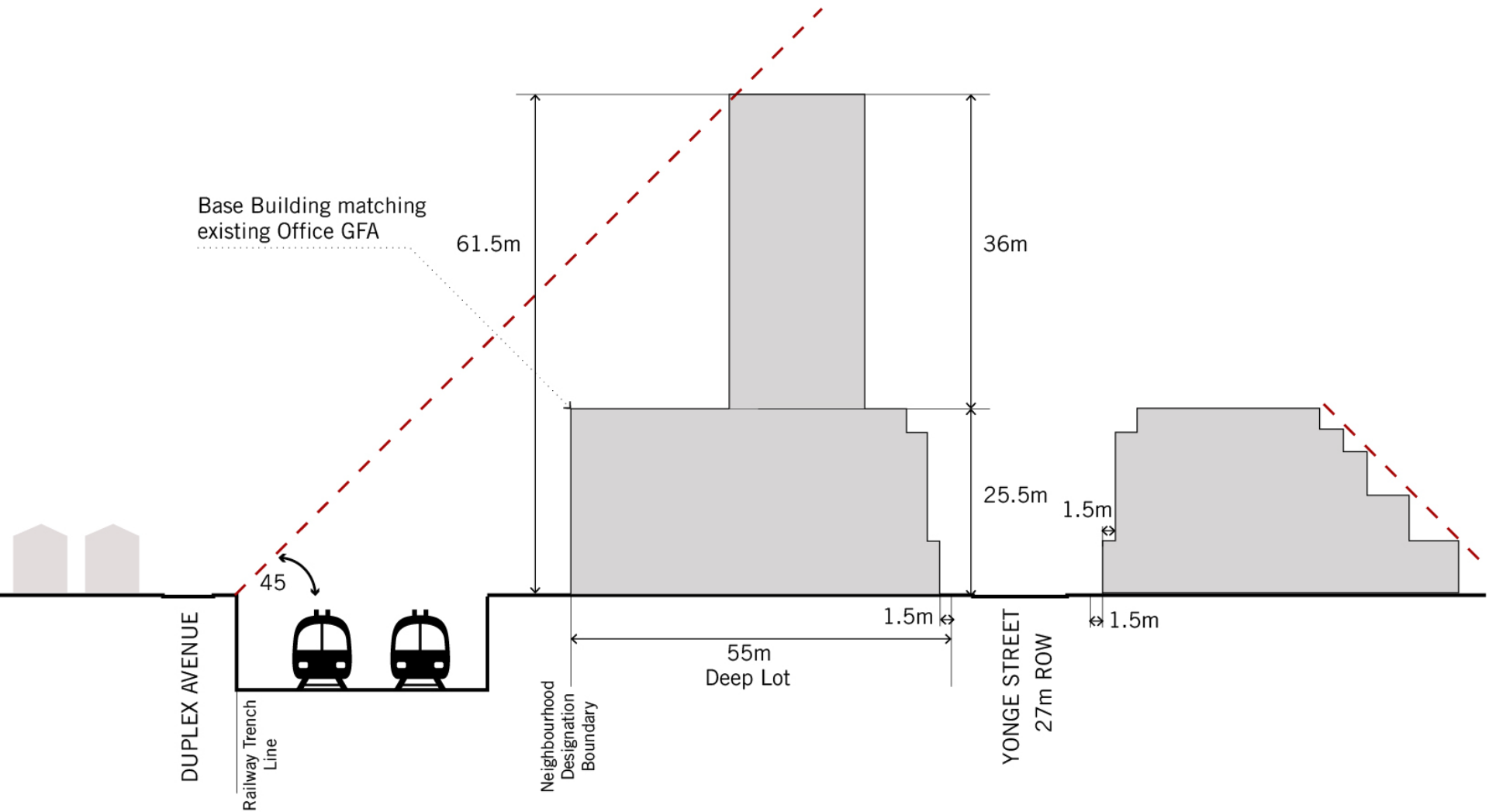


Davisville Station

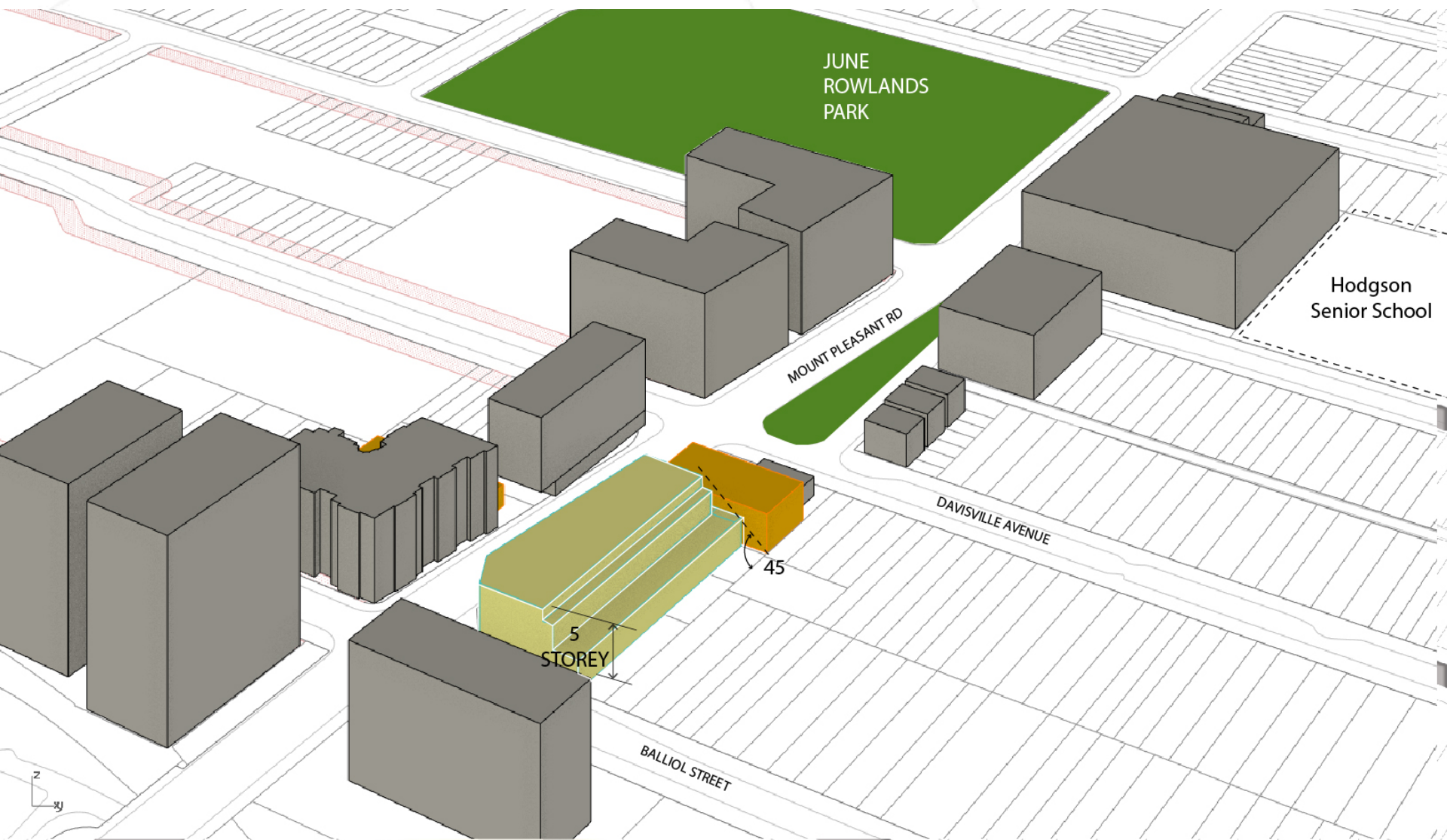




Davisville Station



Mt. Pleasant South





Workshop

1. **What do you like about the emerging public realm and built form vision for Davisville?**
 - Consider each character area
 - Consider how public realm and built form relate
2. **Is there anything you would change about the emerging vision? If so, what would you change and why?**
3. **Do you have any other thoughts or comments?**



Balliol Street



Balliol Street



Merton Street



40

Merton Street



Merton Street



Pailton Crescent



Davisville Avenue



Davisville Avenue



June Rowlands Park



Midblock connection to Beltline Trail



Beltline Trail



Kay Gardner Bridge

MIDTOWN
Meet in the middle

KAY GARDNER
BELTLINE PARK

Kay Gardner Bridge



Public Art

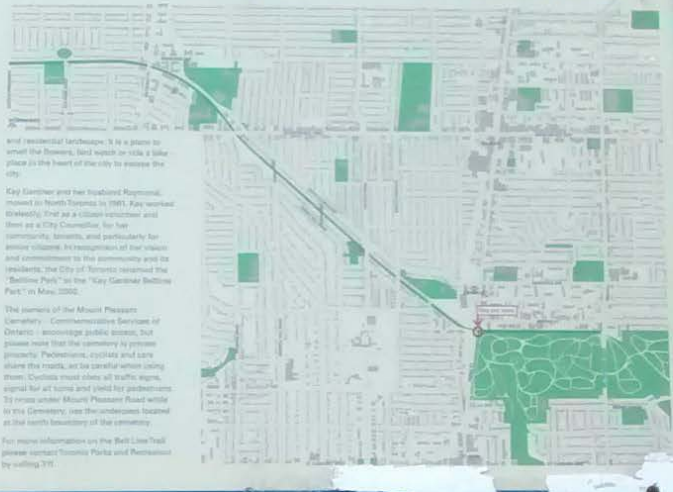
BELT LINE

History of the Kay Gardner Beltline Park

The Belt Line is the name of a railway line that linked Toronto and was completed in 1891. The Toronto Belt Line Railway Company proposed to generate and supply a real waste heat in North Toronto by providing commuter rail and freight service from the new suburbs to the heart of the city. The line travelled from the main line to Bayview and Queen's, west Eglinton and Castlefield Avenues, headed east to Bathurst, then swung southeast to Yonge Street and Mount Pleasant Road (today's Victoria Park Avenue) to Mount Pleasant and descending to the Don Valley and eventually Union Station. The railway was not successful. Toronto's real estate boom ended, and after only 18 months passenger service was suspended.

The densely graded switters from the Don Valley to Mount Pleasant Road were unsuitable for steam-powered freight traffic and were torn up during the Great War, and the rails were replaced by pipes. The last of the line remained in use until the early 1960s as a long industrial spur from Castlefield Avenue to Mount Pleasant Road, serving local industrial sites along Mount Street. The industrial site of Mount Pleasant has disappeared under Mount Pleasant Cemetery.

In 2005, in recognition of its recreational potential, the City of Toronto purchased the Belt Line from CN Rail Corp. Then City Councillor Kay Gardner was the driving force behind the City's acquisition of these Beltline lands and their conversion to a 4.5-kilometre long linear park. Since then the City of Toronto has established and nurtured the regeneration of the historic switters while preserving a record of Toronto's nineteenth century industrial



Kay Gardner and her husband Raymond, moved to North Toronto in 1981. Kay worked closely with a City Councillor, for her community, Toronto, and particularly for senior citizens. In recognition of her vision and commitment to the community and its residents, the City of Toronto renamed the "Beltline Park" in her "Kay Gardner Beltline Park" in May 2002.

The former of the Mount Pleasant Cemetery - Commemorative Service of Ontario - recognizes public interest, and please note that the cemetery is open primarily. Pedestrians, cyclists and cars share the trails, so be careful when using them. Cyclists must give all traffic signs, signal for all turns and yield for pedestrians to cross under Mount Pleasant Road while in the Cemetery, and the entrance located at the south boundary of the cemetery.

For more information on the Belt Line Trail please contact Toronto Parks and Recreation by calling 311.



Wayfinding



Looking South along Yonge Street



Looking North along Yonge Street



Morning Traffic at Yonge and Davisville



Morning Traffic Merton and Mount Pleasant