



# WESTWOOD THEATRE LANDS

PREPARED BY

FINAL REPORT

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WEST DISTRICT DESIGN INITIATIVE

City of Toronto  
September 28, 2007



## ACKNOWLEDGEMENTS

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# 1.0

# INTRODUCTION

## 1.1 STUDY BACKGROUND

The purpose of the overall West District Design Initiative (WDDI) is to produce urban design visions for three City-owned properties: the Bloor-Islington Lands, the Westwood Theatre Lands (Fig.1.1) and the Current Etobicoke Civic Complex (CECC) site (Fig.1.2).

Since the inception of this study, the name for the area has been changed from the West District to Etobicoke York District.

The three urban design visions will explore the built form potential of the sites in order to guide their comprehensive redevelopment. The City's objective is to identify the built form options that maximize net value on these sites while supporting the policies of the new Toronto Official Plan, the new Etobicoke Centre Secondary Plan and other applicable regulations. These visions could form the basis of a proposal call for the redevelopment of these sites.

The Bloor-Islington Lands and Westwood Theatre Lands are being studied in the context of creating a new West District Service Centre as part of a long-term office accommodation strategy for City staff in Etobicoke York District. The CECC site is to be considered for alternative uses if the current civic and administrative functions are relocated in the future.

The CECC site and Bloor-Islington Lands studies, which are the subjects of separate reports, provided land use and built form recommendations based on preferred options for the sites that were the outcome of design workshops.



(Fig. 1.2) Current Etobicoke Civic Complex (CECC) site



(Fig. 1.1) Westwood Theatre Lands and Bloor-Islington Lands

The Westwood Theatre Lands have been studied separately in conjunction with the outcome of the *Six Points Interchange Reconfiguration Environmental Assessment Study* led by Transportation Services and City Planning. This report documents the study process and outcome for the Westwood Theatre Lands.

## 1.2 WESTWOOD THEATRE LANDS STUDY PURPOSE

The Westwood Theatre Lands study examines development options for the study site under two scenarios: as a potential location for a relocated Etobicoke York Civic Centre, or as a site for a mixed-use development that represents the highest and best use for the site. Both scenarios have been explored to conform to prevailing Official Plan and Secondary Plan policies, zoning by-laws, and urban design guidelines.

The study resulted in an urban design vision that consisted of land use and built form recommendations for this site for each development scenario. The Civic Centre option addressed the issue of the appropriate size, configuration and location of a civic square as an integral part of the Centre.



Photo: Westwood Theatre Lands Panoramic View





(Fig. 1.3) Six Points Preferred Option - Dundas Street Loop (Provided by City of Toronto)



Photo: Existing Six Points Road Configuration (Provided by City of Toronto)

### 1.3 SIX POINTS INTERCHANGE RECONFIGURATION ENVIRONMENTAL ASSESSMENT STUDY

The West District Design Initiative is part of the West District Study requested by City Council in 2003. There are a number of sub-studies that feed into the broader West District Study, and all the components are interdependent, including the the *Six Points Interchange Reconfiguration Environmental Assessment Study (Six Points Reconfiguration Study)* led by Transportation Services and City Planning. The purpose of the *Six Points Reconfiguration Study* is to recommend a preferred option for the reconfiguration of the Six Points Interchange. The study aims at creating a better urban connection and much improved pedestrian and vehicular access between the Westwood Theatre Lands and lands to the north.

As of publication date of this study, the *Six Points Reconfiguration Study* is drawing to completion, and its preferred option is Fully At-Grade Dundas Street Loop, as shown in Fig.1.4.

The Westwood Theatre Lands study examined development options for the site based on the preferred Six Points interchange reconfiguration, as well as development options for the site with the existing street pattern in place.

## 1.4 STUDY PROCESS

The Westwood Theatre Lands Study was based on an extensive consultation process with City staff and stakeholders, and was structured around a series of meetings and workshops.

A Technical Advisory Committee (TAC) was formed to guide the study and participate in identifying issues and generating several development options through a series of workshops. The TAC consisted of City staff and neighbourhood representatives. A complete list of TAC members is provided in Appendix A.

### ■ Phase 1 - Background Research and Analysis

Work in Phase 1 focused on investigating relevant background data and information, reviewing applicable planning policies and regulations, and understanding the site context. In order to better identify and explore appropriate possibilities for the site, several visualization techniques were used to document existing site conditions, including the built environment, the public realm, open space and transportation.

At the TAC meeting on October 3, 2005, a preliminary site analysis and review of relevant planning policies for the Westwood Theatre Lands were conducted.

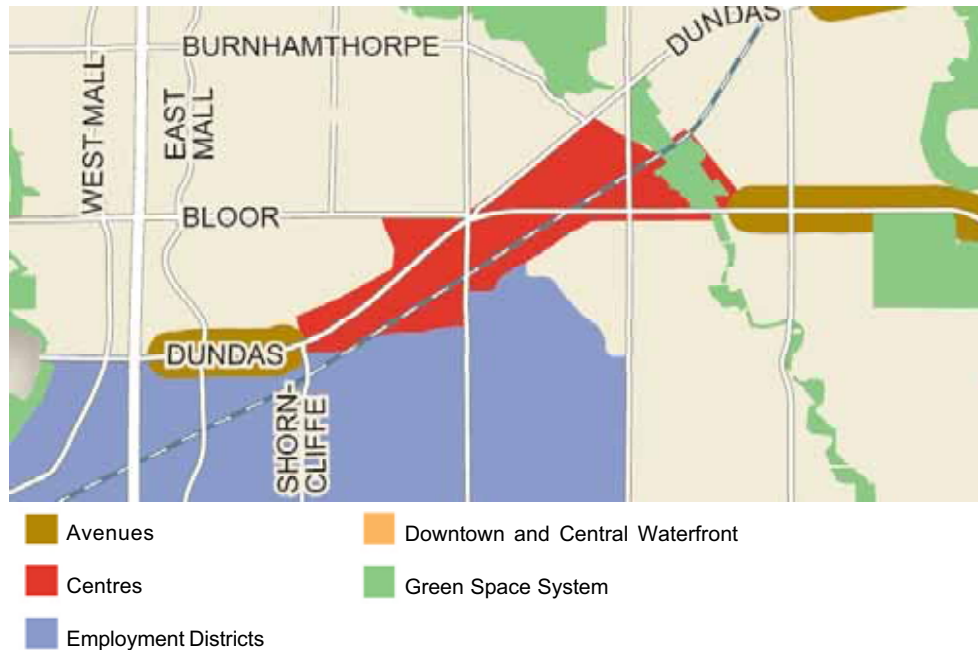
On November 22, 2005, a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Workshop was held. A summary of the SWOT is described in Section 4, and the list of workshop participants can be found in Appendix B of this report.

### ■ Phase 2 - Design Exploration

Exploration of urban design alternatives for the Westwood Theatre Lands was done through a design charrette conducted on November 29, 2006. The charrette was organized around the issues and opportunities identified in Phase 1, and the TAC members participated in an intensive and interactive full-day design charrette that aimed at identifying key directions for future development on the site. The summary of comments and diagrams from the charrette can be found in Section 5. The list of participants can be found in Appendix C.

### ■ Phase 3 - Synthesis

In the synthesis phase, insights from the design charrette were combined to create a suitable redevelopment option and supporting design guidelines for the site, which are described in Section 6 and Section 7 of this report, respectively.



(Fig. 2.1) Toronto Official Plan Map 2 Urban Structure (Partial Map Segment)



(Fig. 2.2) Toronto Official Plan Map 12 Land Use Map (Partial Map Segment)

## 2.0 PLANNING FRAMEWORK

### 2.1 CITY OF TORONTO OFFICIAL PLAN

The new City of Toronto Official Plan (The Plan) is a strategic document that directs growth to the *Centres*, *Avenues*, *Employment Districts* and the *Downtown*, while protecting stable residential neighbourhoods. It is aimed at improving and making more efficient use of existing infrastructure and services through reurbanization. The Plan was adopted by Council in November 2002, and was appealed to the Ontario Municipal Board.

In The Plan, the Westwood Theatre Lands are identified as part of *Etoibcoke Centre*, as shown in Fig.2.1.

The *Etoibcoke Centre*, as described in The Plan, “is focused on two subway stations and as an inter-regional transit connection point can contribute to growth management objectives of the broader region. It has significant development potential, particularly around its subway stations and the City’s own Westwood Theatre lands. The delivery of municipal services to residents in the western part of the City could be improved by relocating municipal and other government functions there”.

In The Plan, *Etoibcoke Centre* is designated as a *Mixed Use Area* where a range of residential, commercial, institutional, recreational, cultural, parks and open spaces uses are allowed to create animated communities while reducing automobile dependency. Over time, these areas are intended to absorb the major portion of Toronto’s expected growth.

Policies contained in The Plan, to guide the development of *Mixed Use Areas* include:

- Create a balance of diverse land uses that help reduce automobile dependence and meet the needs of community;
- Provide new jobs and homes on underutilized lands;
- Locate new buildings to frame public streets and minimize shadow impacts,
- Provide transitional areas towards lower scale *Neighbourhoods*;
- Provide an attractive, safe and comfortable pedestrian environment.
- Provide access to community services.

As shown in Fig 2.2, the adjacent area to the north of the Westwood Theatre Lands is also designed as *Mixed-Use Area*; lands beyond this area are designated as *Neighbourhoods*; lands south of Hydro Corridor are designated as *Employment Areas* around Kipling Avenue, and *Neighbourhoods* around Islington Avenue.

## 2.2 ETOBICOKE CENTRE SECONDARY PLAN

The Etobicoke Centre Secondary Plan (the Secondary Plan) was approved by Council in 2002 to guide growth and change in Etobicoke Centre. To date, the Ontario Municipal Board has approved the Plan subject to some site specific appeals.

The Secondary Plan identifies the following four key initiatives that must be implemented to bring success to Etobicoke Centre (Fig.2.3): developing community identity; creating a livable community; creating a climate for reinvestment; and relocating inter-regional transit terminal facilities.

In the Secondary Plan, the Westwood Theatre Lands are identified as parts of the *Six Points Focus Area* (Fig.2.4.). The site has considerable development potential to form a focus for the area and become a hub of community activity. Key Policies in the Secondary Plan pertaining to the Westwood Theatre Lands include the following:

- “...the zoning for the Etobicoke Centre will permit the greatest heights and highest densities around the Kipling and Islington subway stations.” (Policy 4.1.2.1.2)
- “...the Westwood Theatre lands and the Islington Subway station will be considered as candidates for the location of the civic administration centre for the western part of the City.” (Policy 4.1.3.2)
- “Any disposition of the Westwood Theatre lands...will consider the ability to develop civic, cultural and institutional uses in the Etobicoke Centre.” (Policy 4.1.3.3)



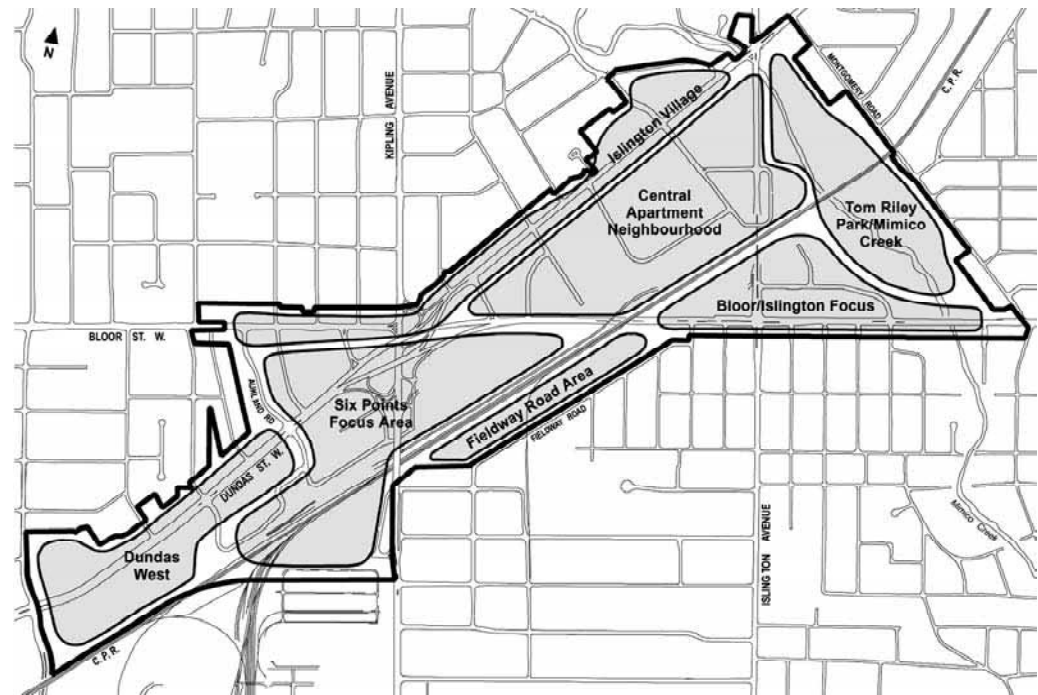


(Fig. 2.3) Aerial Photo Showing the Etobicoke Centre Secondary Plan Boundary

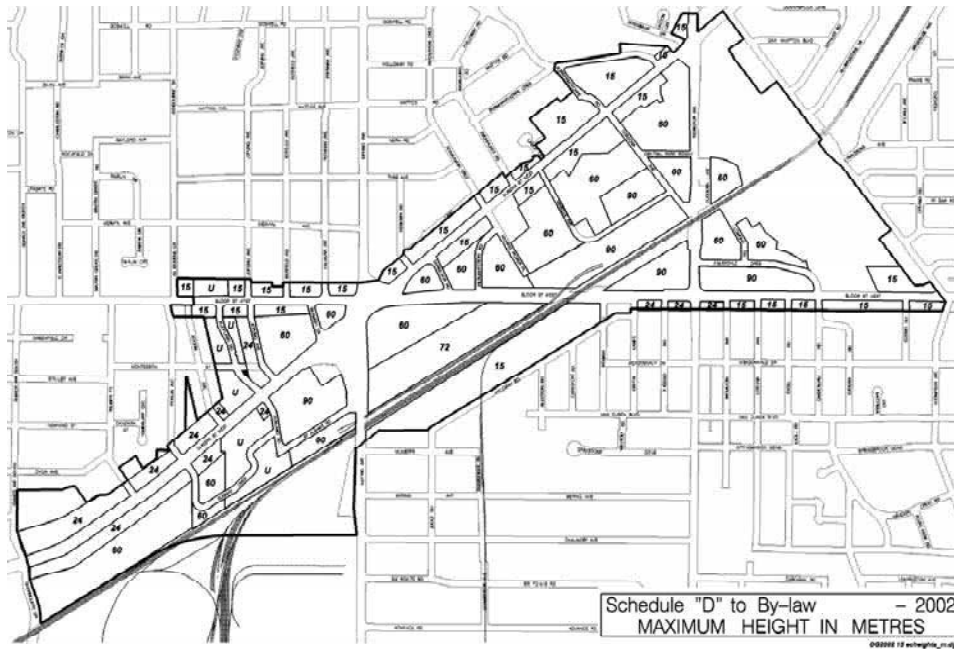




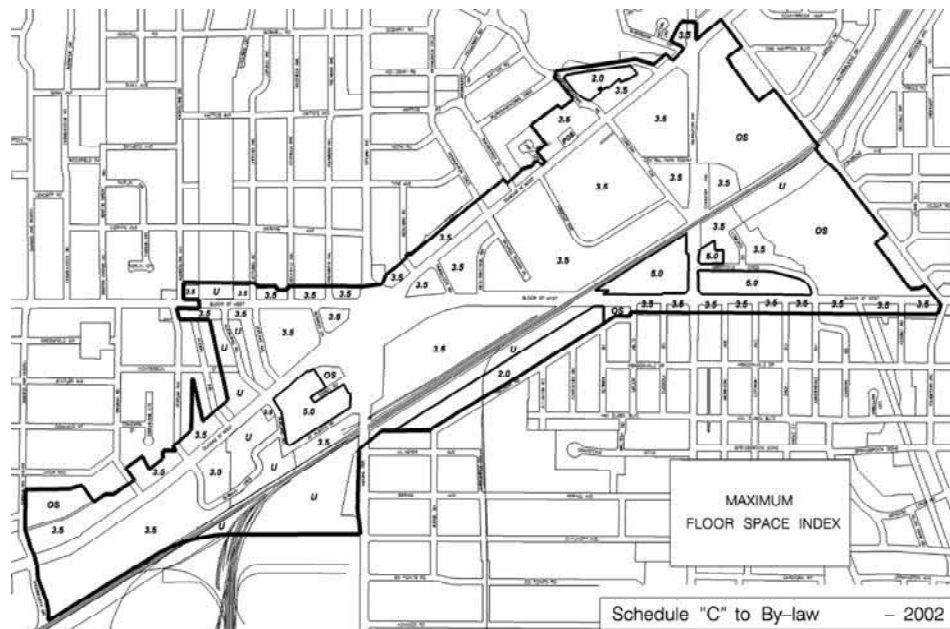
- *“Planning approvals and the disposition of public lands in the Etobicoke Centre will have regard to the need for a multi-use municipal community centre to be located in the vicinity of the Kipling Avenue / Dundas Street Intersection. (Policy 4.2.1.5)*
- *“On-site parkland will be dedicated...with specific consideration given to new parkland being added in the western portion of the Secondary Plan including the former Westwood Theatre site.” (Policy 4.2.2.1)*
- *“The feasibility of providing a new pedestrian access to the east end of the Kipling bus terminal will be investigated in conjunction with any plans to develop the Westwood Theatre lands.” (Policy 4.2.5.4)*
- *“Implementing zoning bylaws will restrict major new development on the Westwood Theatre lands until the potential for a new road pattern has been established to improve vehicular access to the lands and to ensure that access to new development from adjacent arterial roads will be compatible with any future reconfiguration of the Six Points Interchange, and improve connectivity with the local road pattern.” (Policy 4.2.5.8)*
- *“Utility Corridors on or in the vicinity of the Kipling and Islington subway stations shall be protected for the use of transit terminal function.” (Policy 4.3.1.13)*



(Fig. 2.4) Etobicoke Centre Secondary Plan Figure 2 Etobicoke Centre Areas



(Fig. 2.5) Zoning By-Law Schedule "D" - Maximum Height in Metres



(Fig. 2.6) Zoning By-Law Schedule "C" - Maximum Floor Space Index

## 2.3 ZONING BY-LAW

In the new Zoning By-law that implements the Etobicoke Centre Secondary Plan ([www.toronto.ca/torontoplan/etobicoke.htm](http://www.toronto.ca/torontoplan/etobicoke.htm)), the Westwood Theatre Lands are zoned EC2(H), which permits residential, commercial and institutional uses in buildings up to 60 metres in height at Kipling Avenue and Bloor Street intersection, and 72 metres in height along TTC subway track to the south, as shown in Fig. 2.5. The Zoning By-law permits a maximum floor space index of 3.5 for the site, as shown in Fig. 2.6.

The Zoning By-law has minimum limits for gross floor area (minimum 2.0 F.S.I.) and building height (minimum 2 storeys). No side yard setbacks are required.

The Zoning By-law has build-to area requirements. A minimum of 60% of any lot frontage must be occupied with a building with a minimum height of 6 metres to a maximum of 12 metres. Side yard setbacks can be zero up to a height of 12 metres. There is no front yard setback for buildings below 12 metres in height. Front yard setbacks increase to 3 metres for portions of buildings above 12 metres in height and to 6 metres for portions of buildings above 60 metres in height. Floor plates are not restricted to portions of buildings below 26 metres in height. However, floor plates are restricted to 825 m<sup>2</sup> for portions of buildings between 36 and 60 metres and are further restricted to 750 m<sup>2</sup> for portions of buildings higher than 60 metres.

These build-to area requirements will severely constrain the ability to locate office buildings on site and to create a public square at Kipling Avenue and Bloor Street intersection. The setback require-

ments are also restrictive in terms of building form. The floor plate limitations seem designed more for residential towers than for office towers. It is recommended that the City review these zoning by-law requirements in light of the outcome of the design consultation process for the site.



## 3.0

## EXISTING CONDITIONS

### 3.1 SITE ANALYSIS

The Westwood Theatre Lands are triangular in shape and are bounded by Bloor Street West (hereafter referred to as Bloor Street) to the north, Kipling Avenue to the west and the Canadian Pacific Railway/GO Transit/TTC tracks from the southeast to the southwest. The site is approximately 19 acres in area.

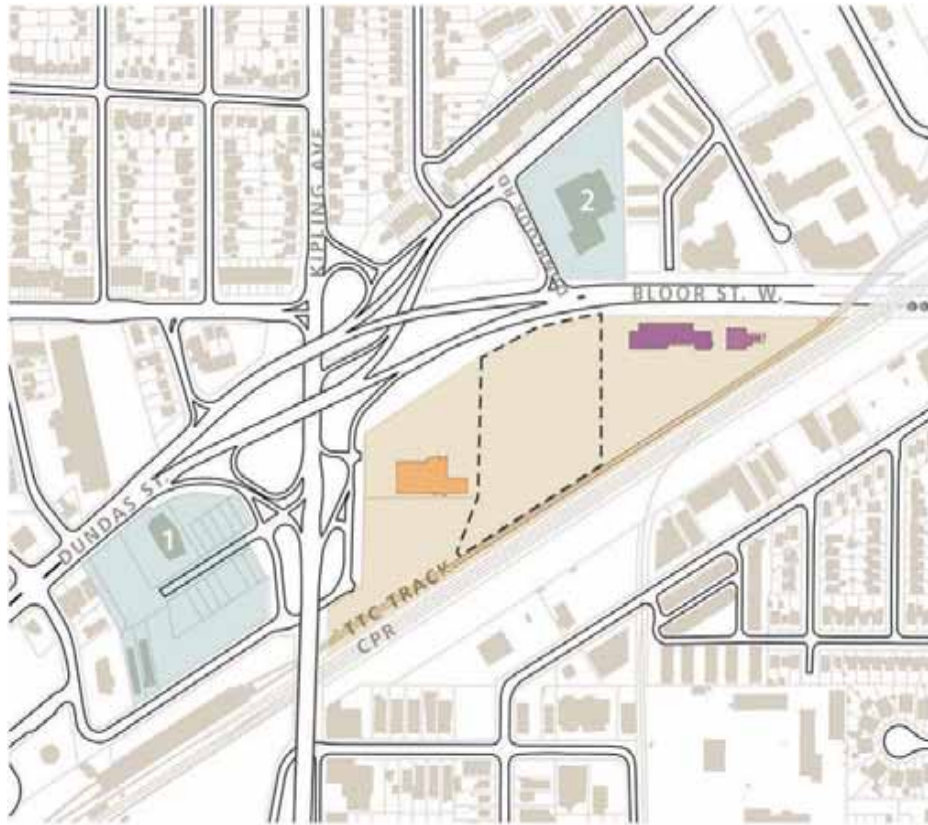
#### 3.1.1 Existing Site and Land Uses

As shown in Fig.3.1, the site currently consists of four main land parcels of varying sizes. The northeast parcel and part of the central parcel contain Toronto Police Services (TPS) 22 Division at 3699 Bloor Street West. TPS 22 Division is a single storey complex surrounded by parking lots, and is enclosed by a wood privacy fence along the Bloor Street frontage and along its western boundary.

The central parcel contains a Transportation Services snow storage facility of about 7 acres, which will need to be relocated prior to redevelopment of the site. The western parcel is the location of the former Westwood Theatre and an attached retail shop and related parking lot. Aside from a tenant in the retail shop, the building is vacant.

#### 3.1.2 Grade-Challenged Site Boundaries

The site is surrounded by varying grade elevation conditions at its edges. Moving west to east, Bloor Street at the eastern end is below grade at the underpass below the rail tracks, rising to meet the existing grade at the signalized intersection at the Police Station. It continues at the same grade westward to Dunbloor Road, beyond



#### LEGEND

- |                            |                                    |
|----------------------------|------------------------------------|
| Westwood Theatre Lands     | Nearby Development Sites           |
| Current Snow Storage Site  | 1. Tridel Site                     |
| 22 Division Police Station | 2. 5145 Dundas St. W. Concert Site |
| Westwood Theatre           |                                    |

(Fig. 3.1) Westwood Theatre Lands Existing Site Plan, N.T.S.



which Bloor Street climbs to meet the Dundas/Bloor flyover above Kipling Avenue. The flyover then connects with Dundas Street West beyond Kipling Avenue. Dundas Street West (hereafter referred to as Dundas Street) continues westward as a major arterial, while Bloor Street becomes a residential street to the west until Highway 427.

The grade of the site gets lower in a westerly direction from 22 Division toward the snow storage facility and Westwood Theatre. In effect, the only usable frontage the site has on Bloor Street is between Dunbloor Road and the signalized intersection, and the only point where the site is level with Bloor Street is at the signalized intersection. A service road south of Bloor Street provides access to the snow storage facility and Westwood Theatre.

The site faces Kipling Avenue to the west, but has no direct frontage on the street. Kipling Avenue starts as a bridge over the rail tracks at the southwest corner of the site, comes down to grade midway and then becomes an underpass to the north below the Dundas/Bloor flyover. Access to the site from Kipling Avenue is indirect, via a service road that connects below the Kipling bridge westward to the Kipling subway station, and runs parallel to Kipling Avenue northward to become an access ramp climbing east to Bloor Street. The Westwood Theatre end of the site is below the grade of Kipling Avenue to the southwest, and Bloor Street to the northwest.

The edge condition adjacent to the rail tracks is generally level, falling in grade elevation from the southeast corner of the site, where the tracks are generally at the same grade with the lands on either side of the Bloor Street underpass, then descending gradually westward to the Kipling Avenue bridge at the southwest. At the point, the site is about 9 metres below the apex of the bridge.



Photos: Existing Conditions - Kipling Bridge



Photos: Development on Tridel Site ( Source:www.tridel.com)

### 3.1.3 Surrounding Land Uses

The areas immediately north and west of the site are part of the Etobicoke Centre Secondary Plan, and have recently experienced a high level of redevelopment. As many as 7,000 residential units are planned, under construction, or recently completed, some of which are illustrated in Fig.3.2, Development Applications as of May 2005. The site is surrounded by several high-rise residential towers, notably the Concert Properties development east of Dunbloor Road at Bloor Street, and the Tridel development at Dundas Street and Kipling Avenue.

These new developments have occurred in an area that is surrounded by stable low-rise residential neighbourhoods generally north of Dundas Street, both east and west of Kipling Avenue, resulting in concern among some residents about the potential character and quality of future development on the study site.

The lands south of the TTC subway right-of-way and CP rail tracks have mainly industrial and employment uses. Immediately south of the tracks is a hydro corridor, part of which is being used by the TTC as overflow surface parking. East of the industrial area is a residential neighbourhood. Southwest of the study site is a large hydro facility, which is also being used partially for surface parking.





## LEGEND

### APPLICATIONS AS OF MAY 2005

PROJECT	ADDRESS	UNITS	STATUS OF APPLICATION
1. Canadian Tire	5365 Dundas Street West	1590	Approved
2. Auckland Development Inc.	3 Auckland Road	56	Approved
3. Tridel (Essex)	Dundas Road / Viking Road	1495	Approved
4. St. Andrews Lane Inc.	977-981 Kipling Avenue	20	Approved
5. Joseph Albanes	2 Dunbloor Road	356	Approved
6. Sun Life Assurance	5145 Dundas Street West	950	Approved
7. 1398796 Ontario Inc.	3700 Bloor Street West	164	Approved
8. Port Royal	5055 Dundas Street West	1425	Approved
9. 1503342 Ontario Ltd.	3391 Bloor Street West	145	Approved
10. Wittington Properties	7, 9, & 11 Burnhamthorpe Cr.	108	Approved
11. Hollyburn Properties Ltd.	1286/1294 Islington Ave, 15/19 Cordova Ave.	607	City Council
12. Sky Top Developments	1276 Islington Avenue	118	Approved in Principle, no Bylaw passed

- New Development Sites
- Proposed Buildings - High Rise
- Proposed Buildings - Low Rise
- Site Plan Approved
- Under Construction
- Existing Buildings
- Westwood Theatre Lands
- Bloor - Islington Lands
- Etobicoke Centre Secondary Plan Boundary
- Mimico Creek
- Canadian Pacific Railway
- TTC Subway Line

(Fig. 3.2) Development Applications as of May 2005





Photos: Character of Dundas Street

### 3.1.4 Character of Surrounding Streets

Dundas Street acts as a traditional “main street” between Kipling Avenue and Islington Avenue, with pre-war (WWII) street related development. West of Kipling Avenue, Dundas Street is more of a “suburban main street”, representative of postwar strip-commercial, automobile-focused development. Bloor Street acts as a “traditional main street” much further east, at Royal York Road. It changes character west of Islington Avenue as it goes below grade in an underpass below the CPR/TTC rail tracks, with no street related uses at present along its frontage west of the tracks through the study site. West of the site, Bloor Street is a residential street. Kipling Avenue serves the south Etobicoke industrial/employment area south of the tracks, has an appearance of a “highway” through the study site, and travels through a low-rise residential neighbourhood north of Bloor Street.



Photos: Character of Bloor Street



## 3.2 EXISTING TRANSPORTATION AND TRANSIT SYSTEM

The site is served by several major arterial roads, and two major subway terminals nearby with connecting local and regional surface bus routes servicing the City of Toronto and the City of Mississauga to the west. Though the site is surrounded by arterial roads and is linked to the transit system, access to the site is limited.

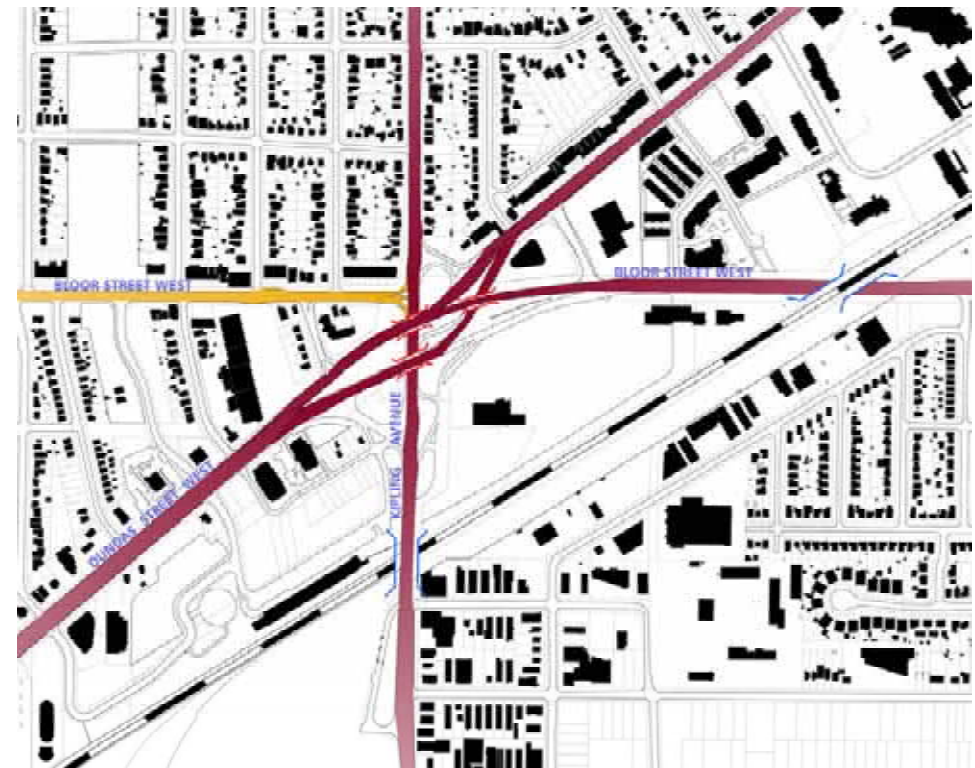
### 3.2.1 Road Network

Fig. 3.3 shows the existing road network. Kipling Avenue to the west and Islington Avenue to the east, are the two major north-south roads in Etobicoke York District between Hwy. 427 and the Humber River. Both are four lane roads and have interchanges at Hwy. 401 to the north and the QEW to the south. Bloor Street and Dundas Street are the only continuous east-west arterials crossing the Humber River in Etobicoke from Eglinton Avenue south to the QEW. Both have four lanes, except for Dundas Street with six lanes from Kipling west to the Highway 427 interchange.

### 3.2.2 Transit Service

There are two TTC subway stations near the study site. The Kipling subway station is just west of the site, while the Islington subway station is further to the east (Fig.3.4).

Islington Station used to be the westerly terminus of the subway. It has 1,200 commuter parking spaces, a Parking Pick-up and Drop-off (PPUDO) facility, and a major bus terminal for TTC surface transit routes in Etobicoke York District as well as a major Mississauga Transit hub.



#### LEGEND

<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Major Arterial Roads	<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Bridges
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Minor Arterial Roads	<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Overpasses
<span style="display:inline-block; width:15px; height:15px; background-color:white; border:1px solid black;"></span> Local Streets	

(Fig. 3.3) Existing Road Network



#### LEGEND

- |   |                        |   |                            |
|---|------------------------|---|----------------------------|
|  | TTC Subway             |  | GO Rail Station            |
|  | CPR Railway            |  | TTC Bus Routes             |
|  | Kipling Subway Station |  | Mississauga Transit Routes |

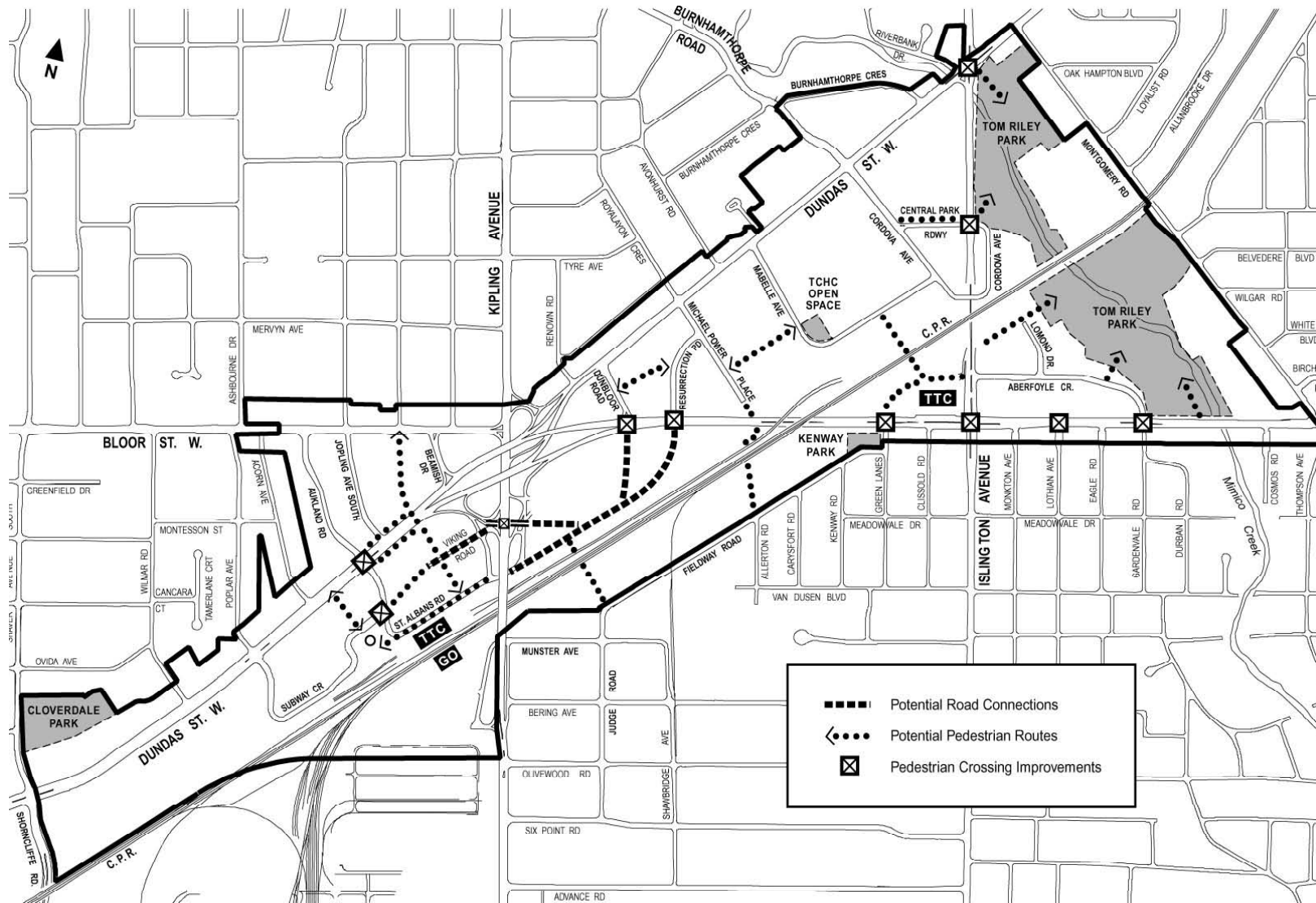
(Fig. 3.4) Existing Transit Network

The Kipling Station is the current westerly terminus of the subway. It connects with the Kipling GO Station and includes direct transfer facilities for numerous surface transit routes serving all of Etobicoke York District west of Kipling Avenue. It also has a PPUDO facility and 1,300 commuter parking spaces. The subway provides peak hour services at 2 to 3 minute intervals, while several of the major surface bus routes provide peak hour services at intervals of less than 5 minutes. Recent proposed changes for the Kipling station include an eastern entrance for the subway, and the relocation of the Mississauga Transit facility from the Islington station to this station.

### 3.2.3 Pedestrian Access to Transit

Access to the Westwood Theatre site from the current Kipling Subway Station is approximately a 320 metre walk along St. Albans Road, below the Kipling Avenue bridge along the sidewalk to the site. This route is not pedestrian friendly, particularly below the Kipling Avenue bridge. The Islington Subway Station is located approximately 750 metres to the east, and is accessed by walking on narrow sidewalks below surrounding grade along the Bloor Street underpass below the CPR and TTC rail bridge. As stated in the Secondary Plan, *“the feasibility of providing a new pedestrian access to the east end of the Kipling bus terminal will be investigated in conjunction with any plans to develop the Westwood Theatre Lands”*. Fig.3.5 shows the Linkages and Connections Opportunities proposed in the Secondary Plan.





(Fig.3.5) Etobicoke Centre Secondary Plan Schedule "B" - Linkages and Connections Opportunities

## 4.0

## SWOT WORKSHOP



(Fig. 4.1) Aerial Photo Showing Existing Road Configuration



(Fig. 4.2) Aerial Photo Showing Six Points Road Reconfiguration Preferred Option

A strengths, weaknesses, opportunities, threats (SWOT) workshop was conducted on November 22, 2005, with members from both the Technical Advisory Committee (TAC) and the consultant team. The list of TAC members is presented in Appendix A.

The purpose of the workshop was to confirm findings from the Background Analysis Phase and obtain guiding principles for the Design Exploration Phase. The SWOT Workshop was conducted for both the Bloor-Islington Lands and the Westwood Theatre Lands, as they were to be studied in conjunction to identify the preferred location for a civic centre precinct.

Since the SWOT Workshop in November 2005, the Bloor-Islington Lands proceeded to the Design Exploration Phase. The Design Charrette for the Bloor-Islington Lands was held in June 2006, and is the subject of a separate final report, which contains a summary of the SWOT Workshop for the site.

The timing of the Westwood Theatre Lands study was delayed due to the need for the City to complete its *Six Points Interchange Reconfiguration Class Environmental Assessment Study*. The study was conducted after completion of the Bloor-Islington Lands Study. At the time of the SWOT Workshop, the preferred option for the reconfiguration of the Six Points intersection had not been adopted officially. The preferred option recommendation is a “normalized” intersection with all three streets (Bloor Street, Dundas Street, Kipling Avenue) at grade.

As a result, the SWOT Workshop for the Westwood Theatre Lands considered two scenarios: one with the existing road configuration (Fig. 4.1) and the other with the “normalized intersection” (Fig. 4.2) that would occur with the preferred reconfiguration option. The following is a summary of the findings from the SWOT Workshop for the Westwood Theatre Lands as described by the workshop participants.

## 4.1 STRENGTHS

### 4.1.1 Existing Road Design

#### ■ Location

There are fewer conflicts with adjacent land uses due to the physical boundaries that define the site. Another strength is the extent of high density development on the north side of Bloor Street east of Kipling Avenue, and on Kipling south of Dundas, which form precedents for intensification of the site.

#### ■ Parcel Size

The single ownership of the site by the City is a strength as it allows the City to control the agenda for the site. Further, it is a large parcel with no existing public streets through the site, thereby offering maximum flexibility for street and block plan.

### 4.1.2 Normalized Intersection

#### ■ Location

The site location offers the same benefits as obtained with the existing road design, i.e., there are fewer conflicts with adjacent land uses, and the existing high density developments to the north and west offer precedents for intensification. The additional strength of this site with a normalized intersection is the increased frontage of these lands along Bloor Street, Dundas Street and Kipling Avenue due to all intersections being at grade.

#### ■ Parcel Size

The parcel size offers the same benefits as those with the existing road design, i.e., the City's ownership of the site allows it to control the agenda for the site, and the lack of any public streets on site allows for greater development flexibility. The additional strength of this site with a normalized intersection is the increased amount of land available and an improved configuration option for the development blocks created through a street and block pattern.



## 4.2 WEAKNESSES

### 4.2.1 Existing Road Design

#### ■ Lack of Street Frontage

The site is isolated from the surrounding roads and has very little useable frontage for development. In areas where it has frontage on Bloor Street or Kipling Avenue, the difference in grades is a challenge that is hard to overcome.

#### ■ Lack of Access

There is no arterial frontage for commercial uses. The lack of access may discourage purchase of the site due to the need for upgrading road and access configurations.

#### ■ Underutilized Site

Current site uses include a Toronto Police Station and municipal snow storage; the site is generating very little income. The site is underutilized, and needs a phased approach to generate revenue through the entire redevelopment process.

#### ■ Cannot Fulfill Secondary Plan Objectives

The existing site condition is a constraint to the implementation of the Secondary Plan, and will prevent the realization of the objectives and targets of the Secondary Plan.

#### ■ Not Ideal Civic Centre Site

The site is isolated from its surroundings due to physical borders: the CP rail tracks to the south, the Kipling Avenue configuration and grading, and the access lanes to Bloor Street with its overpass / underpass configuration and grading.

With the existing roads, the site is less attractive than the Bloor Islington site for creating a sense of place and for city building initiatives.

### 4.2.2 Normalized Intersection

#### ■ Grade Challenged Site

A normalized intersection will remove many of the weaknesses of the existing road design. However, it will remain a grade challenged site, given the grade elevation of Bloor Street west of Kipling Avenue being about 9m higher than the grade elevation along the rail tracks at the southern edge of the site. The site remains underutilized with its current land uses.

## 4.3 OPPORTUNITIES

### 4.3.1 Existing Road Design

#### ■ Site Conditions

The current site offers the opportunity for a large, campus-style civic centre, rather than a more high density urban centre. Existing grade changes can be manipulated for future development and for taking advantage of good views to the south. The site's grades should be adapted to the surrounding roads, rather than considering the reverse.

#### ■ Access and Linkages

The site is close to two subway stops, and has the potential for transit based development. Improving the link to Kipling Station will provide increased access opportunities to TTC buses, GO trains and Mississauga Transit, allowing the site to be accessed regionally rather than just locally.

The Westwood Theatre site has better access to the residential neighbourhoods to the north, unlike the Bloor-Islington site, which is cut off to the north by the railway tracks.

#### ■ Land Use

The railway tracks to the south are an obvious buffer for preserving the existing industrial and employment area further south of the tracks. As a result, there is very little conflict regarding surrounding land uses.

#### ■ Parking

This site can be a possible location for additional TTC commuter parking while allowing for development, unlike the Bloor-Islington site which is constrained by size. However, surface parking should be discouraged.

#### ■ City Objectives

The site can accommodate the needs of many of the City's Agencies, Boards, Commissions and Divisions (ABCDs), and presents opportunities to meet the City's revenue objectives by avoiding any expenditures and selling the land.

### 4.3.2 Normalized Intersection

#### ■ Site Conditions

The more regular site created by a normalized intersection, along with increased frontage on Bloor Street and Kipling Avenue, allows the site to be divided into smaller parcels and adopt a more regularized street and block plan. This allows for a range of possible sites for a civic centre, thereby offering more options for the development, including a large, campus-like civic centre or a more urban civic centre. Though the southern edge is a current barrier, it can be overcome by manipulating grade for future development, raising grade to meet the surrounding street elevations, and raising grade at the rail tracks to maximize good views to the south.

#### ■ Access and Linkages

The normalized intersection option allows opportunities to improve linkages to the east, west, north and even to the south with a link to the Kipling subway station. The site's proximity to transit, with improved access to the subway station at either end, allows for transit based development. Other transit routes and systems can also serve the site if linkages are improved to transit stations; these connections allow both local and regional access to the site. The normalized intersection allows for improved access to the residential neighbourhoods to the north.

#### ■ Community Focal Point

The normalized intersection allows the site to have much better frontage on Kipling Avenue, Dundas Street and Bloor Street, as well

as gaining acreage for development, thereby increasing its attraction in the real estate market. The newly accessible site can create a new “urban place” for civic centre activities, and integrate the east and west ends of the Civic Centre Secondary Plan Area. The civic presence can also act as a catalyst to create a new urban neighbourhood on this site instead of just a civic centre.

#### ■ Land Use and Surrounding Features

The railway tracks to the south are an obvious buffer for preserving the existing industrial and employment area further south of the tracks. As a result, there is very little conflict regarding surrounding land uses.

#### ■ City Objectives

The site is well suited to be a Civic Centre. The ability to create a street and block pattern results in some land parcels that can be land banked in strategic locations for future office development when market conditions allow. A Civic Centre may serve as a catalyst for a mixed-use neighbourhood, including significant office development. The Civic Centre presence can be used as redevelopment tool for the site. There is a possibility to use the current site for temporary recreation uses such as a soccer field, but this may establish a community expectation to maintain this activity, and the City may face resistance from the community upon development of the site.



## 4.4 THREATS

### 4.4.1 Existing Road Design

#### ■ Site Conditions

The future road configuration pattern is unclear, since the *Six Points Interchange Reconfiguration Class Environmental Assessment Study* is running behind this study; it is not known whether the current configuration is a temporary or permanent condition as the basis for future land development scenarios. The railway tracks and industrial/employment areas to the south are barriers to linkages.

#### ■ Access

This site has poor access; it is “sterile”, “not intimate”, and “isolated”. Subway access to this site is more remote than at the Bloor-Islington site, creating longer walking distance for pedestrians. There is also less commercial frontage.

#### ■ City Needs

There is great demand for this site among the City’s ABCDs. They have submitted a list of land requirements that exceeds the area of this site. The Police Station wants an expanded station site, the current snow storage facility occupies a large portion of the site, Let’s Build wants sites for affordable housing, Parks and Recreation needs a large (5 ha.) park, and TTC wants 500 surface parking spots.

#### ■ Land Uses

The industrial lands to the south may affect development and land values along the southern edge of the site.

#### ■ Traffic

The configuration and design of the roads, ramps, bridges and flyovers along Bloor Street, Kipling Avenue and Dundas Street, along with the connection from Kipling Avenue to the Gardiner Expressway, allows for high traffic speeds around the site that are not conducive to a pedestrian friendly neighbourhood. The nature of traffic is also less likely to reinforce a new urban area. There is considerable truck traffic in the area; Kipling Avenue is a truck route south of Bloor/Dundas flyover to and from the South Etobicoke Industrial area. Given the current road design, there may be capacity issues for new development.

#### 4.4.2 Normalized Intersection

##### ■ Cost

It is uncertain whether the high costs of the reconfiguration of the road layout and the regrading of the site will be offset by the revenue generated by the extra land frontage and acreage. This uncertainty, among others, has created a question: what will it take to make this happen? There is also a question of timing between short term and long term objectives; this site will take a long time to develop, and this timing may not suit the requirements of the City, particularly with respect to a new civic centre or the revitalization of the neighbourhood. In addition, this site carries a lot of “baggage”: it has been subject to many studies with no further progress. Will this study make any difference?

##### ■ Scope and Magnitude

The scope and magnitude of changes required to create a normalized intersection and regrade this site are much greater than the changes required to redevelop the Bloor-Islington site. The uncertainty of the results of the *Six Points Interchange Reconfiguration Class Environmental Assessment Study*, as well as of the timing and phasing of the implementation of the required changes, is not helpful regarding asset management, asset valuation and redevelopment. Another concern is the impact on existing Etobicoke York District residents of relocating the civic centre to this location.

##### ■ Land Use

The industrial/employment lands to the south, and the views to these lands, are a possible threat to land values and development opportunities along the southern half of the site.

##### ■ Traffic

It is unclear whether the new intersection will be able to reduce traffic speeds and volume to create pedestrian friendly streets. In particular, the current truck traffic around the site and the truck route along Kipling Avenue south to the South Etobicoke industrial area are not conducive to a pedestrian friendly urban environment.





## 5.0

## DESIGN CHARRETTE

A design charrette was conducted on November 29, 2006. It was attended by members of the community, TAC members, other selected participants and the consulting team. A list of the participants from the charrette can be found in Appendix C of this report.

It was organized to generate urban design options for future development. The day long charrette began with a presentation of existing site conditions and SWOT workshop conclusions, followed by issues for consideration during the charrette.

These issues included:

- Feasibility of developing the site as a civic centre or as a mixed-use node;
- The accommodation of the needs of Municipal Agencies, Boards, Commissions and Divisions (ABCDs);



Photos: Design Charrette Group Presentations, November 29, 2006

- The potential for development of the site with either the existing road pattern or with the proposed Six Points preferred road pattern;
- Streetscape and open linkages with surrounding neighbourhoods;
- Improved pedestrian connections to the Kipling Subway Station;
- Traffic and parking; and
- Built-form options.

The charrette was grouped to study four development options:

- Development of the site within the existing road configuration;
- Development of the site within the preferred Six Points road reconfiguration, addressing ABCDs' requirements;
- Development of the site within the preferred Six Points road reconfiguration, addressing requirements for ABCDs and a civic centre;
- Development of the site within the preferred Six Points road reconfiguration without any requirements and constraints.

Following the presentation, the participants were divided into four small groups, facilitated by consulting team members. The groups spent most of the day discussing the issues related to each option and developing design alternatives for these options. At the end of the day, a representative from each group reported back to all participants on key findings. The ensuing group discussion at the end of each presentation provided direction for developing two preferred options for the site: one with a civic centre focus and one without a civic centre focus.

The civic centre focus addressed the requirements for a civic centre as summarized on the following pages.

## 5.1 REQUIREMENTS FOR A CIVIC CENTRE

The participants examined the requirements for developing the Westwood Theatre site with and without a civic centre option. In the former scenario, several elements were considered as being key in transforming the site in a civic centre. These key elements include:

- Landmark Building
- Civic Space
- Program Requirements, i.e., what other uses would be included in a civic centre
- Minimum and maximum GFA (15,800 m<sup>2</sup> to 46,500 m<sup>2</sup>)
- Easily accessible: close to subway/public transit
- Pedestrian amenity
- Linkage to surrounding community
- No surface parking

The size of the civic space was discussed in comparison to civic spaces in the former Toronto municipalities: North York, Scarborough, Etobicoke and Toronto. The sizes of these civic spaces are shown in Fig. 5.1, although the Etobicoke Civic Centre contains surface parking. Though there was no consensus, a working size of about 4,000 m<sup>2</sup> was used. The quality and character of the civic space was considered to be more important than its size.



Toronto City Hall

(Fig. 5.1) Sizes of Civic Squares



Scarborough Civic Centre



North York Civic Centre



Etobicoke Civic Centre



## 5.2 GROUP 1: EXISTING STREET PATTERN

Group 1 was tasked with the development of the study area with the existing street pattern in place. This scenario allows for phased development within the existing street pattern while anticipating future reconfiguration of the Six Points street pattern.

The existing street pattern was seen as being configured only to move vehicles efficiently, without any benefit to the surrounding lands or opportunities for development and creation of a new neighbourhood. The triangular piece of land around Westwood Theatre was considered to be too large for development without a pattern of urban streets and blocks. The frontage offered by the current slipway from Kipling Avenue to Bloor Street was insufficient for development of the whole site.

The first “big move” made by this group was to introduce a new street, extending in a curve from Kipling Avenue to Bloor Street and following the same alignment as was being proposed for Dundas Street in the reconfigured Six Points preferred option scheme. This new street opens up the interior of the site for development and offers more development options. The existing slipway from Kipling Avenue to Bloor Street is also tightened in order to generate more land for development.

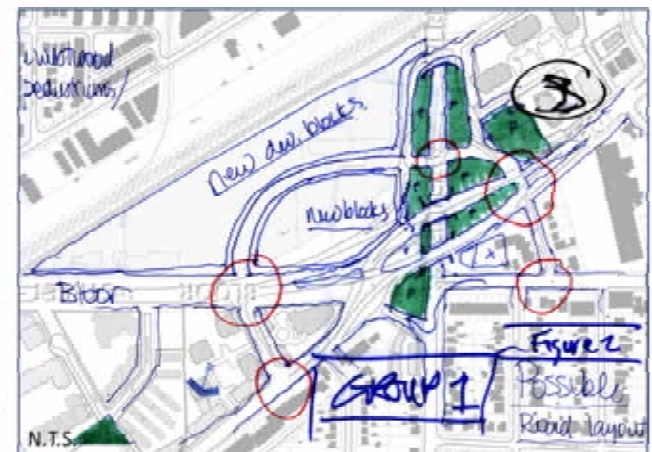
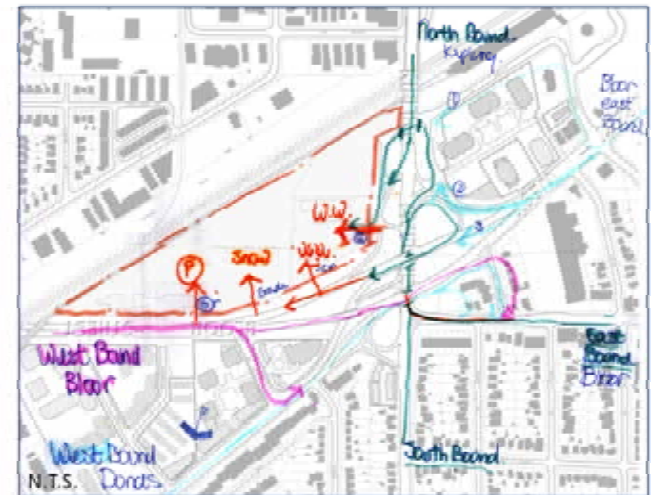
The second “big move” made by this group was to move the Etobicoke York Civic Centre to this location as a catalyst for the redevelopment of this area. The civic centre was located at the northwest corner of the site, with frontage on the slipway between Kipling Avenue and Bloor Street and access from the new Dundas Street extension. The civic centre faced southward with the civic plaza being on the sunny side at the Dundas Street extension. The remainder of the Westwood Theatre

site, east of the Dundas Street extension, was planned for high-rise residential and mixed-use development.

The street layout was similar to that for Dundas Street in a future reconfiguration of the Six Points interchange to the preferred at-grade option, thereby allowing the area to develop with or without the implementation of the recommended Six Points interchange reconfiguration. Pedestrian connectivity was based on improved pedestrian access to the proposed Kipling subway entrance at the east end of the station. The open space system proposed a strong and green pedestrian connection from the Kipling subway entrance northward on both sides of Kipling Avenue to Bloor Street.

The development parcels east of the Dundas Street extension were created to allow for a range of building types while accommodating the ongoing operation of the 22 Division police station, which currently occupies the northeast corner of the study site.

Fig. 5.2 includes selected sketches from Group 1.



#### Proposed Development Components

- A Civic Centre.....20-storey central tower, 3-6 storey podium
- Three Office Towers.....20-24 storey towers
- Two Residential Towers.....24 storey towers
- Park and Open Space.....Approx. 1.5 hectares
- TTC "Kiss-N-Ride" Facility

(Fig. 5.2) Group One Selected Sketches

### 5.3 GROUP 2: PREFERRED SIX POINTS ROAD CONFIGURATION WITH ABCDs

Group 2 was asked to prepare a development option for the site based on the preferred Six Points road configuration. This option was to look at accommodating the requirements of ABCDs as part of a mixed-use node, without a civic centre.

In the process of developing their vision, several issues were identified by this group. The list of issues included:

- Road configuration and the fact that the site is divided into two by the proposed Dundas Street extension to Bloor Street;
- Incorporation of Mississauga Transit operations at Kipling Station;
- The need for a possible new school; and
- The location of potential park space.

The group established the following principles to guide the development of their vision:

- Encourage pedestrian movement along streets;
- Build a pedestrian-friendly link from the site to the Kipling Subway Station (the subway linkage is critical for all uses);
- Limit parking on site;
- Choose land uses that support the surrounding residential area and are subway-oriented;
- Orient design to family needs and accommodate future demographic change.

The preference was for creating an exemplary community for families with community services incorporated into the site. The built form vision for the site was a mid-rise community closer to Bloor Street, with high-rise buildings to the south along the rail tracks. The main elements of the vision included a pedestrian-friendly network of streets with convenient connections to both subway stations, Islington and Kipling, and

a proposed solution to car parking by discouraging surface parking and building parking decks near the tracks to the south. A series of open spaces were proposed to be tied together by a linear park along the raised southern edge of the site leading from the Kipling subway station to Bloor Street. Pedestrian-friendly streets should support a range of street activities and pedestrian-oriented land uses would be placed on the ground floors of buildings.

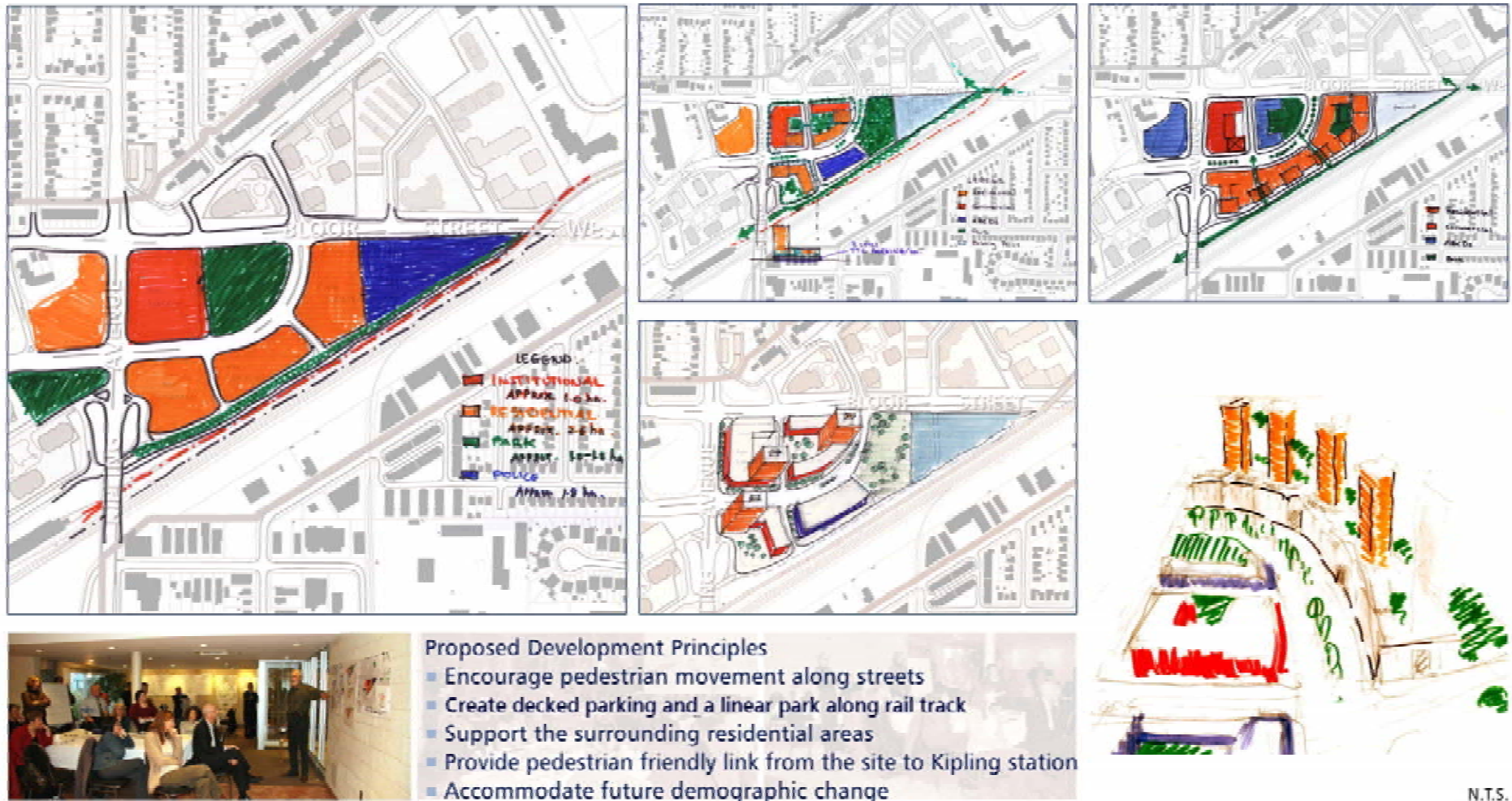
Several design options resulted from the vision. All options had certain constants: the existing police station was maintained, new institutional or commercial uses were located at the corner of Bloor Street and Kipling Avenue and residential uses were located at the south end of the site. Selected sketches are included in Fig. 5.3.

Alternative locations were studied for a neighbourhood park of about one hectare. One location was between the eastern end of Dundas Street and the police station site, the other was on Bloor Street, east of the institutional/commercial block. The former location assumed that the Bloor/Islington block would be for commercial uses, while the latter location assumed the adjacent presence of institutional uses.

The final option considered by Group 2 maintained commercial uses on the east side of Bloor Street and Kipling Avenue, with ABCDs east of this block on Bloor Street at Dundas Street and further ABCD uses on the west side of Bloor Street and Kipling Avenue. In this option, commercial and ABCD uses were all located north of Dundas Street, while the lands south and east of the Dundas Street extension were allocated for residential uses.

An urban park of about 0.5 hectares was proposed at Bloor Street and Dundas Street, with pedestrian links to the linear park along the southern edge of the site. Building heights varied from mostly mid-rise podium buildings along the major streets (Bloor, Dundas, Kipling) to point tower residential buildings along the southern edge adjoining the linear park.





(Fig. 5.3) Group Two Selected Sketches

## 5.4 GROUP 3: PREFERRED SIX POINTS ROAD CONFIGURATION WITH ABCDs AND A CIVIC CENTRE

Group 3 was given the responsibility of generating a design option based on the Six Points preferred road configuration that would accommodate a civic centre and/or a commercial hub, plus ABCDs on site.

Initial analysis resulted in several design principles. The first set of principles was related to the civic centre, which was to be a landmark building: highly visible from many viewpoints with a civic square that would be street-related and full of sunlight. The civic centre precinct should also include a community centre, a childcare centre and related outdoor spaces. Floor area requirements were a maximum 50,000 m<sup>2</sup> for the civic centre plus a civic square, 3,000-6,000 m<sup>2</sup> for the community centre along with 4,000 m<sup>2</sup> for a childcare centre with associated outdoor space as required.

A recreation/community centre was seen as being a priority for this portion of south Etobicoke and was to be accommodated even in the event that the civic centre were to be located elsewhere, e.g. at Bloor-Islington Lands. Another priority was for a grocery store to serve the larger neighbourhood. Affordable housing was yet another priority, with a suggestion of at least 200 units.

Given these priorities, it was recommended that the police station be relocated elsewhere eventually, and to treat this site as a gateway site from the east.

The discussion of land uses focused on grade-related uses to create a welcoming pedestrian environment and an attractive public realm. The grocery store should be at grade with visibility on the street and pedestrian access. Street character was considered to be important for pe-

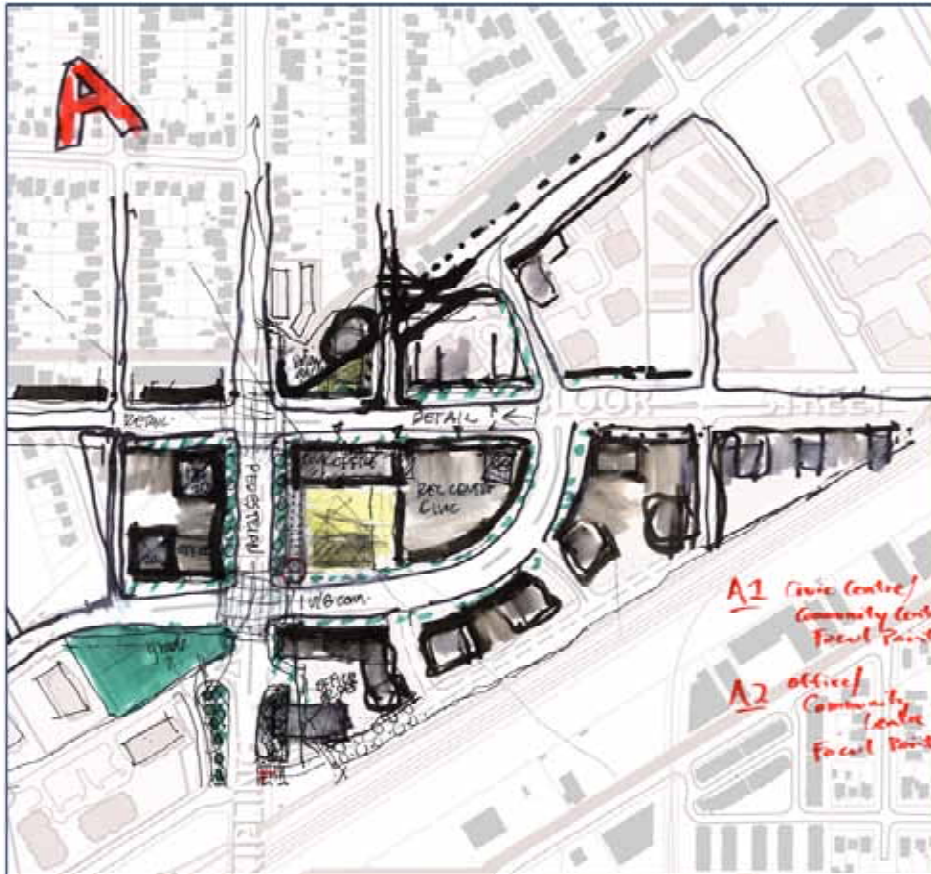
destrian amenities. Bloor Street was deemed to be the main retail street on site rather than Dundas Street because it would carry less vehicular traffic and have the opportunity to be a more pedestrian-friendly street. Dundas Street was identified for intensified uses connected to the subway. Land uses on the west side of Kipling Avenue were to reinforce the activities along Bloor Street.

The land use mix needed to consider the creation of jobs in the community and to maintain affordability. To support a pedestrian-friendly street, public uses should be located at grade while more private uses can be located above.

Finally, all land uses and public/community services in particular needed to be accessible to the residential neighbourhoods to the north. The public realm would have a high level of streetscape design and be pedestrian-friendly. Improved pedestrian access to Kipling station was essential in creating a successful pedestrian network for the study area.

Parking would be contained in underground garages, including the possibility of garages below the new Dundas Street alignment as an underground connection opportunity. Structured parking along the rail corridor to the south would address TTC's parking request for up to 500 spaces.

The built form discussion focused on creating a mid-rise environment that would support a pedestrian-friendly streetscape, with high-rise towers at the south end of the site. Open space in the study area would consist of urban parks, squares and more traditional parks, depending on the use. A civic centre would have a civic square, while commercial and mixed-use would be designed around urban parks. More traditional parks could be adjacent to residential buildings. There would be a linear park along the southern edge of the site above the structured parking deck.



(Fig. 5.4) Group Three Selected Sketch - Design Option 1

### Design Option 1

There were two design options generated by this group during the charrette. The first option was based on creating a civic centre precinct in the major block surrounded by Kipling Avenue, Bloor Street and Dundas Street. The civic centre precinct included a recreation/community centre, child care centre, plus social and community service offices along with civic centre uses, surrounded by a civic square facing south to Dundas Street. This would be a civic centre/community centre focal point.

Residential uses were located in mid-rise podium buildings and high-rise towers south of Dundas Street. The west side of Kipling Avenue was expected to have office uses, with a grocery store on the ground floor. A variation of this option was for a commercial centre instead of a civic centre in the main block, but maintaining the community centre to create an office/community centre focal point.

The street and block pattern for the site and surrounding area was based on extending existing north-south streets south through Bloor Street and Dundas Street to “normalize” the street pattern. The signalized intersections at Bloor/Kipling, Dundas/Kipling and Bloor/Dundas were to be pedestrian-friendly with special paving and the potential for a raised intersection. The pedestrian link from Bloor Street to the Kipling subway station was to receive special treatment to increase pedestrian amenity.

This option proposed a series of urban parks, as well as a more traditional park east of the Tridel buildings and a linear park next to the tracks, as shown in Fig. 5.4.

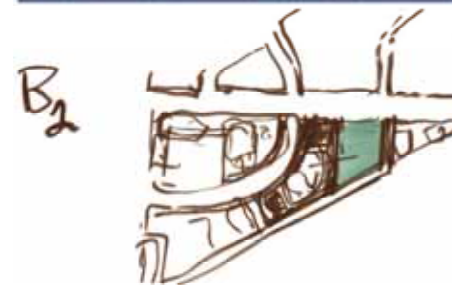
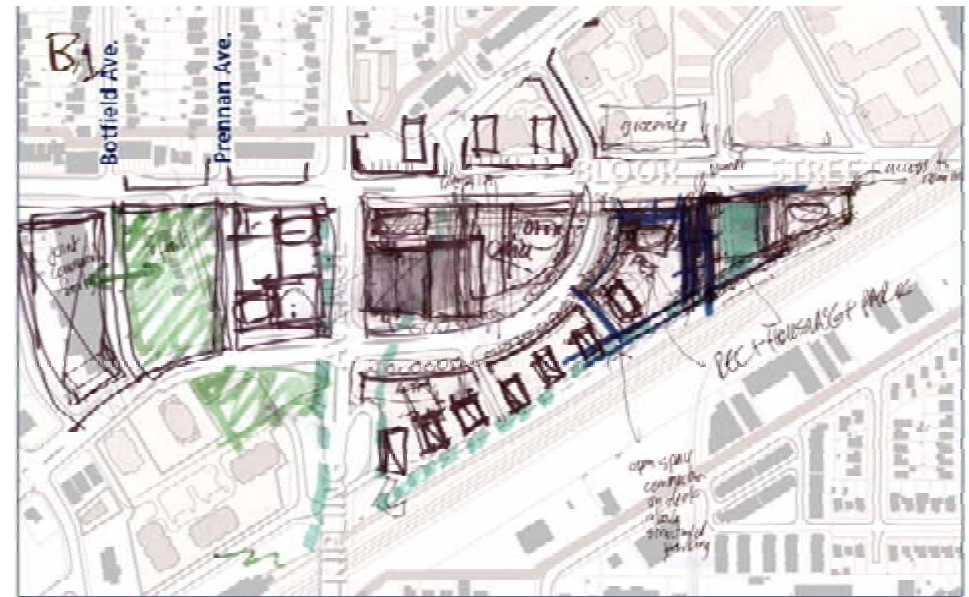


## Design Option 2

The second design option was a variation on the first. The major change was to move the recreation/community centre to a location east of Dundas Street on Bloor Street and create a more traditional park adjacent to it. The main block at Bloor/Kipling/Dundas would be oriented to commercial and mixed uses and could accommodate a civic centre and civic square as in Option 1. Residential uses would remain along the southern edge of the site.

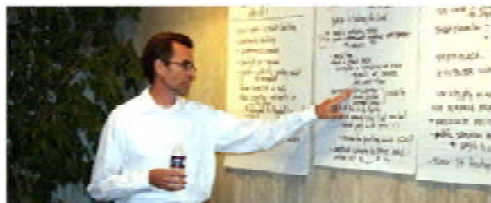
The grocery store could be located on the ground floor of the block on the west side of Kipling Street at Bloor Street or in the Concert development facing Bloor Street east of Dunbloor Road. The community centre could either be at the east end of the site as a stand-alone building with an adjacent park (B1) or be located close to Dundas Street on the lower floors of a mixed-use building with an adjacent park (B2) (Fig. 5.5).

This option also considered a more radical proposal for creating more park space west of the study site. In this option, a new community park was created east of the current plaza by extending Botfield Avenue and Prentiss Avenue south of Bloor Street to Dundas Street. The older portion of the existing church would be retained as a pavilion building in the park. The existing plaza could become the site for a new ABCD facility including a recreation/community centre, childcare centre and additional offices for social and community services. However, this option would require the municipal purchase of a significant amount of privately owned lands.



N.T.S.

(Fig. 5.5) Group Three Selected Sketches - Design Option 2



### Selected Visions

- Urban form: office buildings with civic presence
- Urban park: space between buildings, not a field
- Public services must be accessible to neighbourhoods to north
- Encourage mid rise redevelopment along Dundas E. of Kipling
- Maintain affordability



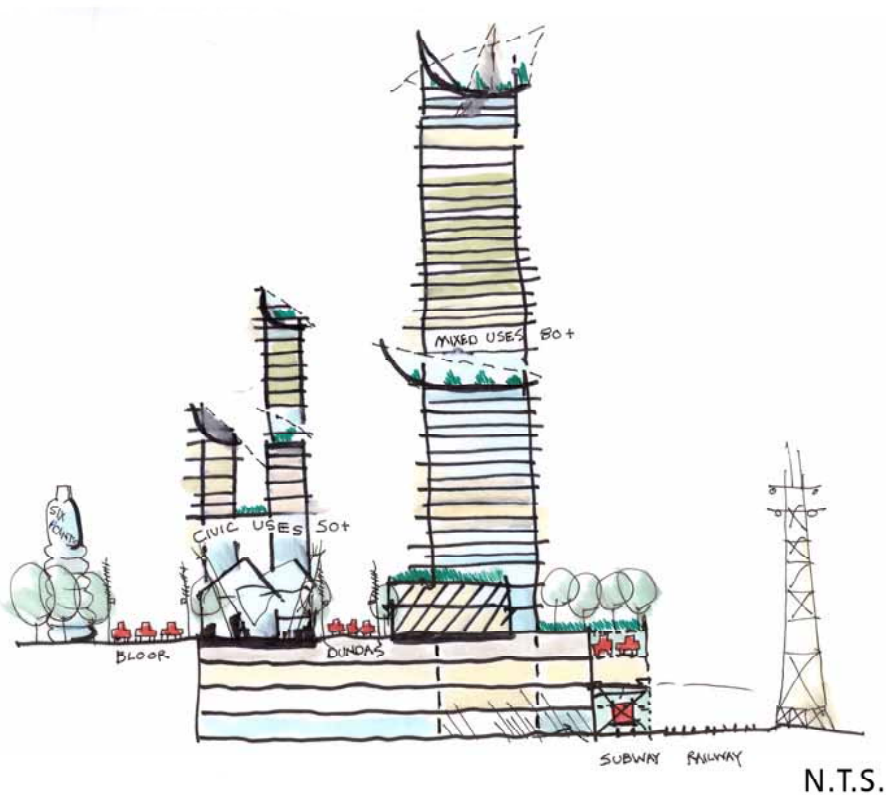
## 5.5 GROUP 4: “BLUE SKY”

Group 4 was given the opportunity to generate a design option without any requirements or constraints regarding the civic centre, land use mix, ABCDs or built form. The group’s only constraint was to work within the Six Points preferred road configuration.

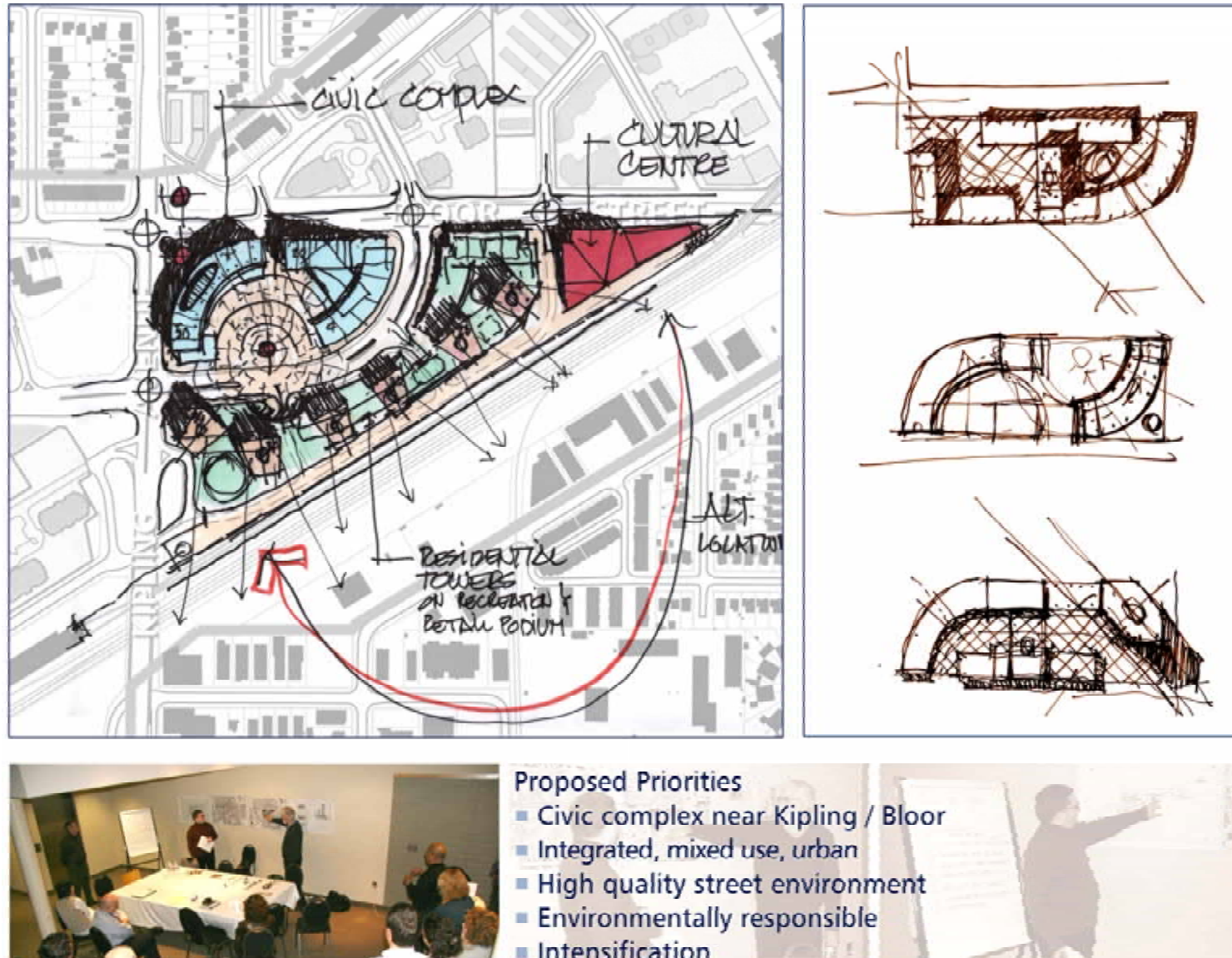
The land use model that emerged from the discussion was similar to the other groups. Group 4 decided on creating a civic centre precinct at the Bloor/Kipling intersection to act as a catalyst for revitalizing the area. The rest of the precinct contains office and mixed-use functions. Residential uses were chosen for the lands south of Dundas Street, while the former police station lands have been converted for a cultural/community centre.

The civic centre was seen as a landmark, requiring a level of design to elevate it to an iconic building. The curved shape of the building faced a civic square to the south along Dundas Street; the civic square was framed to the east by a mixed-use building that harmonized with the civic centre. Residential uses to the south were in the form of point towers with views to the south. These towers were built above structured parking decks that extended the grade elevation of Dundas Street to the train tracks. The southern edge of the deck had a street and a linear park. The cultural/community centre could be located at the east end of the site with an alternative location identified at the southwest corner of the site, near the Kipling Subway Station.

As shown in Fig. 5.6 and Fig. 5.7, this option focused on a strong pedestrian network, improved links to Kipling subway and enhanced urban streetscape, and urban parks, squares and spaces.



(Fig. 5.6) Group Four Selected Sketch - Illustrated Block Section



(Fig. 5.7) Group Four  
Selected Sketches



## 6.0

## PREFERRED OPTIONS

A review of the outcomes of the four groups revealed a similar pattern in the treatment of built form, open space and land uses in the visions of group 2, 3, 4, whose designs were based on the preferred Six Points road reconfiguration. These similar elements formed the foundation for two preferred options, one with a civic centre and one with a mixed-use centre.

In both preferred options, there are several shared elements. These include a strong pedestrian network, a parks and open space system, built form layout, land use pattern and traffic and parking. These similarities are described further after a description of the particular characteristics of the Civic Centre Option and the Mixed-Use Centre option. Densities on the sites may have to be adjusted through the planning process to achieve the massing and heights as depicted.

### 6.1 CIVIC CENTRE OPTION

The Westwood Theatre site would be a suitable civic centre site, according to most of the charrette participants. A civic centre would be the prime catalyst for revitalization of this area, bringing with it a mix of civic centre functions, commercial and retail uses, community and social services, and encouraging a range of housing. However, the cost of infrastructure changes and improvements may take several years; this site is satisfactory only if the expected delay in the timing of development is acceptable.

The Civic Centre Option locates this major facility at the corner of Bloor Street and Kipling Avenue (Block 1). The location of the civic centre, and its role as a view termination from several directions, require the creation of a landmark building of a high design quality. The building should be located at the northwest corner of Block, as shown in Fig.6.1,



facing south to a generous civic square. The civic square is located on the Dundas Street frontage to maximize sunlight exposure. The civic square would also relate to the park on the south side of Dundas Street and be accessible from the Kipling subway station. The buildings to the east of the civic square could contain a performance facility. In this way, the square could be a forecourt for multiple functions.

In this option, the community/recreation centre is located at the south-east corner of Dundas Street and Kipling Avenue (Block 2), facing the civic square, with convenient access to the Kipling subway station. It is recommended that it is located at the base of a high-rise office tower, and faces a small park that can accommodate outdoor programs for the centre.

The mixed-use development on the west side of Kipling Avenue, between Bloor Street and Dundas Street (Block 7), would have a high-rise office tower facing Dundas Street and the park to the south, and a high-rise residential tower at the corner of Kipling Avenue and Bloor Street. It could be the site for a supermarket on the ground floor. A supermarket in this location would be conveniently accessed by residential neighbourhoods to the north.

Block 3 and Block 4 would be mixed-use blocks with retail and public uses at grade, office and residential uses in the podium buildings, and residential towers above the podiums.

Block 5 is the eastern park located east of the new internal street on the site. Block 6 is a new park at the corner of Kipling Avenue and Bloor Street.

The approximate total GFA is 333,000 m<sup>2</sup> for the vision presented for this option..



Note:

The proposed development blocks are based on Six Points Reconfiguration Study.

(Fig. 6.1) Civic Centre Option Development Blocks



(Fig. 6.2) Civic Centre Option Site Plan





(Fig. 6.3) Civic Centre Option Bird's Eye View





(Fig. 6.4) Civic Centre Option Southwest Isometric View



(Fig. 6.5) Civic Centre Option Northwest Isometric View

## 6.2 MIXED-USE CENTRE OPTION

The Mixed-Use Centre Option is very similar to the Civic Centre Option. The civic centre building is replaced with a mixed-use office building which would have to be designed as a landmark building due to its location and role as a view terminus. The spaces between buildings in this block (Block 1) should be designed to form urban squares and should not be residual spaces.

In this option, the grocery store is located on the ground floor at the east end of Block 1, along with other street related retail uses. The buildings above the ground floor are a mix of non-residential uses.

The community/recreation centre is located at the southeast corner of Dundas Street and Kipling Avenue (Block 2), next to the park, playing a similar role as in the Civic Centre Option.

The buildings east of Block 2, in Block 3, Block 4a and Block 5, are similar to those on the Civic Centre option, with mixed-use streetwall podiums topped by high-rise residential towers on the southern edge. In this option, the park is located in Block 4b, which allows for greater surveillance of the space from both sides of the park, though the size is compromised compared to the Civic Centre option.

In this option, the one-way access to Kipling Avenue has been realigned to create a more normalized street pattern and development parcel for a mixed-use commercial and residential building (Block 6). Renown Road is also extended south to Dundas Street on to Bloor Street, requiring the acquisition of existing properties on Dundas Street.



Note:

The proposed development blocks are based on Six Points Reconfiguration Study with adjustments for Block 6 and Block 7.

(Fig. 6.6) Mixed-Use Centre Option Development Blocks





(Fig. 6.7) Mixed-Use Centre Option Site Plan



The major difference in this option is the configuration of the road pattern beyond the study area. West of Kipling Avenue, the two streets north of Bloor Street, Prennan Avenue and Botfield Avenue, are extended southward to create a large new community park. This proposal assumes the acquisition of several properties, including the church. Part of the original church building would be preserved as a “pavilion” in the park, and converted to community uses.

The performing arts centre will be in the development parcel to the west (Block 7), on the ground floor facing the new park. These moves are seen as extending the revitalization process further west of Kipling Avenue along Bloor Street and Dundas Street.

The approximate total GFA is 400,000m<sup>2</sup> for the vision presented for this option.



(Fig. 6.8) Mixed-Use Centre Option Northeast Isometric View



(Fig. 6.9) Mixed-Use Centre Option Northwest Isometric View



(Fig. 6.10) Mixed-Use Centre Option Southwest Isometric View



### 6.3 PEDESTRIAN NETWORK AND LINKAGES

There is a strong pedestrian network from the Kipling Subway Station northward along Kipling Avenue to Bloor Street, then east along Bloor Street to Dundas Street, and west along Dundas Street to Kipling Avenue to close the main loop. Several pedestrian friendly routes lead from Dundas Street to the linear park at the southern edge of the site.

Future pedestrian linkage improvements are recommended westward on Bloor Street and Dundas Street west of Kipling Avenue, north on Dunbloor Road to the Dundas/Islington commercial area and east on Bloor Street to the Bloor/Islington Subway Station.



(Fig. 6.11) Pedestrian Network

### 6.4 PARKS AND OPEN SPACE

The site is anticipated to develop as an urban neighbourhood, therefore it is felt that open spaces be frequent but smaller, rather than one large open space.

In keeping with the role of a civic centre precinct, the new mixed-use urban neighbourhood would be better served by a series of urban parks instead of a big traditional park with recreation uses, which typically requires at least 3 to 5 hectares. In such a neighbourhood, the pattern of streets becomes the primary network of public open space in the community, along with parks, squares and other spaces.

A successful pedestrian connection from the Kipling subway station north to Dundas Street and to Bloor Street is considered a critical feature of the open space system in order to ameliorate the impact of traffic on Kipling Avenue. This link is established at the south end with a small urban park on either side of the Dundas/Kipling intersection. It is continued on either side of Kipling Avenue with an urban linear park consisting of a wide sidewalk between a double row of trees north to Bloor Street, with pedestrian scale lighting and pedestrian oriented uses on the ground floors of buildings along the street.

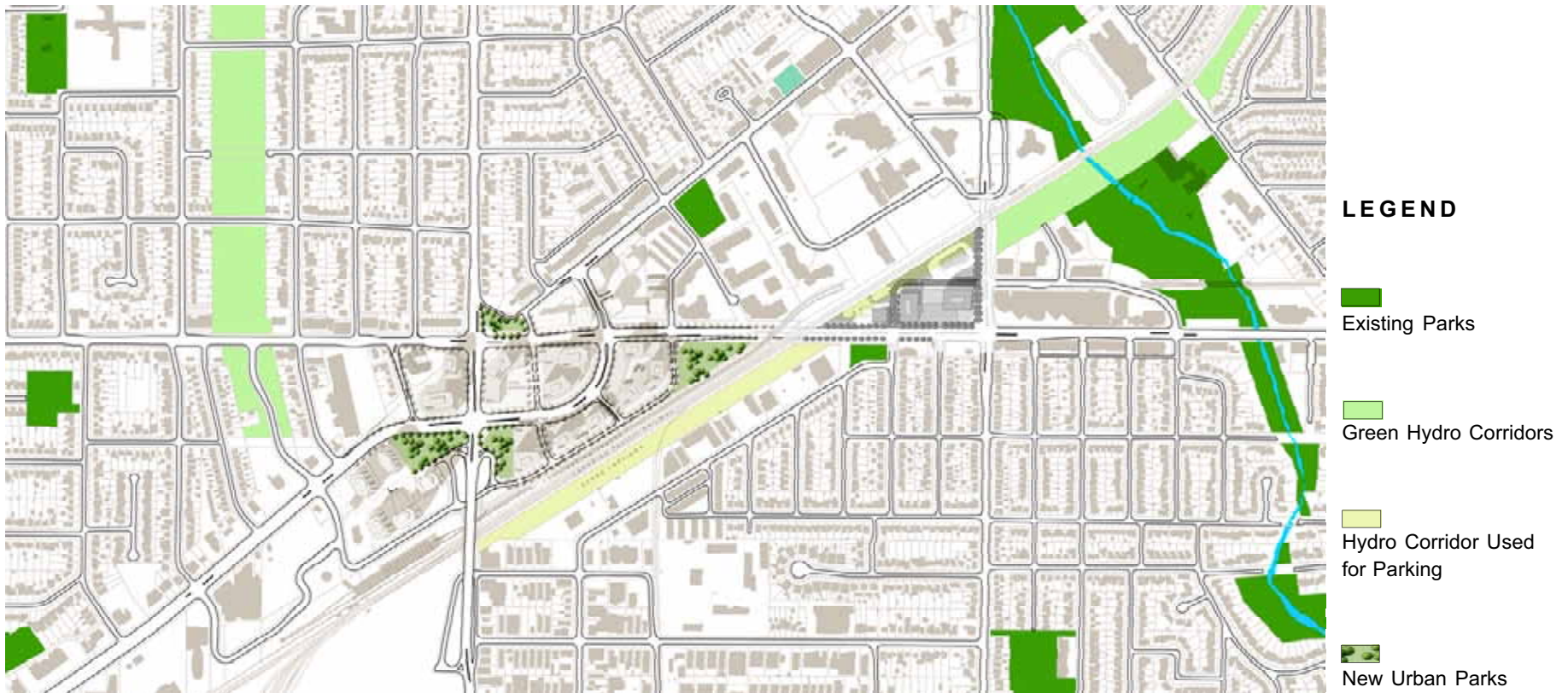
The Bloor Street and Dundas Street streetscapes are next in importance to Kipling Avenue. Both streets will have wide sidewalks and building setbacks to create a generous public space with trees, pedestrian scale lighting and pedestrian oriented uses at the ground floor of buildings to create pedestrian amenity and street vitality. The Bloor Street boulevard will connect with a new park at the east end of the site, with frontage on Bloor Street, and to the parks at Kipling/Dundas. A linear “green path” along the southern edge of the site



would connect the two parks at Kipling Avenue and Bloor Street. This linear green path would be built on an elevated parking deck, providing great views of the south.

Mid-block pedestrian passages are expected between Bloor Street

and Dundas Street in the main development block, and also between Dundas Street and the southern linear park. In addition, buildings would be encouraged to create urban squares and parkettes to augment the larger open space system.



(Fig. 6.12) Parks and Open Space Network

## 6.5 BUILT FORM AND LAND USE

The built form along the three main streets, Kipling Avenue, Dundas Street and Bloor Street, would create a comfortable mid-rise environment through continuous street-wall buildings, with high-rise towers at strategic locations.

The built form is based on lower buildings on Bloor Street, rising to higher buildings at the southern edge of the site. The tallest buildings would be high-rise residential towers next to the linear green path at the southern edge, with great views of the city.

In both options, the ground floors of buildings along Kipling Avenue, Bloor Street and Dundas Street would focus on encouraging pedestrian oriented and street related uses such as shops, cafes and restaurants.

In both options, the Bloor Street frontage would concentrate on retail uses since it would carry the least amount of vehicular traffic compared to Kipling Avenue and Dundas Street, and would have the smallest right of way.

Land uses along these frontages would be flexible. Office/commercial uses would be better served by proximity to the Kipling subway, so they could be located along Kipling Avenue in the first instance. Secondary locations would be along Bloor Street and Dundas Street.

The site should also contain a major community/recreation centre of about 5,000 to 6,000 m<sup>2</sup> to serve the larger community. Similarly, a supermarket of 3,000 to 4,000 m<sup>2</sup> should be accommodated on site to fill the existing need for such a use in the larger community.

Other desirable major elements are a performing arts centre of about 3,000 to 5,000 m<sup>2</sup>, and a child care centre of about 3,000 m<sup>2</sup>.

The need for other social and community facilities should be accommodated on site. Finally, part of the residential stock should be affordable housing. As advised by the school boards, there is no need for a new school on site.

## 6.6 TRAFFIC AND PARKING

The major traffic routes would be Kipling Avenue and Dundas Street followed by Bloor Street. Traffic access management issues would determine the location of access routes to individual development parcels fronting on these streets. The sloping nature of the terrain from a high point at Bloor Street, west of Kipling, to a low point of the TTC tracks along the southern edge of the site, allows for creative parking solutions.

The difference in grade elevations should be used to build structured parking above grade at the southern end, so that the top level of parking can be relatively level with the new elevation of Dundas Street.

The new grade elevation of Dundas Street should be used to provide parking below the street and extend it north to Bloor Street.

Surface parking should be discouraged as much as possible.

## 7.0 URBAN DESIGN GUIDELINES

The Etobicoke Centre Secondary Plan contains a section on urban design guidelines that have jurisdiction over this site. These guidelines are intended to provide direction and clarification to the Secondary Plan Policies and Zoning By-law provisions for the area. The following guidelines are being proposed to compliment the guidelines in the Secondary Plan

### 7.1 BUILT FORM GUIDELINES

#### ■ Building Location and Organization

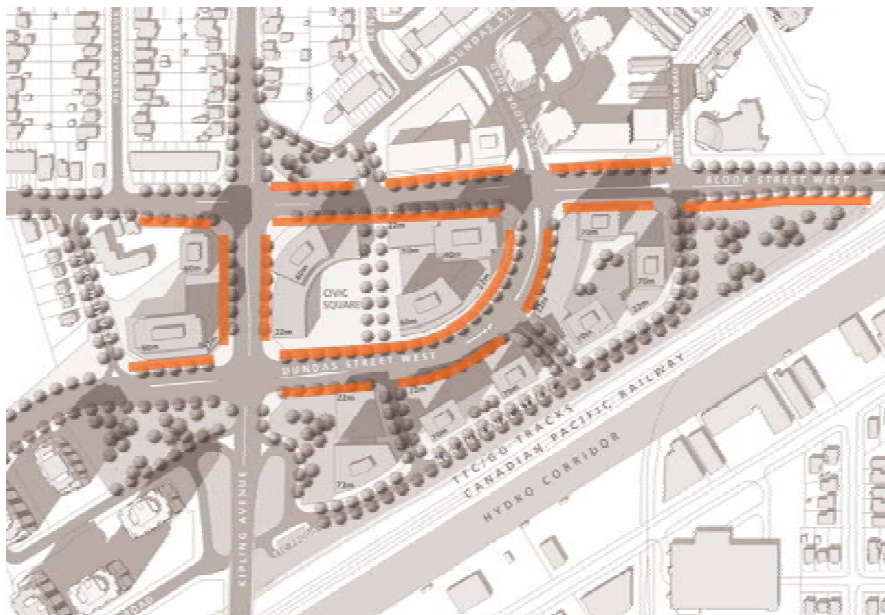
Buildings should be located to create a streetwall condition on the three primary streets and organized to act as a container for the public realm. In general, streetwall buildings should be mid-rise buildings. High-rise buildings should be positioned at strategic locations such as important corners, view terminations and landmark locations, as well as against the southern edge of the site. High-rise buildings should not dominate the mid-rise character of the primary streets.

#### ■ Mid-rise Buildings as Streetwall Buildings

Streetwall buildings should be mid-rise in character to create a pedestrian friendly, human scale, mixed-use environment along the major streets. Mid-rise buildings should have a height of about 5-8 commercial floors, even though the new Etobicoke Centre zoning by-law permits 6 to 12 metre streetwall buildings.

Streetwall buildings should occupy at least 75% of their frontage and be located around the setback line.

Mid-rise buildings should express a clear division with three components:



Streetwall Building Location

(Fig. 7.1) Streetwall Building Location



base, middle and top. The buildings base is the commercial ground floor, which should be high enough (a minimum of 4.5 metres) to allow for a range of commercial uses over time. The building middle consists of the 2<sup>nd</sup> to 6<sup>th</sup> floors and forms the main part of the streetwall, with a cumulative height of 22 metres. The building top, including the 7<sup>th</sup> to 8<sup>th</sup> floors, will be stepped back to lower the visual height of the building at grade.

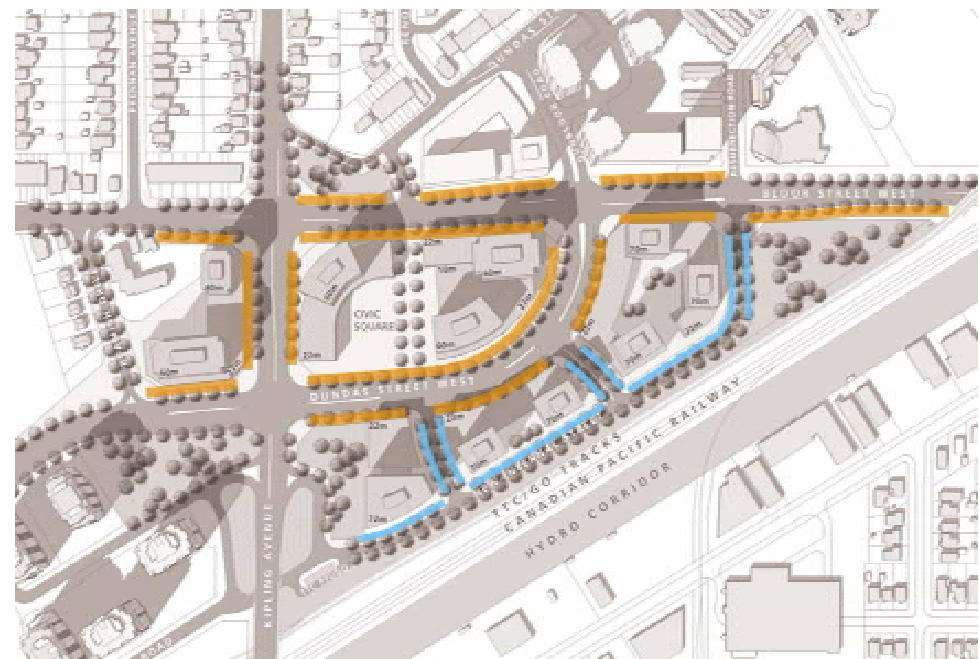
The three parts of the building should have different architectural treatment and expression. In particular, the ground floor should have at least 60% of its frontage as clear glass windows to create transparency and street vitality.

#### ■ Ground Floor Treatment along Primary Streets

The ground floors of buildings along the three primary streets, Bloor Street, Dundas Street and Kipling Avenue, should have special treatment to increase pedestrian amenity and reinforce the public realm. Measures include high quality materials, attractive and welcoming storefronts, appropriate signage scaled for pedestrian visibility rather than for cars, and the use of front setback areas for outdoor patios and other forms of street vitality. Weather protection for pedestrians is encouraged through canopies, awnings, and colonnades.

#### ■ Setbacks and Stepbacks

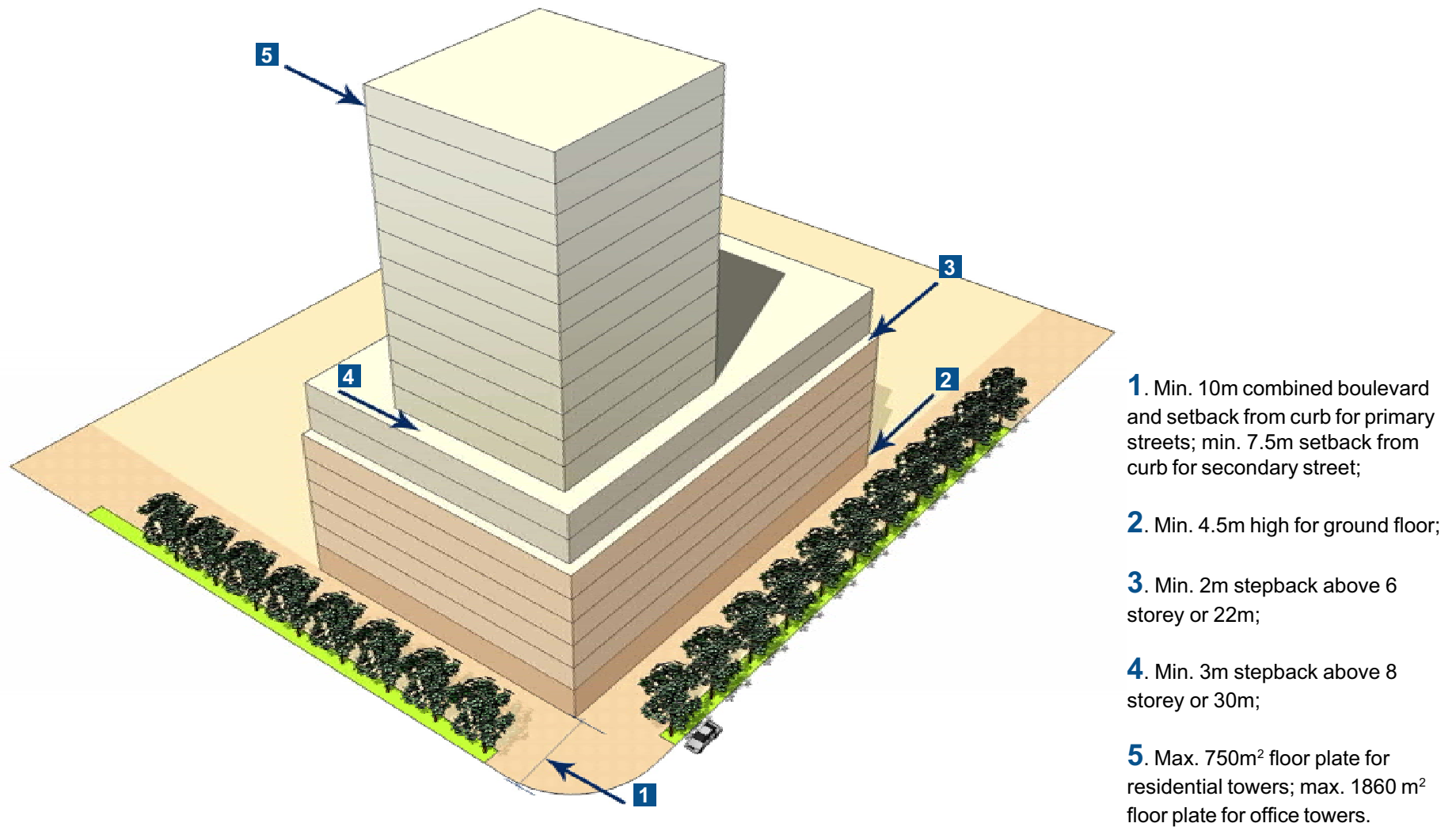
Buildings on Bloor Street, Dundas Street and Kipling Avenue should have a combined boulevard and a setback of 10 metres from building face to curb to allow for street tree planting and a generous public realm.



Min. 10m Setback from Curb

Min. 7.5m Setback from Curb

(Fig. 7.2) Minimum Setback Diagram



(Fig. 7.3) Built Form Guidelines Diagram

Buildings on secondary streets should have a minimum setback of 7.5 metres from building face to curb.

Mid-rise buildings should have a stepback of 2 metres above 6 commercial floors or about 22 metres.

High-rise buildings should be stepped back 5 metres above 6 commercial floors.

#### ■ Landmarks, View Terminations

Buildings in landmark locations and view terminations should have a very high quality of design, and should acknowledge their location and role both in façade treatment and materials, and in the silhouette created by the roofline.

#### ■ Location of High Rise Buildings

High-rise buildings should be located at important corners, landmark locations and along the southern edge of the site.

#### ■ Massing and High-rise Buildings

The massing of mid-rise buildings should follow the setback and stepback guidelines and have a height of about 30 metres or 8 commercial storeys. The massing of high-rise buildings should follow the City of Toronto *Design Criteria for Review of Tall Building Proposals* regarding overall organization. Buildings above 30 metres should have restricted floor plates. Residential towers should have a plate size of about 750 m<sup>2</sup>, and office towers should have a plate size of about 1,860 m<sup>2</sup>.



Photos: Examples of Appropriate Built Form





## 7.1 PUBLIC REALM GUIDELINES

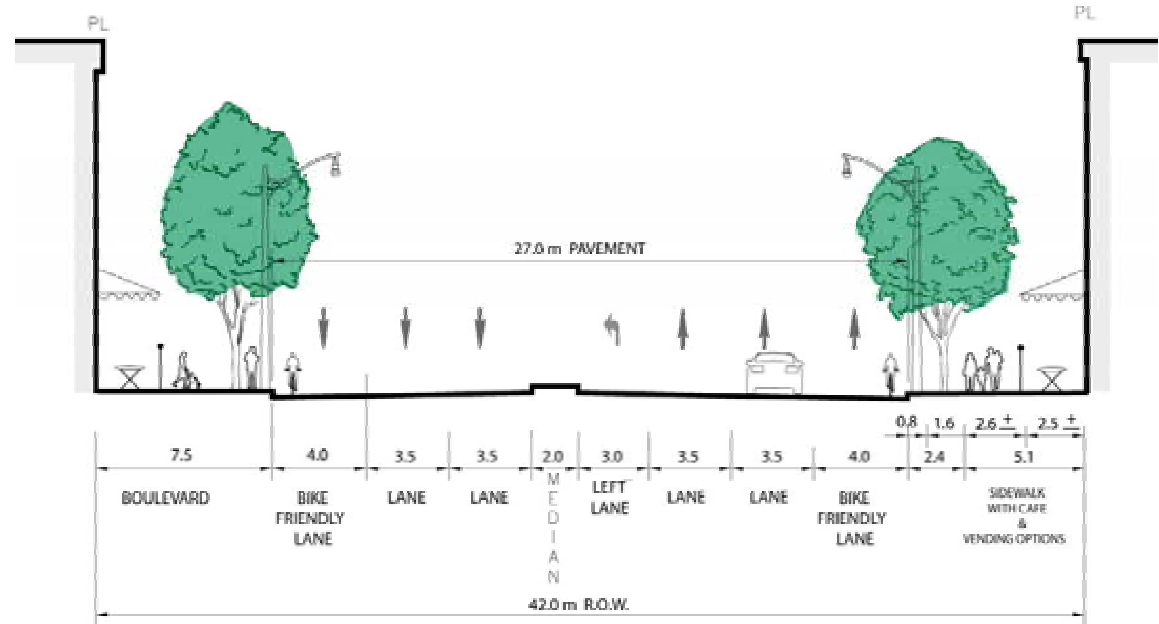
The public realm is the primary network of public open space in this new neighbourhood. The public realm along streets includes the pavement and boulevards on either side, as well as the front yard setback areas of buildings. The pavement should be designed to allow for pedestrian convenience at intersections. The boulevards and front yard setback areas should be designed to create an identifiable whole.

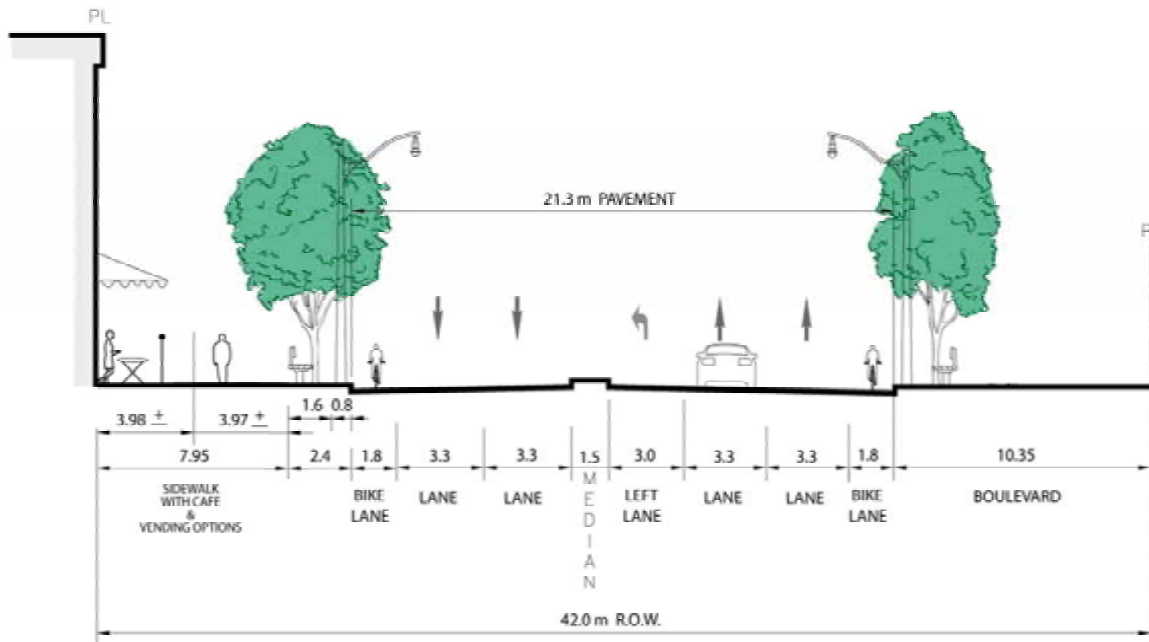
The public realm along streets should connect seamlessly with the parks, squares and other spaces in the neighbourhood, creating a continuous pedestrian experience. The public realm network includes the linear park along the south which connects the parks at either end of the site.

### ■ Streetscape

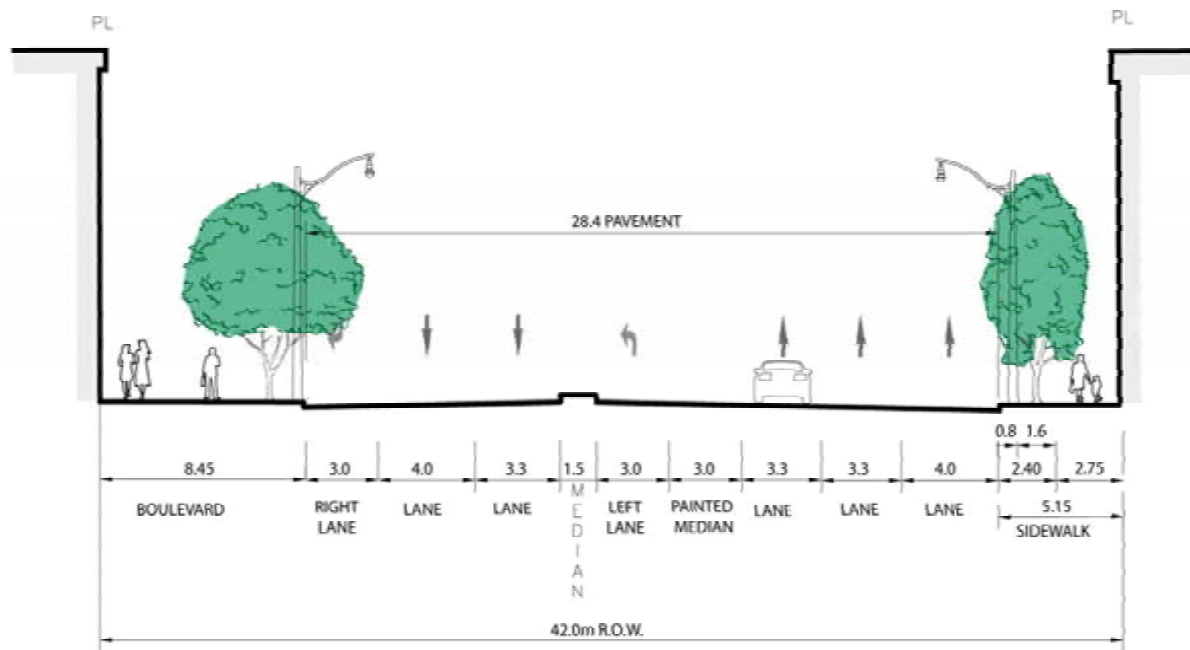
There are two types of streetscape on site. The first consists of the three primary or main streets: Bloor Street, Dundas Street and Kipling Avenue. The second consists of other secondary streets such as those leading from Dundas Street south to the linear green path, and the street along the linear green path. Fig.7.4 to Fig.7.6 show the location of possible pedestrian scale, street lighting, street tree planting and street furniture along with sidewalks and front yard setbacks along Dundas Street, Bloor Street and Kipling Avenue.

(Fig. 7.4) Dundas Street Section Proposed by Six Points Reconfiguration Study  
(Provided by City of Toronto)





(Fig. 7.5) Bloor Street Section Proposed by Six Points Reconfiguration Study (Provided by City of Toronto)



(Fig. 7.6) Kipling Avenue Section Proposed by Six Points Reconfiguration Study (Provided by City of Toronto)





## 8.0

## APPENDIX

**APPENDIX A** Members of Technical Advisory Committee

**APPENDIX B** SWOT Workshop Participants  
November 22, 2005

**APPENDIX C** Design Charrette Participants  
November 29, 2006





# A

## APPENDIX A Members of Technical Advisory Committee



- Affordable Housing Office
  - Lorne Cappe
  
- City Planning
  - Richard Beck
  - Lorna Day
  - Emilia Floro
  - Bill Kiru
  - Mike Mizzi
  - David Oikawa
  - Greg Rich
  - Mike Wehkind
  
- Economic Development, Culture & Tourism
  - Glenn Walker
  
- Facilities & Real Estate
  - Anne Milchberg
  - Luba Tymkewycz
  
- Finance & Administration
  - Chris Toomey
  
- Heritage Preservation
  - Wayne Morgan
  
- Legal Services
  - Kim Rodgers
  
- Parks, Forestry & Recreation
  - Beth McEwan
  - Tim Park
  - Richard Ubbins
  
- Toronto Transit Commission
  - Dominic Garisto
  - Charles Wheeler
  
- Transportation Services
  - Dan Egan
  - Helen Noehammer
  - Penelope Palmer
  - Al Smithies



# B

## **APPENDIX B** SWOT Workshop Participants November 22, 2005





## SWOT Workshop Participants, November 22, 2005

- Pablo Torres - City Planning
- Gregg Lintern - City Planning
- Connie Nichols - City Planning
- Uwe Mader - Transportation Services
- Bill Kiru - City Planning
- Richard Beck - City Planning - Transportation
- Lorna Day - City Planning - Urban Design
- David Oikawa - City Planning
- Domenic Garisto - TTC - Property Development
- Anne Milchberg - F & RE
- John Burrows - F & RE
- Glenn Walker - Economic Development
- Antonella Nicaso - Parks, Forestry & Recreation
- Adriana Gomez - Parks, Forestry & Recreation
- Chris Toomey - Corporate Finance
- John Gladki - Consultant - GHK International (Canada) Ltd.
- Ronji Borooah - Consultant - Young + Wright Architects Inc. (Former Markson Borooah Architects Inc.)
- Kelly Skeith - Consultant - GHK International (Canada) Ltd.
- Gaston Soucy - Consultant - Young + Wright Architects Inc. (Former Markson Borooah Architects Inc.)
- Jane Yiqun Kuang - Consultant - Young + Wright Architects Inc. (Former Markson Borooah Architects Inc.)



# C

## **APPENDIX C** Design Charrette Participants November 29, 2006



## Design Charrette Workshop Participants, November 29, 2006

### ■ Group 1

Al Smithies - Transportation Services  
Amanda Charrion - Toronto Parking Authority  
Bill Kiru - TRCA  
Bob Berry - Ratepayers Association  
Connie Nichols - Facilities & Real Estate  
David Tomlinson - Transportation Services  
Ed Presta - City Planning  
Glenn Walker - Economic Development,  
Culture & Tourism  
Leo Desorcy - Urban Design, City Planning  
So Mei Quan - Facilities & Real Estate  
Wendy Johncox - City Planning  
Consultants: Rodger Todhunter

### ■ Group 2

Anne Milchberg - Facilities & Real Estate  
Brian Athey - Concert Properties Ltd.  
Emilia Floro - Urban Design, City Planning  
John Richard - Urban Design, City Planning  
Klaus Dunker - Dunker Associates  
Mario Silva  
Marry-Ann George - TTC  
Paul Buttigieg - TTC  
Paula Frieditis - City Planning  
Pedro Lopes - City Planning  
Richard Beck - City Planning  
Roy Averill - Parks, Forestry & Recreation  
Terry Reardon  
Consultants: John Gladki  
Jane Yiqun Kuang

■ Group 3

Antonella Nicaso - Parks, Forestry & Recreation  
 Barry Sampson - Barry Sampson Neuert Architects  
 Chris Toomey - Corporate Finance  
 David Douglas - Parks, Forestry & Recreation  
 Gregg Lintern - City Planning  
 Irene Gryniewski - Facilities & Real Estate  
 Lucia Furgiuele - Stonegate Community Health Centre  
 Lorna Day - Urban Design, City Planning  
 Pat Berne - Port Royal  
 Pedro Lopes - City Planning  
 Peter Milczyn - Councillor, Toronto City Hall  
 Consultants: Ronji Borooh

■ Group 4

Barbara Carou - Parks, Forestry & Recreation  
 David Oikawa - City Planning  
 Fred Reichl - President, TSCC  
 Grant Kurtz - Port Royal  
 Harold Fidani  
 Helen Noehammer - Technical Services  
 Michael McCluskey - Parks, Forestry & Recreation  
 Pablo Torres - City Planning  
 Perry Voulgaris  
 Riekkö Hans - Facilities & Real Estate  
 Rick Mugford - Quadrangle Architects Ltd.  
 Robert Freedman - Urban Design, City Planning  
 Consultants: George Shilletto







