WEST TORONTO RAIL CORRIDOR

A VISION

WEST TORONTO RAIL CORRIDOR VISIONING STUDY

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INTRODUCTION

In recent decades, the Greater Toronto Area (GTA) has followed a development pattern which subdivides agricultural land in order to build large, detached single-family dwellings. As a result, the GTA has turned into a sprawling megacity region; one that puts itself at risk of being adversely affected by the converging pressures of global energy markets and climate change. This problem may be exacerbated by the projected increase in population the region is expected to experience over the coming decades. Thus, this unsustainable growth pattern must change if Toronto is to become a more resilient, accessible city.

Luckily, the creation of an Air-Rail Link between the Pearson International Airport and downtown Toronto's Union Station provides an opportunity to tackle this issue. The Government of Ontario hopes to have the Link ready by the time Toronto plays host to the 2015 Pam-Am Games. With the increased capacity and frequency of service, the Link has the potential to provide the impetus for a new direction in urban development for Toronto and the GTA. Currently, Metrolinx – the regional transportation body – plans on using the West Toronto Rail Corridor ("the Corridor") to provide a direct express line from Union Station to Pearson International Airport. This plan fails to recognise the opportunities for substantial redevelopment along the Corridor and the benefits it could have on a local and regional scale. As well, this current plan does nothing to benefit the numerous communities it intends to by-pass.

This Visioning Study is a conceptualisation of how the Corridor could service more passengers. Instead of ignoring the communities along the Corridor, this Vision Study examines their potential to absorb transit-oriented development. The result is an exercise in combining elements of transportation and land-use planning. While the two types are inexorably linked, conscious efforts to create transit-supportive land-uses have been sorely missed in Toronto. In creating the conditions for proper transit-oriented developments, and by ensuring the density is sufficient to support the level of transit service required, the Corridor can become a new source of strength and resilience for the city of Toronto.

PROPOPOSED TRANSIT NODES

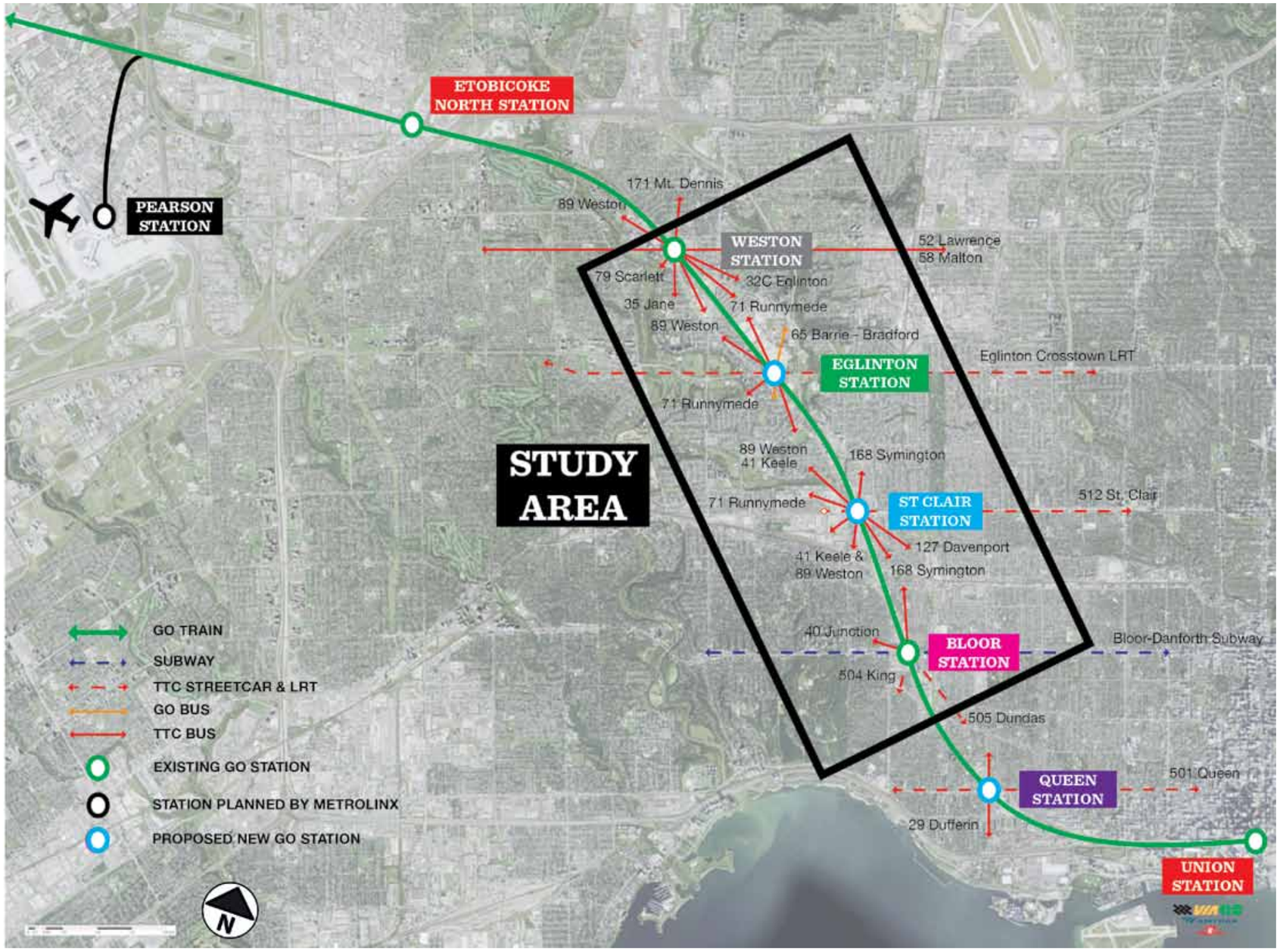
Description of Planning District

The Corridor is located in the heart of Ontario's 'Golden Horseshoe' region which wraps around the western half of Lake Ontario. Situated between Toronto and Mississauga, the Corridor cuts through numerous neighbourhoods on Toronto's Westside. These neighbourhoods vary in terms of their density, demographics, and economic status.

In defining the boundaries of the planning district, West Toronto Planning Consultants choose to look only at the stretch of the Corridor which runs between Weston GO Station to the northwest and Bathurst Street to the southeast. This section of the Corridor is the most ideally placed to absorb intensification due to its mainly inactive industrial building stock. Also, this area is not bisected by any major expressway, providing an excellent opportunity for a continuous vision to be implemented effectively. Finally, this strip of the Corridor crosses many of Toronto's most highly-utilised transit routes.

VISION

The Corridor can strengthen Toronto's urban fabric through the increased connectivity of neighbourhoods and public transit, and the intensification of local employment and redevelopment. Through building a more connected transit and urban system, the Corridor can help its adjacent neighbourhoods and Toronto develop the necessary capacity to meet the challenges of the future. This increased connectivity can make the Corridor the true backbone of West Toronto that provides growth opportunities and resilience for the City and the region.



STRATEGIES

There exists considerable potential locked up in the vacant lots and abandoned industrial buildings which line the Corridor. This redevelopment potential could manifest in high density if it is given an appropriate level of transit service. This transit service will require that, in addition to an express line to the airport, stops be also made at strategic locations along the Corridor. Transit potential along the corridor can also be supported by the creation of a bicycle throughway running its length. The viability of this option has already been demonstrated by West Toronto Railpath, which runs adjacent to a section of the Corridor, providing multi-modal transit opportunity. In addition, in becoming a new source of connectivity, the Corridor can regain its historical role as a place of employment. Indeed, the type of employment will be different from its industrial past, yet opportunities will be made available for creative and green-industries to flourish. Overall, the Corridor can become a new source of transit (both active and passive), and redevelopment, while maintaining its role as a centre for employment. Through taking advantage of the Corridor's great potential, not only could automobile usage be reduced - lessening our dependence on fossil fuels and impact on the environment - but we could create a denser, healthier city. The enormous redevelopment potential also provides an excellent opportunity to strengthen the coffers of local government. Outlined in this section are the Connectivity, Redevelopment, and Employment strategies which West Toronto Planning Consultants hopes to use to achieve these objectives.

CONNECTIVITY STRATEGY

"Leveraging the Metrolinx Air/Rail Link in order to develop a more fully-integrated, multi-functional, transportation network in West Toronto, while enhancing access to communities along the Corridor and providing the necessary infrastructure to accommodate future population growth levels"

The Connectivity Strategy is focused on proposing three new multi-modal transit stations as well as the intensification of two existing transit stations along the GO South Georgetown Line and Air/Rail Link. A comprehensive analysis was undertaken at a nodal and regional level, which explored existing connectivity conditions and linkages. This process focused on three factors: current public transit options, pedestrian access, and connections to the city's existing cycling network. The overarching conclusion is that there presently exists a significant opportunity to improve overall Corridor connectivity, not just at a micro-neighbourhood level, but for the city and region level as a whole.

Public Transit

The overall transit connectivity for communities along the Corridor is inconsistent. Our research demonstrates that there is far greater automobile usage in the Mt. Denis and Weston Village communities compared with those at the southern end of the Corridor. Existing streetcar (LRT) lines are likely to be a factor, as there is greater service in the communities in the south of the Corridor. The level of density associated with the neighbourhoods closer to downtown will also affects their connectivity. GO transit currently has two stations along the Corridor, Bloor - Dundas and Weston - Lawrence Stations, which will see increased usage and service with Air/Rail Link. There are no plans at the moment to increase the frequency of stops between Pearson International Airport and Union Station, although Bloor Station will be fully integrated with the TTC Dundas West subway station. Considering the number of residents and commuters that could be serviced along the Corridor, our strategy will call for more stops along this line. The selection of locations for these proposed transit stops is based on taking advantage of existing transit assets, and the potential for absorption of population. At the moment, for the neighbourhoods along the Corridor, transit does not represent an expeditious option for commuters. It presently takes approximately 45 minutes by TTC to travel from the St Clair and Keele neighbourhood to Union Station. The same trip by car takes 20 minutes (during non-peak hours). For residents of Toronto's Mt. Denis community - a 'Priority Investment Neighbourhood' - this commute takes approximately 60 minutes by public transit and 25-30 minutes by car. Our strategy hopes to transform the Corridor into a more attractive and accessible transportation option for members of these communities by eliminating the time-advantage that automobile usage currently enjoys in these areas. Furthermore, the Corridor has the opportunity to act as a downtown relief line for West Toronto commuters travelling to and from downtown, potentially taking more vehicles off roads and highways.

Pedestrian Access

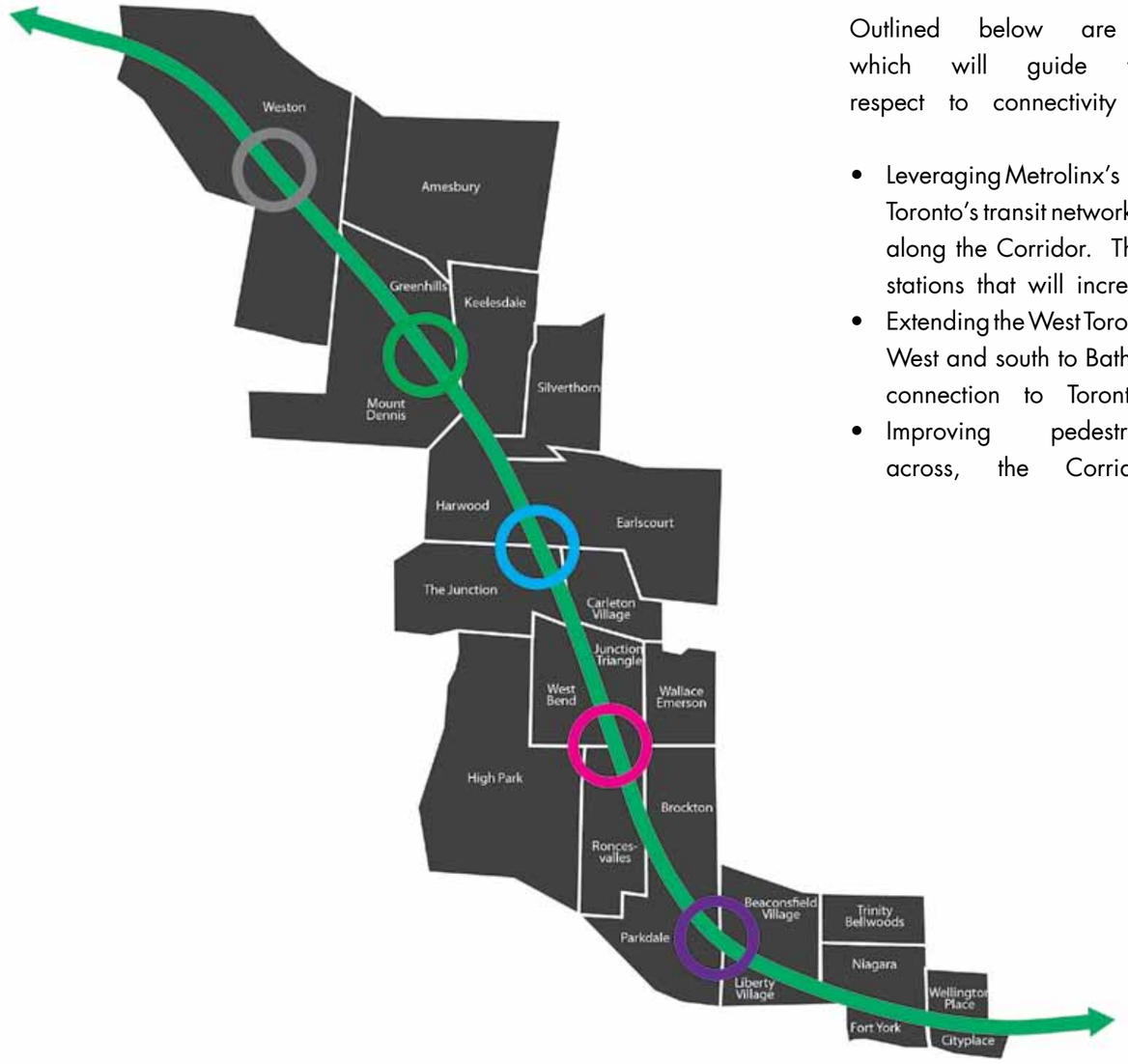
One of the primary issues related to pedestrian connectivity is the Corridor itself and the effect it has by acting as a barrier, disconnecting and restricting pedestrian mobility between neighbouring communities. There is a severe lack of pedestrian-oriented infrastructure such as pedestrian and bicycle-only bridges, acting as safe crossing points for individuals travelling between communities along the Corridor. Pedestrian linkages do not exist in many areas, forcing pedestrians to cross at busy arterial overpasses. The effect is thus an environment not conducive to street-life and an isolating, hostile experience for pedestrians.

The Wallace Street Bridge in the Bloor/Dundas West neighbourhood is an example of the type of pedestrian-friendly infrstructure that is presently lacking in other locations along the Corridor. This bridge reconnects members of the Silverthorn neighbourhood to the amenities and transit along Dundas Street West. This is, however, the only bridge in the area, and more are needed. Our connectivity strategy is centered on developing an integrated pedestrian crossing network, linked with the Railpath and various neighbourhoods along Corridor.

The West Toronto Railpath

An important connectivity asset for the Corridor is the West Toronto Railpath. The Railpath is a bicycle route, which runs south from the Junction neighbourhood until Dundas St West. While the Railpath is used extensively, it does not adequately connect with Toronto's greater bicycle network and other communities west of Dundas St West.

There are two main issues surrounding the Railpath and its affect on connectivity to the Corridor. First, it should be expanded to reach more neighbourhoods. Our connectivity strategy will propose extending the Railpath as far north as Lawrence Ave West and south to Bathurst St. This will provide a dedicated pedestrian and bicycle expressway while utilizing the Corridor for alternative mobility means. Promoting multi-modal transit options is a priority of this study. The Railpath also needs to be better integrated with the city's existing bicycle network. This will maximize its functionality, providing additional linkages to communities outside of the Corridor. In this way, The Corridor can be developed into a multi-layered infrastructure asset.



Overall Connectivity Strategy

Opportunities for enhancing pedestrian, bicycle, transit and overall infrastructure connections were identified through the preliminary planning stages. Connectivity strategies will be implemented at a nodal scale, with an overall goal of "opening" the neighbourhoods along the corridor to each other, providing access for pedestrians, bicyclists, and commuters to and from these communities.

Outlined below are 3 connectivity strategies, which will guide transportation policies with respect to connectivity within this Visioning Study:

- Leveraging Metrolinx's "Air/Rail Link" in order to enhance Toronto's transit network to better service neighbourhoods along the Corridor. This includes the provision of new stations that will increase service along the Corridor.
- Extending the West Toronto Railpath north to Lawrence Ave West and south to Bathurst St will help create increased connection to Toronto's existing bicycle network.
- Improving pedestrian access to, and across, the Corridor at strategic locations.

EMPLOYMENT STRATEGY

There exists a genuine concern across the industrialized world that too many manufacturing and industrial jobs have been lost, or outsourced. There are mountains of statistics documenting the steep decline in recent decades of these sectors and the communities in which they are found. The data examined through our research demonstrates that Toronto, and in particular the Corridor, is very much part of this trend. As a result, the Corridor is home to numerous lots, large and small, of under utilized and vacant employment land. Unfortunately, no viable policy or set of incentives will bring the lost and outsourced jobs back, yet it is essential that quality jobs exist in order for the communities of the Corridor to thrive. Such employment generation has only recently begun around Queen & Dufferin, Liberty Village in particular. Therefore, it is critical that there will be an employment strategy in place that provides the right conditions in which well-paying and long-term jobs can be created. This priority finds support in municipal, provincial and federal policy documents.

Maintaining and improving employment lands

The critical first step in the employment strategy for the Corridor is ensuring that employment lands are not lost to residential development, as this is commonly occurring across Greater Toronto Area. As a result, the vast majority the vast majority of employment lands throughout the Corridor are being maintained or converted to mixed-use lands to accommodate the types of employment more appropriate to the available opportunities. In addition, in some locations mixed-use lands are replacing residential uses resulting in increased employment opportunities. As important is the intensification of current employment and mixed-use lands, which usually house low-density operations. This intensification is being achieved through adopting building typologies with greater heights and less space dedicated to surface parking.

Creating the right conditions

Numerous conditions are important in attracting new employment to an area. High among these is connectivity, both local and global. The development of multimodal transit hubs at the heart of nodes is a major attraction to both employers and employees. It facilitates their daily commutes and connects them quickly and directly to both downtown Toronto and Pearson International Airport. Additionally, the rail lines can potentially play an important role in the movement of freight within Toronto and further afield, thus reducing costs and time associated with logistics. Also important is the creation and maintenance of local markets to satisfy demand for local products and services. As part of the employment strategy, this Vision emphasizes the growth and (re)development of residential areas. Finally, ensuring that the right skills exist within the Corridor is a critical element to the creation of jobs and is the basis for attracting post-secondary educational facilities to the Corridor to train local residents and attract others. This can create opportunities for mutually beneficial collaboration between educational institutions and the private sector.

Focusing on strengths & providing possibilities for synergy and emerging fields

There are conditions present, proposed and emerging along the Corridor, which lend themselves to employment generation, thus focusing on these is the third aspect of the employment strategy. Envisioned, are a number of interventions that will activate this strategy, including the continued growth of the food processing and wholesaling sector and development of greenhouses to complement the farmer's markets present in the Corridor. The emerging 'green' economy offers many possibilities, including those created by tower renewal projects, which create jobs in the trades. There are also potential relationships with growing innovative functions such as; renewable energy, urban greenhouses, green roof manufacturing, installation and maintenance, energy auditing and consulting.

Employment projections

Not included in the employment strategy is a set of employment projections. Given the ever-changing role of technology in business and the increasing flexibility of employment lands and buildings in accommodating different sectors of the economy, it is incredibly difficult to make even basic employment projections at an acceptable level of detail. Professionals at all levels of government struggle greatly with creating accurate employment projections. Therefore it has been determined that such an endeavor would add little to the understanding and conveyance of this Vision, and could be misleading.

REDEVELOPMENT STRATEGY

There is a growing realization of the importance of combining land-use and transportation planning, and this is reflected in municipal and provincial policy. The addition of stations along the GO Transit's Air Rail Link provides an opportunity to revitalise the vacant and underused land along the Corridor. Increased infrastructure will make these sites attractive to redevelop, and redevelopment will in turn help create neighbourhoods that are economically and socially viable.

Currently, land-use patterns along the Corridor do not provide sufficient densities to warrant higher order transit infrastructure. Residential land-uses are primarily low density, with exceptions at Weston and Queen. Development patterns at Queen and Dufferin and Bloor-Dundas are experiencing increases in density, and this is promising; however, there is potential for this transition to occur throughout the Corridor.

Existing Employment Lands provide another opportunity. Many employment sites have become unused, with buildings and lands sitting idle. The revitalisation of these employment lands has begun within the downtown area, as many buildings have become the subjects of adaptive re-uses, providing for office conversions, new creative industries and loft conversions. Vacant lands are also being repurposed within the city, and this is an important source of infill housing; however, it is also necessary to earmark these lands for the potential employment uses they may garner.

Redevelopment of neighbourhoods along the Corridor will aim to capitalize on current trends in residential development, incorporating them into potential spaces of infill and adaptive re-use. Increasing activity in these neighbourhoods is a means to generate not only residential, but employment based intensification, as the areas become more popular and connected to Toronto. For this major change to occur, the Corridor needs a catalyst. This catalyst can be additional transit stops at specific locations and they should be planned in conjunction with the redevelopment of adjacent neighbourhoods.

Adaptive Re-Use/Infill

The redevelopment of the Corridor will primarily take on two forms: infill of empty and underutilised lots and the adaptive re-use of vacant buildings that have architectural merit. Infill sites will allow for large-scale redevelopment projects that can accommodate the numbers of people and jobs needed for the revitalisation of the Corridor. Adaptive re-use is a way to accommodate for growth while maintaining the architectural heritage of a neighbourhood.

Development Goals

Development in itself will not solve the problems that these neighbourhoods face, in fact it may make them worse. For development to help create successful communities it must serve a larger purpose. The following development goals will help to guide development in order to benefit the neighbourhoods and community as a whole. These goals include:

- Intensifying land-use at the nodes developed through this report
- Where appropriate, change land-use patterns to better accommodate growth
- Foster safe and active street life
- Encouraging the development of' "high streets" within the Corridor's communities
- Preserve and utilise employment lands for future job opportunities
- Preserve industrial character where buildings have architectural merit
- Help facilitate multi-modal transportation opportunities
- Cater to a diverse range of income levels
- Incorporate aspects of green design

High-density, mixed-use redevelopment around a hypothetical major transit station (before).

High-density, mixed-use redevelopment around a hypothetical major transit station (after).

BUILDING MATRIX

What is the Matrix?
The Building Typology Matrix has been developed in order to make land-use designation, and its associated building typologies more relatable to real world development types. Land-uses, and their associated densities, carry with them many misconceptions. Various building types have the ability to provide the same amount of density, and through this Matrix this is made apparent. As a result, interested parties will be able to engage with, and envision the types of neighbourhoods that they feel would be appropriate for their community, while considering the importance of the associated densities that allow for efficiency in service distribution.

The Building Typology Matrix provides all the following information:

- Building Aesthetics
- Block Density, in units per hectare
- Population Projections
- Height
- Neighbourhood Characteristics
- Services in Block

How was the Matrix developed?
Development of the Building Typology Matrix began by researching building types that may be appropriate for the Corridor. This was done through gaining an understanding of the priorities held by government development policies, and community members. The result is a bank of building types that have been identified to fit in with the proposed urban fabric.

The production of the Matrix, and its associated data required a number of assumptions. To begin, correlations between building types and their associated density, in dwelling units per hectare were drawn from a report provided to the City of Ottawa for their Official Plan Review (Keeble, 1995). Next, average people per dwelling unit numbers were taken from the City of Toronto's Bloor – Dundas Avenue Study (2.11 people per unit). These numbers will allow for the calculation of populations levels that may be achieved.

Image - Provides an example of the building type

ID - Identification code denotes the building type in maps. As the associated number rises, so does density. Colours are used to indicate density

Density per Block - Indicates the approximate density provided by building types through a units per hectare (U/Ha) measurement.

Projected Population per Block - Calculates the population that can be expected to result from this manner of development. This is provided on a people per hectare basis (ppl/Ha). This is calculated by multiplying the average number of people per unit as provided by the City of Toronto's Bloor – Dundas Avenue Study (2.11 people per unit) by the number of units per hectare.

Density per Block: 20 - 30 U/Ha
Projected Population per Block: 40 +/-
Height: 1 - 3 storeys
Characteristics: Single detached/semi-detached home, usually has private outdoor space. Significant set-back from street.
Services in Block: n/a

Height - Indicates the height of buildings, in storeys.

Services in Block - Identifies the types of services that are present. These may range from none, to a great variety for mixed-use and commercial developments.

Characteristics - provides a general description of the development type. This includes open space provisions, amenities, trees, access, etc.

How to Read the Matrix
This Building Typologies Matrix is to be read in conjunction with the provided Building Typologies Maps. These can be found in Nodal sections of the report. On the Building Typologies Maps land-uses are accompanied by indications of building type through the use of identification codes. The Matrix can then be used as a reference, indicating the building types that can be expected to occur.

RESIDENTIAL MATRIX

Density per Block: 20 - 30 U/Ha
Projected Population per Block: 40 +/-
Height: 1 - 3 storeys
Characteristics: Single detached/semi-detached home, usually has private outdoor space. Significant set-back from street
Services in Block: n/a

Density per Block: 40 - 60 U/Ha
Projected Population per Block: 85 - 125 +/-
Height: 3 - 4 storeys
Characteristics: Row houses, units attached with limited private outdoor space. Often smaller set-back from the street.
Services in Block: n/a

Density per Block: 60 - 100 U/Ha
Projected Population per Block: 125- 215 +/-
Height: 3 - 4 storeys
Characteristics: Stacked townhouses, units on second floor. No private outdoor space, limited set-back.
Services in Block: n/a

Density per Block: 110 - 140 U/Ha
Projected Population per Block: 230 - 295+/-
Height: 3 storeys
Characteristics: Triplex, units stacked vertically, have sperate entrances. Can be continous similar to rowhouses.
Services in Block: n/a

Density per Block: 150 - 180 U/Ha
Projected Population per Block: 315 - 375+/-
Height: 3 - 5 storeys
Characteristics: Low-rise residential adaptive re-use. Usually converted industrial buildings with common entrance, maintains character of neighbourhood.
Services in Block: n/a

Density per Block: 150 - 180 U/Ha
Projected Population per Block: 315 - 375+/-
Height: 3 - 5 storeys
Characteristics: Low-rise apartments, Common entrance, may or may not have amenity space. Supports higher densities at a human scale height.
Services in Block: n/a

Density per Block: 180 - 220 U/Ha
Projected Population per Block: 375 - 465+/-
Height: 6 - 9 storeys
Characteristics: Mid-rise apartment. Usually has amenity space. Often includes mixed-use at grade.
Services in Block: n/a

Density per Block: 180 - 220 U/Ha
Projected Population per Block: 375 - 465+/-
Height: 6 - 9 storeys
Characteristics: Mid-rise residential adaptive re-use apartment, allows for the re-use of large industrial sites. Accomodates higher densities in existing built form.
Services in Block: n/a

Density per Block: 220 - 260 U/Ha
Projected Population per Block: 465 - 550+/-
Height: 3 - 5 storeys
Characteristics: Low rise block apartment. Supports high densites at low hights. Dictates the use and form of streetscape.
Services in Block: n/a

Density per Block: 330 - 370 U/Ha
Projected Population per Block: 695 - 780+/-
Height: 6 - 9 storeys
Characteristics: Mid-rise block apartment, supports high densities at lower hights. Dictates the use and form of streetscape.
Services in Block: n/a

Density per Block: 750 U/Ha
Projected Population per Block: 1825 +/-
Height: 20+ storeys
Characteristics: High Rise Apartment, supports highest densities. Often includes significant outdorr public space. Can dominate the adjacent city-scape.
Services in Block: n/a

COMMERCIAL & INSTITUTIONAL MATRIX

Density per Block: N/A
Projected Population per Block: N/A
Height: 2- 3 Storeys
Characteristics: Low-rise cultural institution, enaging in educational/ artistic enrichment of community, including museums, art galleries, music halls, etc. Integrated built form within surrounding area.
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 2-3 Storeys
Characteristics: Low-rise library, providing a range of educational programs and services
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 3 - 4 storeys
Characteristics: Mid-rise community centre, providing g athering space for group activities, social support and public information
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 3 - 4 storeys
Characteristics: Mid-rise cultural institution, enaging in educational/ artistic enrichment of community, including museums, art galleries, music halls, etc. Integrated built form within surrounding area.
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 3 - 4 storeys
Characteristics: Mid-low rise manufacturing facility, capable of producing a range of goods.
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 5-10 Storeys
Characteristics: Mid-rise office provides space for workers, clients and customers to conduct business in an organizational setting.
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 5-10 Storeys
Characteristics: High-rise cultural institution, enaging in educational/ artistic enrichment of community, including museums, art galleries, music halls, etc. Integrated built form within surrounding area.
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 5-8 Storeys
Characteristics: Mid-high rise manufacturing facility, capable of producing a range of goods.
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 10-15 Storeys
Characteristics: Post-secondary institution supporting higher education and research where students enroll in a range of acedemic disciplines.
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 9-15 Storeys
Characteristics: High-rise manufacturing facility, capable of producing a range of goods.
Services in Block: N/A

Density per Block: N/A
Projected Population per Block: N/A
Height: 11-20 storeys
Characteristics: High-rise office provides space for workers, clients and customers to conduct business in an organizational setting.
Services in Block: N/A

MU1

Density per Block: 1-20 U/Ha
Projected Population per Block: 2- 40 +/-
Height: 1- 3 storeys
Characteristics: Conversion, at grade commerical, predominant residential use upper floors
Services in Block: Live-work spaces

MU2

Density per Block: 90 -110 U/Ha
Projected Population per Block: 190- 230 +/-
Height: 2- 4 storeys
Characteristics: Low-rise apartment conversion, at grade commerical, predominant residential use upper floors
Services in Block: Range of commercial including restaurants, cafe and retail

MU3

Density per Block: N/A
Projected Population per Block: N/A
Height: 2- 4 storeys
Characteristics: Low-rise transit station, providing multi-modal transportation connections and appropriate on site parking and storage
Services in Block: Information kiosk, small scale retail shops

MU4

Density per Block: 150- 180 U/Ha
Projected Population per Block: 315- 380 +/-
Height: 5 - 8 storeys
Characteristics: Mid-rise apartments, commerical at grade, predominatly residential uses on upper floors
Services in Block: Medium size retail, office suites

MU5

Density per Block: 90-110 U/Ha
Projected Population per Block: +/-
Height: 4 - 7 storeys
Characteristics: Mid-rise community centre, Low-rise community centre, predominatly community services with residential and retail component
Services in Block: Affordable housing, cafe, etc

MU6

Density per Block: 90-180
Projected Population per Block: 190-380 +/-
Height: 5 - 10 storeys
Characteristics: Mid-rise office, predominately commerical suites with integrated residential units, street oriented retail uses
Services in Block: Range of commercial activities, retail, restaurant, etc

MU7

Density per Block: N/A
Projected Population per Block: N/A
Height: 3 - 4 storeys
Characteristics:
Services in Block: Range of commercial activities, retail, restaurant, etc

MU8

Density per Block: 150 - 220 U/Ha
Projected Population per Block: 290-465 +/-
Height: 10 - 15 storeys
Characteristics: Post- secondary institution, mix of insitutional, residential uses with street oriented retail services
Services in Block: Student residences, classrooms and administrative suites

MU9

Density per Block: 90- 180 U/Ha
Projected Population per Block: 190-380 +/-
Height: 5 - 7 storeys
CharacteristicsMid-rise transit station, providing multi-modal transportation connections and integrated residential uses
Services in Block: Large scale retail, entertainment facilities, community services

MU10

Density per Block: 150 - 400 U/Ha
Projected Population per Block: 300- 850 +/-
Height: 9 - 20 storeys
Characteristics: High-rise apartments, commerical at grade, predominatly residential uses on upper floors
Services in Block: Entertainment, large scale retail such as grocery store,

MU11

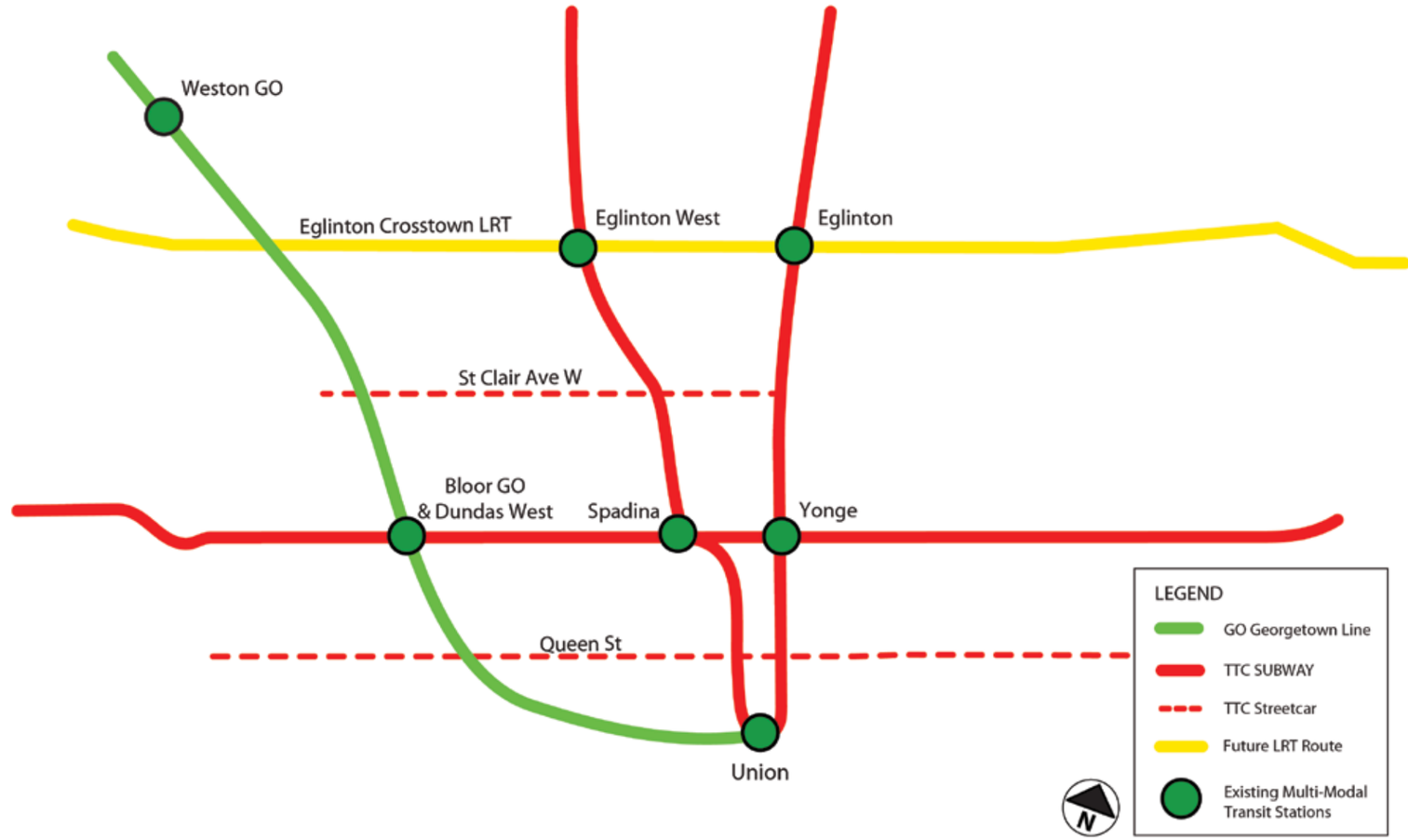
Density per Block: 100 - 400 U/Ha
Projected Population per Block: 200- 850 +/-
Height: 11 - 20 storeys
Characteristics: High-rise offices, predominately commerical suites with integrated residential units, street oriented retail uses
Services in Block: Entertainment, large scale retail such as grocery store

MIXED-USE MATRIX

INTRODUCTION TO THE NODES

It is evident from the West Toronto Rail Corridor – Interim Report that along the Corridor there exist at regular intervals areas or nodes of concentrated activity. In particular transit services, community services and amenities, and new and proposed developments. Such nodes are best situated to take advantage of both the transit and (re)development possibilities that the Union Station – Pearson Airport rail link will create by linking the greatest number of people, jobs, activities and destinations. In return, such nodes offer the greatest ridership numbers possible to the rail link (and GO Transit). It is especially critical with a possibility like this to stress the symbiotic nature of land-use and transit planning; neither can reach its full potential without the other. Therefore the nodes listed below suggest ideal locations for new and upgraded multimodal transit hubs. Firstly, they can all incorporate the rail link (and GO Transit) with the TTC, cycling, walking and auto infrastructure. Secondly, they are all currently characterized by the legacy of prosperous industrial and community pasts, and and by the possibility of successful urban futures. These nodes are:

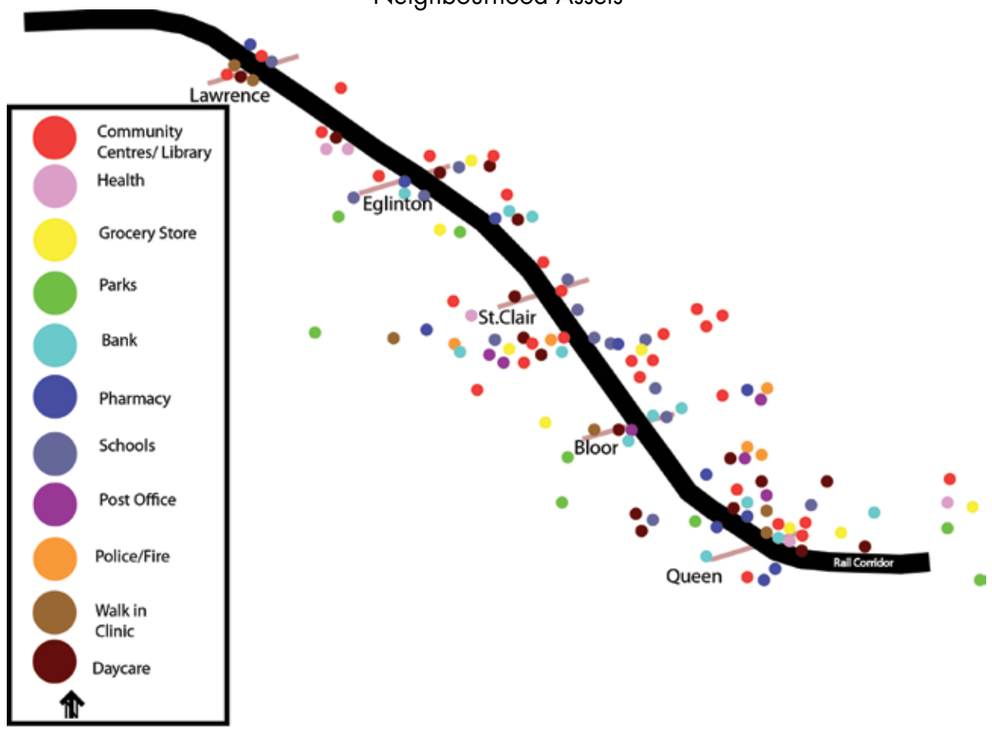
- Queen & Dufferin;
- Bloor & Dundas West;
- St. Clair & Keele;
- Eglinton & Weston; and
- Lawrence & Weston.



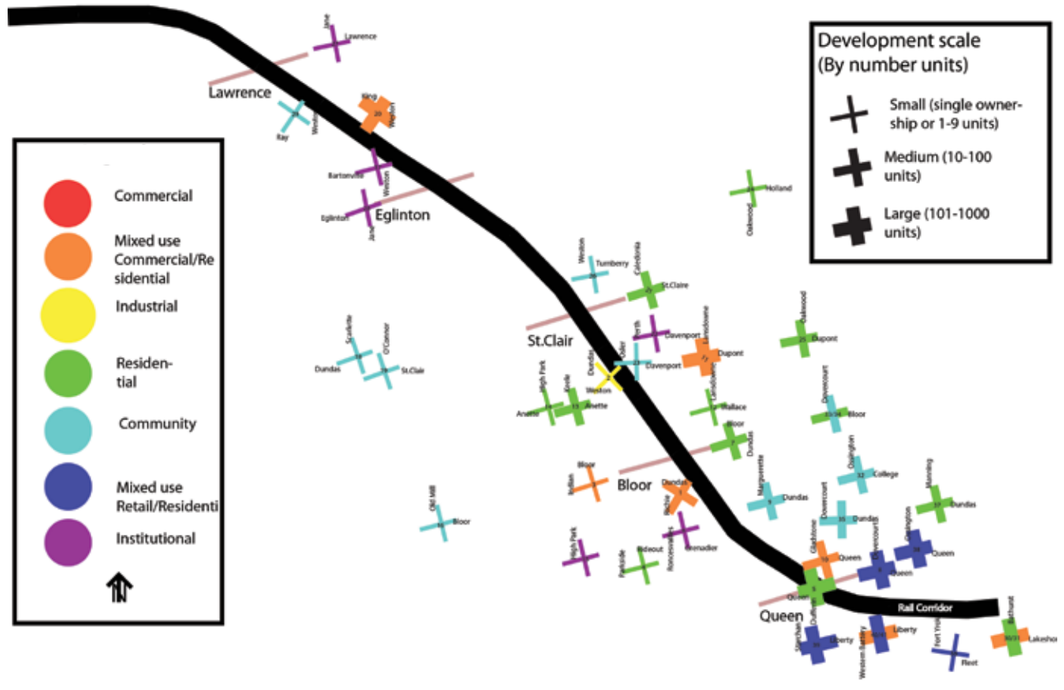
Existing Transit Map

This map describes many of the major transit routes in Toronto, including some of the subway and streetcar lines and the Eglinton LRT, which is currently under construction. All five nodes lie at the convergence of a major transit line and the Georgetown GO Line and as such create the potential for obvious, effective and transformational synergy between transit providers. Just as importantly, these nodes are all along, and within proximity of numerous other transit lines, which, if linked with nodes, could enhance the transit connectivity of West Toronto. Finally, all the nodes can be connected to the West Toronto Railpath, which currently only stretches a short distance north and south of Bloor & Dundas West, and eventually downtown Toronto.

Neighbourhood Assets



Proposed Developments



Existing Assets Map

This map describes a diverse array of community assets, such services and amenities, which lie within the Corridor. Similar to the transit map, all five nodes lie in, or very near, a concentration of assets. This indicates the presence of a sufficiently large local population to make use of these assets and it suggests the strong likelihood of outside populations travelling to use and/or provide these assets. Of particular note is the largest concentration at Queen & Dufferin.

New and Proposed Development Map

This map illustrates the numerous and varied new developments planned or being built in the Corridor. Not unlike the transit and assets maps, there are concentrations in or near all five nodes, especially at the nodes closer to downtown and in particular at Queen & Dufferin. The implication is that these nodes are both attractive for prospective residences and business, and in need of support infrastructure, such as transit, to accommodate current and future growth.

Queen & Dufferin

For this Visioning Study, the Queen and Dufferin neighbourhood is treated differently than the others. While it is identified as a neighbourhood which should be a node along the Corridor, land-use and building typology changes are not recommended in this study.

The existing level of density, intensification, and transit use in the neighbourhood warrants a GO station. According to the Mayor's Tower Renewal study which uses figures from the 2006 Census, the Queen and Dufferin neighbourhood has on average 217 people per hectare. In comparison, the Yonge and Eglington neighbourhood, one of Toronto's most successful transit-oriented developments, has roughly 225 people per hectare. Furthermore, since 2006 the Queen and Dufferin neighbourhood has experienced significant intensification represented in the 'new and proposed developments' map shown above.

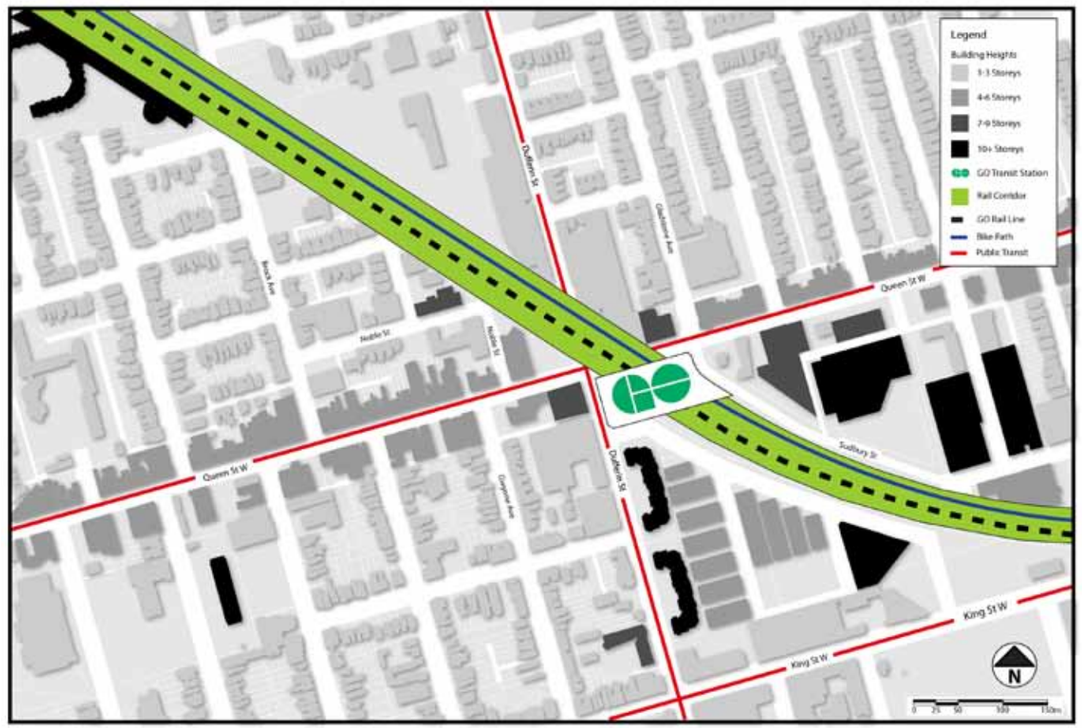
Active community groups in the area, such as 'Active 18', have in the recent past, produced their own plans for the neighbourhood. There is no need, therefore, for this study to explore the potential for different land-uses and building typologies. It is sufficient to say, for our purposes, that the neighbourhood will, under our connectivity strategy, be the location of a Queen GO Station.

QUEEN & DUFFERIN

As mentioned above, the existing conditions of this neighbourhood are already ideal for a station. Due to this, an attempt will be made to replicate these land use arrangements and building typologies elsewhere along the Corridor. As such, it is treated as a model. It must be clearly understood, however, that because the context for each node is different, exact replication of the Queen & Dufferin conditions are impossible. Rather, an attempt has been made to recreate the advantages enjoyed by Queen and Dufferin and apply them to the other nodes.

Characteristics of Queen and Dufferin to be replicated along the Corridor:

- 'High street' which contains a mixture of uses, both residential and employment
- Access to plenty of amenities in close proximity
- Balance among transportation modes and low automobile-dependence
- Diverse employment opportunities
- High density



Existing building typologies represent a much higher form of density than anywhere else along the Corridor.

The proposed location of the Queen GO Station

The Queen 'high street' allows for diverse employment opportunities and higher densities

A balance amongst transportation uses to be replicated elsewhere along the Corridor


BLOOR BY THE PARK
DUNDAS ST. W
2341
BLOOR ST. W
1940
AIR RAIL LINK
13
BLOOR STREET
STRENGTH IN NUMBERS !!!

BLR &

DNDS

INTRODUCTION

The Bloor & Dundas West Node will provide great development opportunity within the city. The area is well situated to capitalize on multi-modal transit opportunities and is located near to many of downtown Toronto's amenities. A wealth of industrial building stock will accommodate many adaptive re-use activities, and infill sites allow for increased activity within the expanse of industrial lands. Through the intensification of land-uses in the area, the neighbourhood will become more complete and connected, and communities on either side of the rail tracks will transition seamlessly into one another, as they share amenities. An important existing amenity that is can be capitalized upon, the West Toronto Railpath, which provides gathering space, recreational space as well as neighbourhood connectivity. These interventions and changes in land-use patterns will help the Bloor-Dundas area make the successful transition from a former industrial hub to a vibrant community that accommodates increased residential and job opportunities.
Development goals include:

- Increase neighbourhood connectivity, using the Corridor as the centre of the local network;
- Intensify use though infill and adaptive re-use;
- Utilize the existing industrial building stock, in order to preserve neighbourhood character;
- Increase linkages by connecting the TTC stop to the GO Station, and creating more opportunities to penetrate the Corridor;
- Expand and improve green and public space networks;
- Change land-use patterns in order to:
    Accommodate increases in population and job opportunities and;
    Revitalise Bloor St. W. so it can serve as the community 'High Street'.

VISION

Re-orienting the neighbourhood towards the Corridor, as a point of connectivity, community gathering and land-use intensification.

WALLACE BRIDGE


N

EXISTING CONNECTIVITY

Bloor-Dundas is the most well connected Node along the Corridor. It is serviced by both GO Transit and the TTC, which provide: subway, train, bus, and streetcar service to and from the area. Another asset of Bloor-Dundas is the Railpath that runs along the Corridor. The Railpath acts as a pathway for pedestrians and cyclists, as well as being a significant public space in itself. Despite these advantages, there are serious issues of connectivity within the Node. The biggest challenge for connectivity within the Node is the Corridor, which acts as a barrier that divides the neighbourhood. The Wallace Bridge is the only pedestrian crossing within the neighbourhood. Access to Railpath is limited; north of Bloor it is minimal and it is non-existent south of Bloor. The TTC and GO Stations are not connected in any form, making transferring between services difficult. These stations need better accesses and the GO Station should be redeveloped to facilitate higher ridership. Finally, the street grid of the neighbourhood is oriented away from the Corridor, which reinforces its role as a barrier. If the neighbourhood is to redevelop successfully, the street grid should be re-orientated toward the Corridor.

Key Points:

- Bloor-Dundas well serviced by public transportation
- Railpath is a major asset for the neighbourhood, in terms of both connectivity and public space
- Corridor acts as a barrier, dividing the neighbourhood
- Lack of pedestrian crossings
- TTC and GO stations are not connected
- Street-grid and built form orientated away from the Corridor

Bloor-Dundas is the only node along to Corridor to be serviced by GO Train, subway, bus, and streetcar.

The Corridor currently acts as major barrier and needs to be made more permeable.

Dundas West Subway station

Streetcar arriving atDundas West station.

EXISTING CONNECTIVITY

PROPOSED CONNECTIVITY

In order to improve connectivity within Bloor-Dundas, there are several interventions that would drastically improve the neighbourhood. The Corridor must be more permeable for pedestrians and cyclists; this can be accomplished by the addition of three pedestrian bridges. Access to the Railpath is unnecessarily restricted and more entrances to the Railpath from the neighbourhood will be created. These entrances should be attractive and green with public spaces that add to the Corridor's network and usability. The street grids for the tracts of land adjacent to the Corridor face away from the Corridor, restricting mobility and limiting redevelopment opportunities. The street-grid needs to be re-oriented towards the Corridor in order to facilitate east west travel through the area, as well as supporting high-density residential and mixed-use development. In addition, creating through-ways that lead to the corridor will help to provide site lines, making it an apparent element of the neighbourhood. A tunnel running beneath The Crossways will connect the TTC and GO Train stations; these two modes of transit will provide the kind of multi/intermodal link that both the Province and City have prioritised in policy documents. Solving the connectivity issues of Bloor-Dundas will transform the neighbourhood into a true transportation hub. The neighbourhood will support a wide range of inter/multimodal transportation options. Subway, streetcars, buses, GO Train, pedestrian and bicycle pathways will all be connected within Bloor-Dundas.

Key Points:

- Additional pedestrian bridges shall span the Corridor in order to increase accessibility
- The Railpath will be better connected to the neighbourhood by way of attractive green/public space entrances
- Street-grid will be re-oriented towards the Corridor and will accommodate redevelopment
- A tunnel will connect the TTC and GO Train stations

The Wallace Bridge is a great example of a pedestrian bridge, it also serves as a reminder of the Corridor's industrial past. Several more bridges like it are needed to make the Corridor more permeable for pedestrians and cyclists.

This rendering of Metrolinx' proposed new Bloor GO Station vastly improves the attractiveness and accessibility of the entrance. Additional work could be done to provide the station with a full canopy.

The public space at the foot of the Wallace Bridge can serve as an example of the additional entrances to the Railpath that are needed. These entrances should do more than serve simply as access points; they should become attractive public gathering places that add to the strength of the neighbourhood.

PROPOSED CONNECTIVITY

EXISTING LAND-USE DESIGNATIONS

Existing land-uses within the Bloor and Dundas West Node represent the convergence of the area's industrial past with its residential present. Primarily, the area's residential neighbourhoods are low density, dominated by single family, semi-detached, and row-house style dwelling units. Higher residential density can be found in the area's mixed-use corridors along Bloor and Dundas West; however, many have frontages that limit street life and activity. This is of particular concern along Bloor east of Dundas West. Mixed-use opportunities have also been missed with the development of 'big-box' style retail. Specifically, along Dundas West where single purpose, inefficient land-uses reduce the neighbourhood's functionality. All of these factors contribute to the lack of 'high street' feeling within the Node. The City of Toronto commissioned an Avenue Study that also recognizes this, recommending increased height and density of buildings. Bloor Street, west of Dundas is becoming an attractive commercial strip, demonstrating the potential of the node; land-use changes must be made in order to facilitate further improvement. One of the most important features of the Bloor and Dundas West neighbourhood is the presence of the West Toronto Railpath, which runs directly though the area. The Railpath is the node's most prominent open space feature. As a land-use, attractive and functional open space like the Railpath is an asset that can be leveraged to create a highly livable community.

'High Street' concerns are demonstrated in these images as street life is degraded through a lack of commercial frontage, and businesses that deter pedestrian activity.

Inefficient use of mixed-use lands is made apparent by the neighbourhood's strip mall style grocery stores, which feature large parking lots and a lack of density.

The West Toronto Railpath Runs through the neighbourhood, providing gathering and activity space as well as opportunity for multi-modal transportation.

EXISTING LAND-USE DESIGNATIONS

PROPOSED LAND-USE DESIGNATIONS

Within the Bloor and Dundas West Node there are a number of land-use changes that will enhance the community and improve its transportation network. In order to turn Bloor Street and Dundas West into functioning 'high streets', land designated mixed-use should continue uninterrupted. The lands along Bloor that are providing solely employment or residential functions are underutilized and serve to disrupt active street life. In this context along Bloor, mixed-use will most benefit the community. Relocating Bishop Morocco Secondary School's park south of the school can eliminate further disruption to the fabric of Bloor St., while providing a safer environment for students. In addition, higher densities should be encouraged throughout mixed-use areas in order to increase their capacity within the neighbourhood to support the amount of additional development necessary for the concentration of transportation and other community services.

Priorities for Bloor and Dundas' land-use include:

- Development of Bloor and Dundas West as 'high streets', through consistent and intense mixed land-uses.
- Employment lands should be preserved where they do not disrupt the Railpath or 'high streets'.
- Land-uses should provide for intensification in order to create transit supportive densities through employment, residential and commercial concentration.
- The development of a 'high street' with mixed commercial, residential and office uses will provide the neighbourhood with a uniting centre, becoming a destination within Toronto.
- The neighbourhood's linkages to the Railpath should be beautified, and made more active as the path can provide a transportation network, gathering space, and destination within Toronto.
- Dense mixed-use neighbourhoods can be planned and integrated into currently under utilized mixed-use areas.

The development of a 'high streets' with mixed commercial, residential and office uses will provide the neighbourhood with a uniting centre, becoming a destination within Toronto.

Dense mixed-use neighbourhoods can be planned and integrated into currently under utilised mixed-use areas.

The neighbourhood's linkages to the West Toronto Railpath should be beautified, and made more active as the path can provide a transportation network, gathering space, and destination within Toronto.

PROPOSED LAND-USE DESIGNATIONS

EXISTING BUILDING TYPOLOGY

Currently, the Bloor St. and Dundas St. West neighbourhoods are dominated by low rise, low density, and single-detached and duplex homes. Along Bloor and Dundas there are a few medium and high-density residential buildings, the largest being The Crossways. Located at the intersection of Bloor and Dundas, The Crossways consist of a pair of 27 storey towers built upon a large podium. The design and orientation of the towers are not popular among many of the neighbourhood's residents, as they obstruct southern views, and cast a large shadow. Within the area there are a number of vacant sites, as industry has faltered, giving way to new development opportunities. Of note, at the south end of Sterling Rd. there is a heritage tower that provides opportunity for adaptive re-use. There are many other buildings that reflect the area's industrial past, many of which, provide the potential for adaptive re-use. The lack of overall density in the area makes the concentration of services in the area difficult. Changing the built form to increase density would be supported by the Node's comprehensive transportation infrastructure.

View of the Crossways from the north.

Single-family dwellings are the prominent residential development type in the area.

Many heritage buildings provide potential sites for adaptive re-use.

Bloor Street features a number of medium density and mixed-use buildings.

EXISTING BUILDING TYPOLOGY & HEIGHT

PROPOSED BUILDING TYPOLOGY

Bloor and Dundas is situated to accommodate a significant amount of residential and commercial development. Growth will occur through the infill of vacant land and the adaptive re-use of existing building stock. Because of the area's industrial past, Bloor and Dundas has both large tracts of undeveloped land, as well as a number of vacant buildings that reflect the neighbourhood's heritage. Through infill and adaptive re-use, Bloor and Dundas can grow into a dense and architecturally interesting area that is unique within the City. Redevelopment opportunities have been identified on the map.

Priorities for the redevelopment of these areas include:

- Achieving densities that support neighbourhood and transportation services through the infill of vacant land with commercial, office, employment and residential uses.
- Preserving building stock of historical merit and communicates the area's industrial heritage through adaptive re-use.
- Providing consistent and interactive commercial functions along Bloor St.

On the northwest side of the rail line are a number of buildings that provide adaptive re-use opportunities. As well, the area also contains under utilised mixed-use lands that provide an infill opportunity. Infill should be geared towards high and medium-high density residential, and commercial infill that helps to generate 'high street' activity along Dundas West.

The length of Bloor St. is proposed mixed use zoning, and is currently underutilised. Mixed-use buildings combining commercial, and residential should be placed here in order to provide an improved 'high street', as well as residential and employment infill.

On Dundas West south of Bloor, there is a substantial mixed-use site that is currently underused. Primarily, the area contains big box developments on the east side of Dundas West. This area provides an incredible opportunity for the establishment of a mixed commercial and residential community.

At the south end of Perth Ave. is a former industrial block, than has been identified as a residential and mixed-use infill opportunity. On the southeast end of the lot there is a heritage tower that will provide an interesting adaptive re-use opportunity. This building will be surrounded by medium-high and medium-low residential developments, creating a substantial residential infill community.

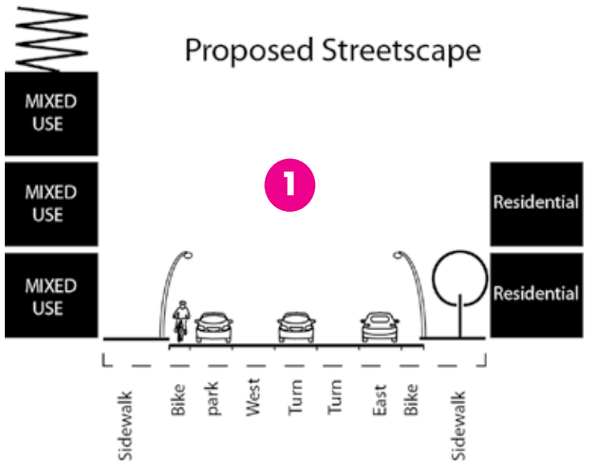
PROPOSED BUILDING TY POLOGY

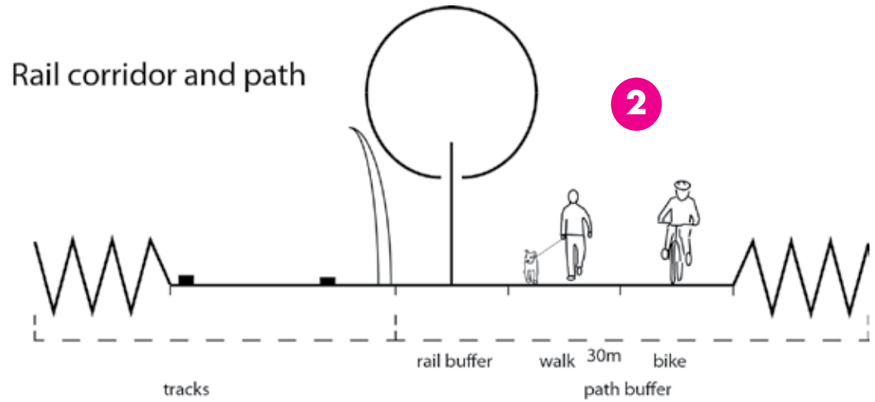
SITE PLAN

The Site Plan for Bloor-Dundas encapsulates the integration of land-use and transportation planning that is the cornerstone of the Visioning Study. Changes in land-use, connectivity, and building typologies are intended to allow for a growth in a sustainable manner. Based on the Building Matrix, and proposed building typologies, the redevelopment and infill proposed for Bloor and Dundas can accommodate 9,300 people. By concentrating development within underutilized areas of the Node, Bloor-Dundas can help change the patterns of growth that have plagued the City and Region. Due to Bloor Dundas's potential for population growth, changes seen in Bloor-Dundas will occur later further up the Corridor. For growth to be successfully integrated into the Node and its transit network, the neighbourhood has to be re-orientated towards the Corridor. In order to accomplish this, a new street grid is proposed; the grid is designed to create pedestrian friendly streets that will support higher density residential and mixed-use development. The grid will also help prevent large low-density single purpose buildings that are appearing in Bloor Dundas and throughout the Corridor. Finally, the street grid and related pedestrian pathways are intended to create sight-lines across the Corridor so residents and visitors will be conscious of both it and the future of urban growth within the City of Toronto.

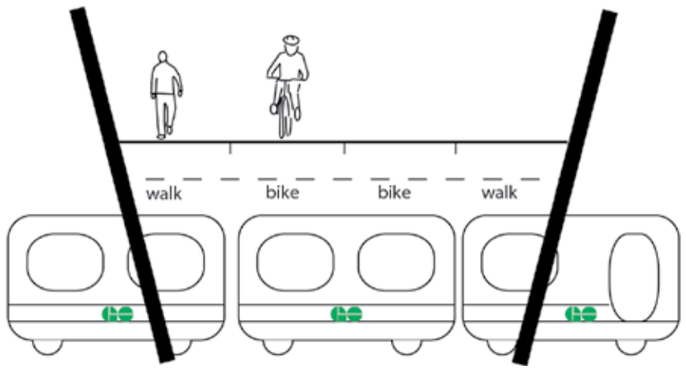
Key Points/Policy

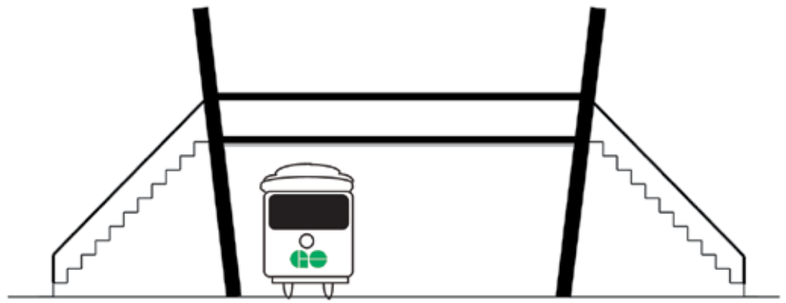
- Higher density residential and mixed-use development is to be prioritised within Bloor-Dundas;
- And large low density single use development is to be actively discouraged within Bloor Dundas
- Bloor-Dundas is to be re-orientated towards the Corridor
- The new street grid will support pedestrian friendly streets and create new linkages across the Rail Line

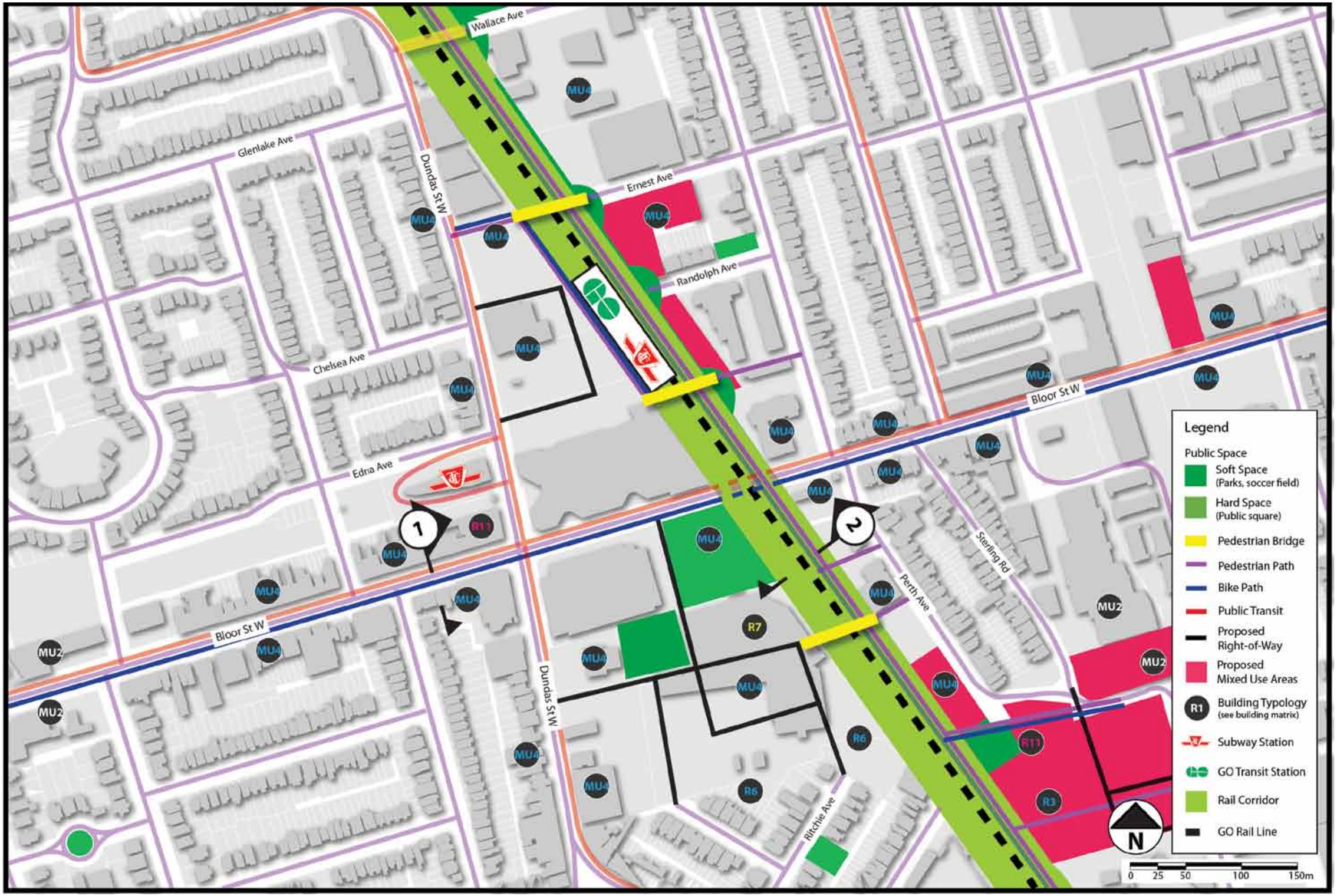




Pedestrian Bridge






Wallace Ave
Glenlake Ave
Dundas St W
Ernest Ave
Randolph Ave
Chelsea Ave
Edna Ave
Bloor St W
Dundas St W
Ritchie Ave
Sterling Rd
Perth Ave
1
2
MU4
MU2
R1
R3
R6
R7
R11
Legend
Public Space
Soft Space (Parks, soccer field)
Hard Space (Public square)
Pedestrian Bridge
Pedestrian Path
Bike Path
Public Transit
Proposed Right-of-Way
Proposed Mixed Use Areas
Building Typology (see building matrix)
Subway Station
GO Transit Station
Rail Corridor
GO Rail Line
N
0 25 50 100 150m

SITE PLAN


601
WHOLE WHEAT
Mr. Onions
101 UNION ST.
Junction Rd
STOP
greenhouse
and heats the ground
wire

ST CLR &

WSTN

INTRODUCTION

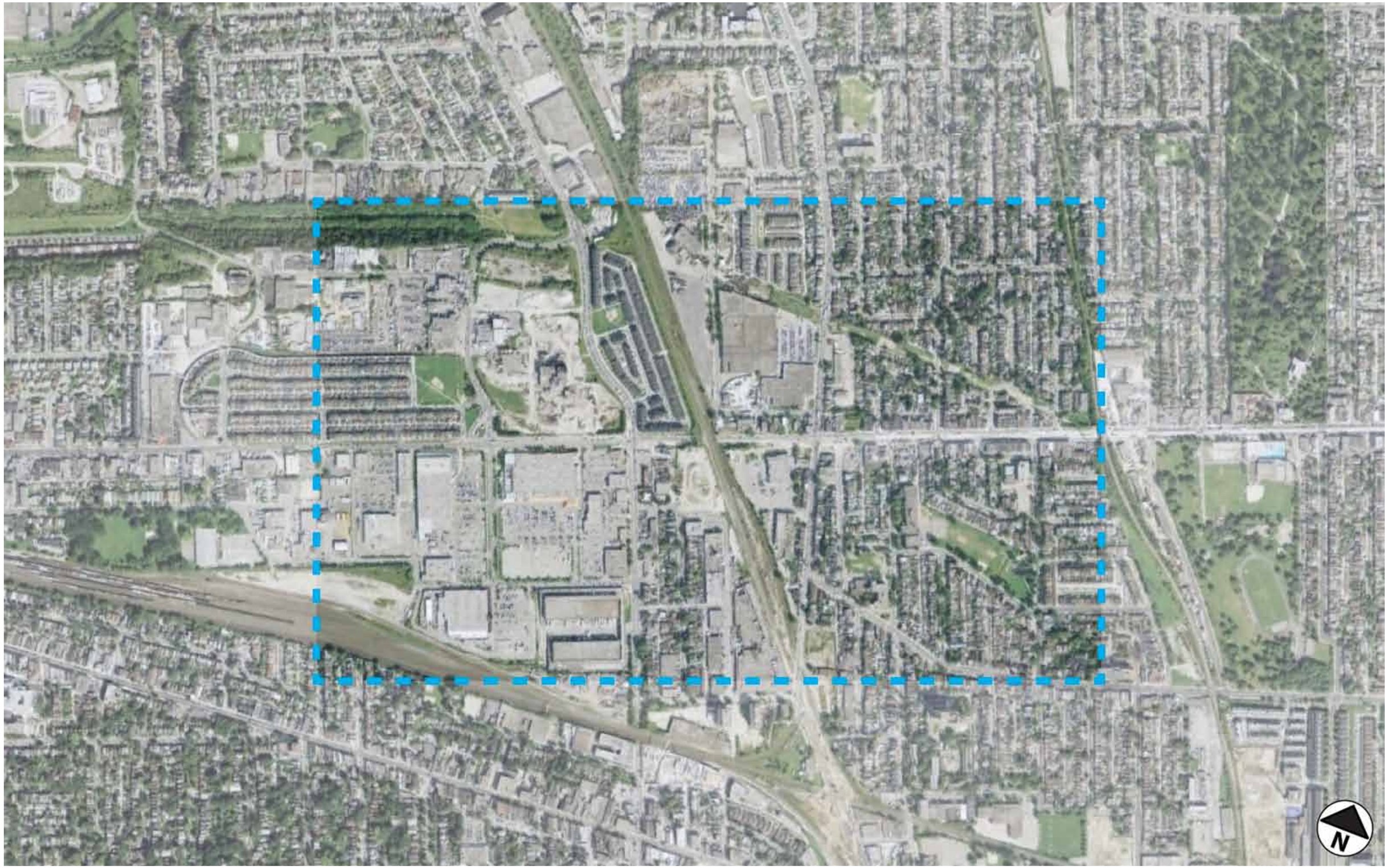
The St Clair West and Keele area presents many opportunities for infill development. While the area is already well-connected to the transit system, there is a lack of connectivity between the various routes, making the need for a transit hub apparent. The vacant and under-used land in the area presents opportunities for improving connectivity, including cycling paths, linear parks and a high street along St. Clair Ave. West. The existing public market as well as the existing community garden space will be expanded to create a local food hub, serving the community as well as the wider area. With the addition of a multi-modal transit station the neighbourhood will become better-connected to the City of Toronto, as well as the GTHA through GO Transit.

- Integrate transit modes through construction of a multi-modal hub, connect the TTC and GO Transit with cycling and pedestrian routes.
- Extend the West Toronto Railpath through the neighbourhood
- Create employment opportunities and improve neighbourhood food security with the construction of a greenhouse, community gardens and a public market.
- Increase greenspace by incorporating a linear park connected to the West Toronto Railpath.

VISION

Integrating transit with land-use in an attempt to better the current underutilised space at St.Clair and Weston is a major ideal. Growing new developments that are both profitable and sustainable is essential, ensuring that density and employment in the area increases in a logical manner. Overall, an attempt to create something that gives back to its direct surroundings and the city of Toronto as a whole should be achieved, connecting St. Clair and Weston with the rest of the city in a physical, ecological and economic way.

RAIL LINES

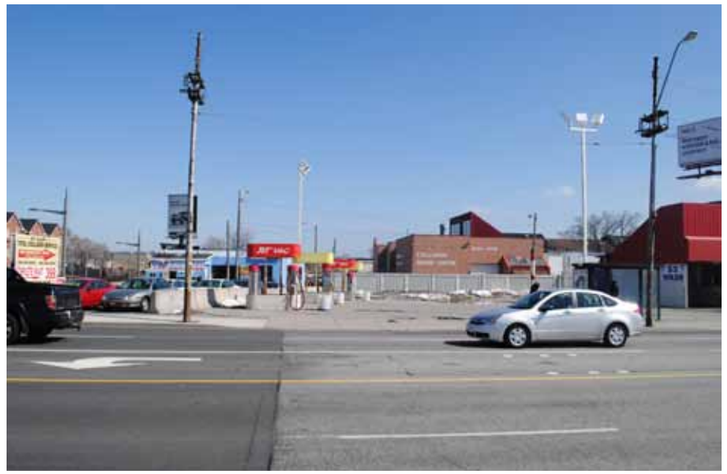


EXISTING CONNECTIVITY

The St. Clair and Weston neighbourhood is one dominated by automobiles. This is illustrated through a prevalence of big box retailers, auto-body shops, car washes, and used car dealerships. Overall, the neighbourhood is well connected within Toronto's public transit network; the 512 St. Clair streetcar providing the main link.

The reliance on the automobile is exacerbated by the lack of pedestrian and cycling connectivity. The Corridor is the primary source of this problem. Since crossing the Corridor is unusual except by motor vehicle, the two sides of the Corridor take on very different feels. As will be explained next in existing land-uses, the east side of the Corridor is still very much apart of the traditional 'high street', while to the west lies the big box and a New Urbanist style townhouse development. For cyclists, crossing the Corridor is perilous in the St Clair tunnel. The only existing bicycle infrastructure is the tail end of the Davenport bike lane, which ends at the intersection of Davenport and Old Weston Road. The TTC provides streetcar and bus routes in this neighbourhood.

The 512 St. Clair streetcar's terminus is located just west of the intersection of Keele & St Clair W, where it connects with the 71 Runnymede bus. The 41 Keele, 89 Weston, 127 Davenport and 168 Symington bus routes also pass through the neighbourhood, connecting with other parts of town. Most of these routes, however, do not connect each other at convenient transfer points and a trip to downtown's Union Station still takes one over 45 minutes during non-peak times. GO transit has no connections in the area and their trains pass through without serving local residents. By utilizing the Corridor, local residents could benefit from added connectivity to downtown, automobile reliance in the area could be reduced, and more active types of transportation can be encouraged.



Existing retail in the neighbourhood is mostly single-storey car-oriented businesses.

The Corridor acts a barrier for pedestrians and cyclists.

Pedestrian activity is only accomadated between auto-oriented uses.

Streetcar stop with no bus connection.

EXISTING CONNECTIVITY

PROPOSED CONNECTIVITY

With the addition of a central multi-modal transit hub, various bus routes, as well as the St. Clair streetcar line, should be rerouted to converge on a single point, allowing for easy connections from all directions and transit modes. The West Toronto Railpath, continuing its expansion all along the Corridor, will pass through the new station, providing enhanced pedestrian and cycling connectivity. The station itself will provide the neighbourhood with vastly improved connectivity to the downtown and the region as whole. Such an infrastructure improvement could provide the catalyst for lessening automobile-dependence in the area.

Accompanying the new station would be an enhancement of the active transportation options for the area. Through expanding the linear park north of St. Clair to the Railpath - and across it - additional pedestrian and cycling routes through the neighbourhood can be made available. Connecting the Railpath to existing bicycle lanes on Davenport Rd can improve integration with Toronto's bicycle path network. New crossings over the rail line, in the form of pedestrian bridges offer an alternative to crossing under the rail line on St. Clair Ave West, or at-grade on Old Weston Rd. These interventions to the rail corridor will make it less of barrier between the neighbourhoods, and connect communities that are cut off from each other.

New improvements include:

- Multi-modal transit hub, connecting GO, TTC, cycling and pedestrian routes.
- Expansion of the linear park, connecting it to the Railpath as well as neighbourhoods on the opposite sides of the Corridor
- Connecting the Railpath to Toronto's existing cycling network.

Multi-modal transit station.

Rail corridor for transport of goods and services.

Commuter rail station platform.

West Toronto Railpath.

PROPOSED CONNECTIVITY

EXISTING LAND-USE DESIGNATIONS

The St. Clair and Weston neighbourhood is currently undergoing major changes with regards to land-use. It is clear that the area suffers from the lack of a coherent land-use strategy. To the east of the Corridor, lies the traditional mixed-used 'high street' of St Clair Gardens. To the west, lies a recent big box development including all of the usual uses found in these power centres. Another development of this type has also been approved for the north side of St Clair as well. Meanwhile, lands which are adjacent to the Corridor itself range from an industrial rubber factory to medium-density New Urbanist-style residential development. It is clear from this inappropriate mixture, that the area is in need of an overall vision to create a better synergy between future land-uses.

The majority of residential uses in the area are in the form of single detached houses. New townhouse developments represent a step towards density levels that must not only be maintained, but increased. In terms of the 'high street' feel of St Clair, it is disrupted closer to the Corridor by the existence of single uses with small building footprints on larger lots. This trend is also present at the intersection of St. Clair and Weston, with automotive repair shops and car washes taking up large swathes of land. There also currently exists large tracts of land that lay vacant or underutilized.

In terms of parks, or other open space, the neighbourhood has little to offer. One positive, however, is the adaptation of a hydro-corridor to the north of St Clair into a linear park of pedestrian and bicycle path. This paths lead into a small community garden located near a popular flea market. It will be important, when suggesting new uses, that these assets are leveraged and built upon.

In sum, the St Clair and Weston neighbourhood more closely resembles Toronto's outer suburbs than the mixed-used downtown. Low-density residential has been complemented by big box types of development, and most businesses have more parking space than building footprint. Pedestrians are also quite rare compared with the Junction neighbourhood located less than a kilometre to the south.

The Big Box style of development style has taken advantage of the 'Employment' zoning. This development type not only threatens the 'high street' strip of St Clair on the other side of the Corridor, but can work to drive down wages for those working in the area.

An abrupt end to the St Clair 'high street'. Pedestrians are left to negotiate a narrow sidewalk which involves being exclusion one side and heavy vehicle use on the other.

Throughout the St Clair and Keele neighbourhood there exists large tracts of vacant land as well as vacant buildings. These lots in particular, which are both located close to the Corridor, represent the general antipathy that exists towards it.

EXISTING LAND-USE DESIGNATIONS

PROPOSED LAND-USE DESIGNATIONS

In order to create transit supportive densities, the proposed land-uses will take advantage of opportunities for infill and adaptive re-use. In doing so, a significant amount of density can be absorbed in this neighbourhood. Another way in which to promote the use of the transit station will be the configuration of the lands immediately adjacent to it. In order to make it a focal point for the surrounding neighbourhoods, the flea market currently located on the opposite side of St. Clair Ave should be relocated beside the proposed station and be expanded to include a farmer's market. This would represent a positive relationship between transit, and local business. Such a configuration could become a strong counterweight to the Big Box retailers on the opposite side of the Corridor. The expansion of the St. Clair 'high street' is also a proposed land-use change. In order to better serve the transit users and local businesses, replacing the existing fragmented, and pedestrian-unfriendly land-uses on the north side of St. Clair becomes a priority. Such an improvement would create a more rewarding atmosphere for pedestrians and an ideal location for restaurants and cafes. The expansion of the local park network is also called for. In extending the linear park to the Corridor and continuing on the other side, connections can be made amongst pedestrian throughways.

A final aspect of the proposed land-use changes are directed at creating employment opportunities which are more in line with trends in the global economy and certain environmental realities. The increasing popularity of urban agriculture in urban planning is an attempt to deal with the high energy requirements of food production and transportation systems. In order to introduce aspects of urban agriculture, two land-use changes are proposed for this node. The first is to take advantage of an existing community garden and expanding it to overtake the neighbouring industrial lands. In doing so, the linear park can be extended to the Corridor. In addition, neighbouring 'employment' lands which lie vacant to the south are proposed to become an urban greenhouse. It is proposed here that, through the creation of a public institution, a greenhouse could serve the dual purpose of producing food while educating the city on issues such as industrial food production and energy consumption. In summary, the land-use changes surrounding proposed to accompany the new St. Clair GO Station are intended to reinforce the transit and pedestrian-friendliness, incubate local business through the expansion of the St. Clair 'high street', and create employment opportunities which reflect the new realities of the 21st century.

New land-uses must provide transit supportive densities

The St Clair 'high street' should be extended to the Corridor in order to create quality pedestrian environments

Opportunities must be provided for post-industrial jobs and environmentally-friendly industries.

The public square would offer a neighbourhood gathering place.

PROPOSED LAND-USE DESIGNATIONS

EXISTING BUILDING TYPOLOGY

The existing building stock in the St. Clair and Weston neighbourhood is mainly a mixture of single-family semi-detached dwellings and low-rise manufacturing/industrial buildings. There are some three to four story mixed-use structures along St. Clair Ave W, but this gives way to low-rise big box retail establishments on the west side of the Corridor. A move towards high density has begun with the New Urbanist style of development that has recently happened adjacent to the Corridor. Overall, the existing building typologies are mainly low-density residential and low-rise industrial/commercial buildings with large footprints. The existing building typologies do not provide enough density to support a new GO Station. By taking advantage of the abundance of vacant lots, abandoned industrial buildings, and eliminating the incongruous nature of existing land-uses, the area could absorb a substantial amount of growth, making a new GO station a viable option.

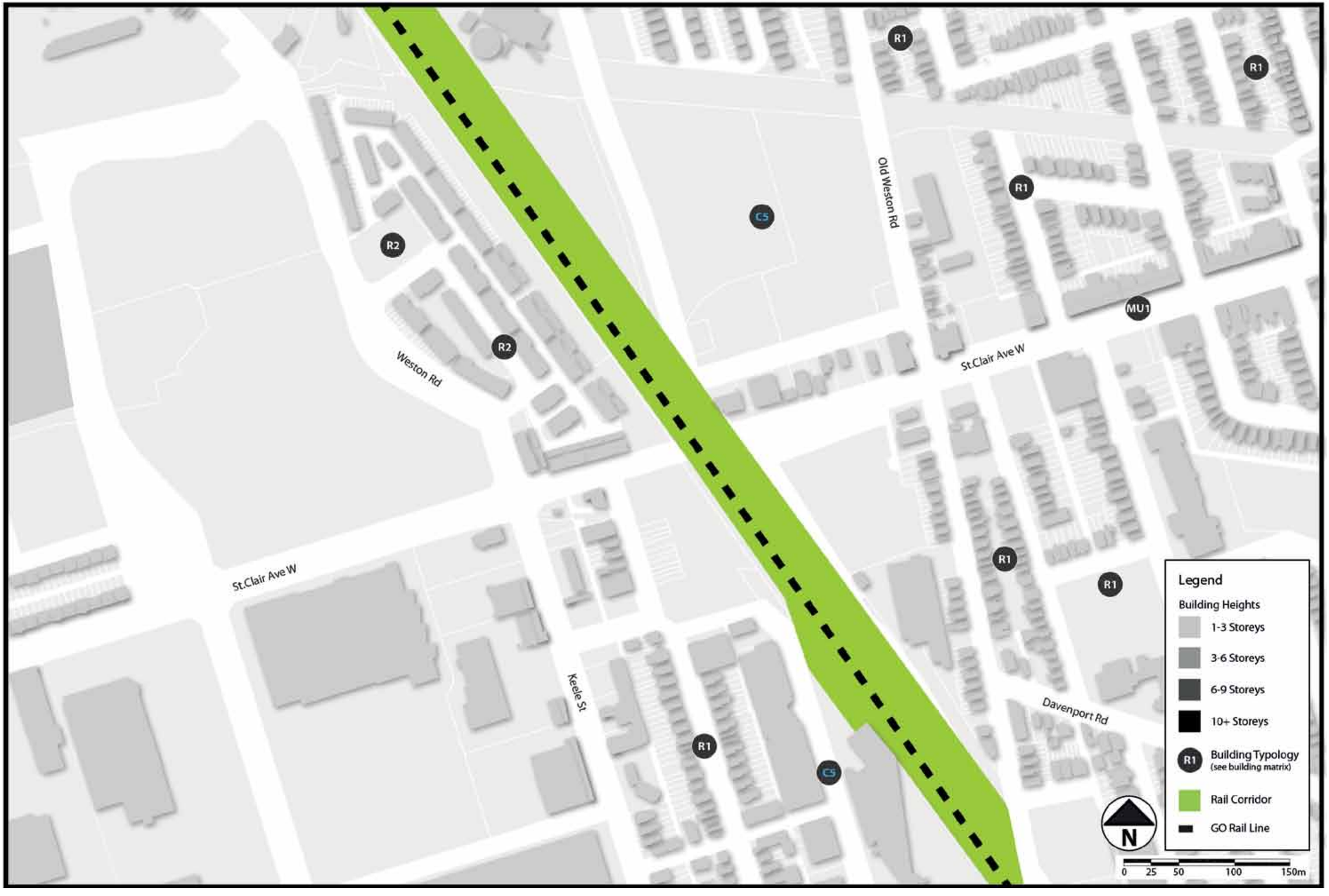
Semi-detached houses represent the dominant built form for residential land-uses in the area.

Many of the building types which line the Corridor represent its historical use as a centre for industry. While some of these uses are still present, much of the related employment has left the area.

This building represents the furthest west Mixed-use building typology along St. Clair Ave W and the beginning of industrial/ commercial single-use structures which culminate in the big box development opposite the Corridor.

Vacant lots and abandoned industrial buildings line the Corridor, often neighbouring residential land-uses.

EXISTING BUILDING TYPOLOGY & HEIGHT



PROPOSED BUILDING TYPOLOGY

The proposed building typologies for the St. Clair and Weston neighbourhood build on the transit-supportive nature of the proposed land-use. In creating a transit-oriented neighbourhood, the proposed building typologies reflect a future in which higher density and the mixture of uses are located within walking distance of the proposed St Clair GO station. This increase in density can easily be accommodated in the large swathes of vacant land and abandoned/underutilized industrial buildings which are currently prevalent in the area.

The abundance of mixed-use developments is intended to maintain existing employment lands as much as possible, while not compromising the ability of the node to absorb a sustainable residential population. While some employment lands have been sacrificed, the intensity of commercial activities has been increased in other areas of the node. The C5 designation is an example of this. The C2 designation on the adjacent map indicates lands set aside for a proposed greenhouse. Its proximity to the Corridor and St. Clair GO Station seeks to create a symbiotic relationship with the MU9 designation which is intended to function as a marketplace. Furthermore, the marketplace's frontage onto the Corridor itself allows for cyclist and pedestrian access. An additional benefit of having the greenhouse located along the Corridor is that it provides an interesting view for rail passengers going to and from the airport.

As a mid-rise, mixed-use building, the St. Clair GO Station could potentially house retail and office uses. Adjacent to it, medium and high density residential designations can provide a sizable number of residences in very close proximity of the node, supporting the transit station while providing activity for the commercial aspects of various mixed-uses. These will also eliminate the current incongruous nature industrial uses next to residential neighbourhoods. The mixed-use designation adjacent to the node will house additional employment, again intensifying this use. Overall, the main goal is to substantially increase the density of the node, while rectifying inconsistencies in current land-uses.

The train and market station will become the centre of the neighbourhood and provide a connection to the wider city.

The proposal of a farmers' market is intended to build upon the agricultural theme of the greenhouse, while providing a counterweight to the big box retailers in the area. It would also serve as a vital amenity for the passengers of the transit station.

The proposed greenhouse could create a unique sense of place, as well as draw visitors from other parts of the city. It could also create the first real precedent for agriculture in the city.

MIxed-use buildings will provide both residential and commercial space.

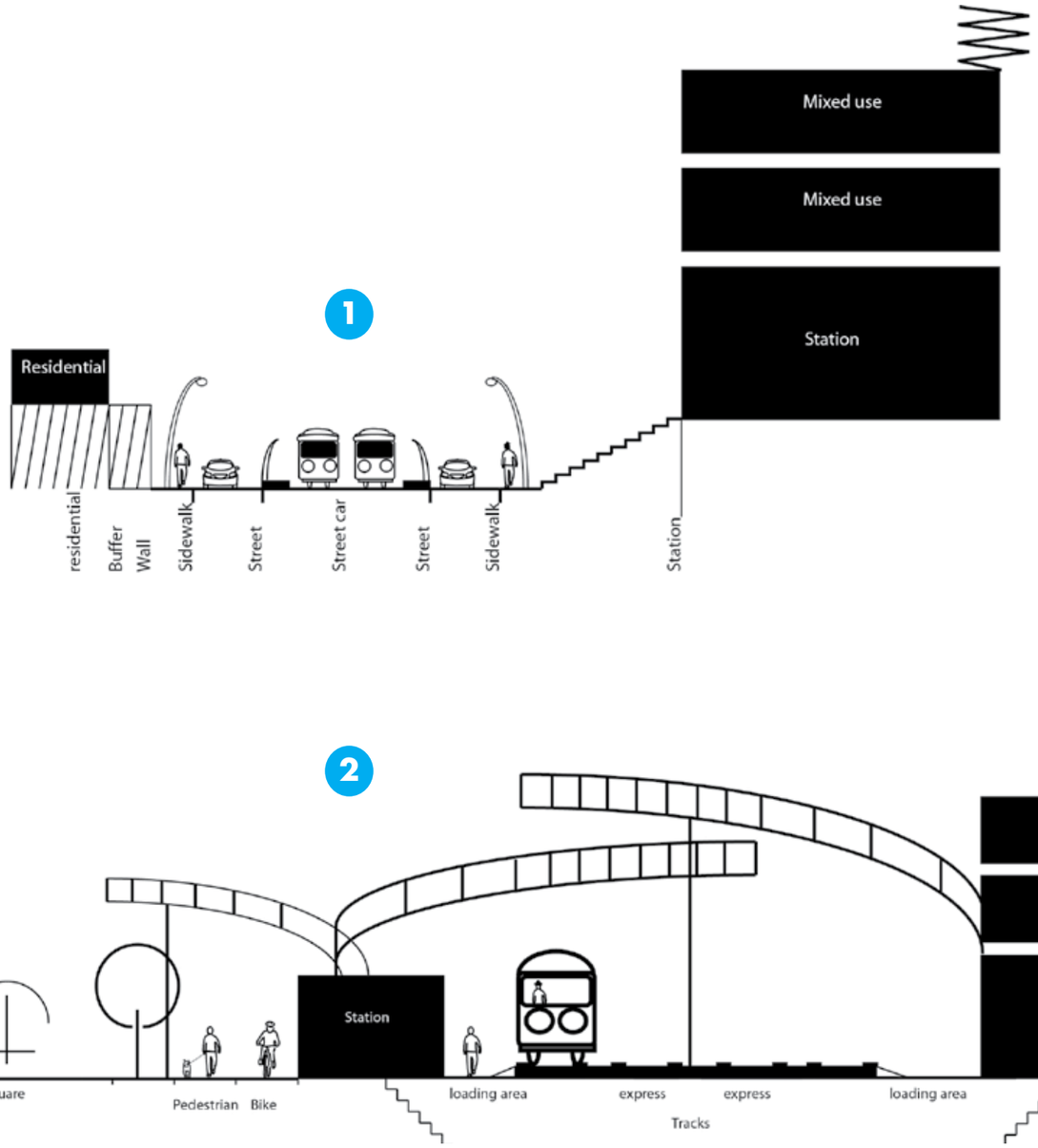
PROPOSED BUILDING TYPOLOGY

SITE PLAN

The Site Plan for the St. Clair and Weston neighbourhood demonstrates a commitment to creating a more transit-oriented and pedestrian-friendly environment. It also demonstrates where substantial amounts of growth could be absorbed within existing vacant and abandoned lots. Furthermore, through the creation of a St. Clair node, the automobile-dependence of the neighbourhood could be greatly reduced. Connections have been made to allow for easier pedestrian and cyclist access across the Corridor, and public transit service to Toronto's downtown has been greatly enhanced.

The Site Plan also displays a much more harmonious relationship among land-uses than is currently enjoyed. In changing the nature of the existing 'employment' lands, and by extending the St. Clair 'high street' all the way to the Corridor, the pedestrian experience can be significantly improved. Also, through intensifying the vacant lots with new, denser building typologies (projected to create space for an additional 3650 residents in the area), the area becomes attractive for high level transit service.

Finally, the idea to create a centre for food production stems from the overarching goal of creating a more resilient city. "Locally grown" takes on a whole new meaning when vegetables are produced right in the neighbourhood. The greenhouse and community gardens, as well as their associated uses such as the farmers' market, could set a precedent for Toronto. Their location in close proximity to a transit node, high density residences, and an expanding mixed-use 'high street', provide an exciting new type of neighbourhood and a more self-sufficient urban form.




C2
R3
R6
MU6
MU4
MU5
MU7
R5
Old Weston Rd
Weston Rd
St.Clair Ave W
Keele St
Davenport Rd
1
2
Legend
Public Space
Soft Space
(Parks, soccer field)
Hard Space
(Public square)
Pedestrian Bridge
Pedestrian Path
Bike Path
Public Transit
Proposed
Mixed Use Areas
Proposed
Apartment
Neighbourhood
R1
Building Typology
(see building matrix)
GO Transit Station
Rail Corridor
GO Rail Line
N
0 25 50 100 150m

SITE PLAN


DENNIS SUPER MARKET
Kodak
Provisions Inc.
Mount Dennis
WESTON RD
Photography Dr
552
557

EGL &
WSTN

INTRODUCTION

The Eglinton and Weston Node contains a number of excellent opportunities for multi-modal transit connections with the intersection of the proposed Eglinton LRT line and the CGeorgetown GO line. Using these forms of transportation, people can be brought into the area more effectively, providing sufficient development potential. The Kodak lands were once the heart of the Eglinton and Weston neighbourhood which created employment opportunities for the area as well as economic activity along the Weston Road 'high street'. Employment will be brought back into this area through redevelopment of the Kodak Lands as well as improved connectivity throughout the Kodak Lands and the Corridor. Attention is paid to the surrounding residential, mixed-use and industrial land-uses. Areas of redevelopment are appropriately placed to accommodate for these land-uses, promoting a prosperous and healthy community.

Development goals include:

- Maintain employment lands in the area;
- Increase connectivity and pedestrian flow along Weston Rd. 'high street';
- Create an effective street network and land-use pattern for Kodak Lands;
- Encourage alternative transportation methods for residents.

VISION

Transforming the Kodak Lands back into an employment engine, through preserving the neighbourhood's rich history, maximising current employment land-use designations and reconnecting the community through the Railpath.

BUILDING 9


N

EXISTING CONNECTIVITY

Current transportation infrastructure, services and connections are limited to and from the Eglinton & Weston Node. It is the least accessible Node along the Corridor, with a number of connectivity issues associated with its current condition. Pedestrian access to the site is restricted, having no pedestrian crossing connections to Weston Road. There are currently four pedestrian stairways located at the Eglinton Avenue Georgetown South rail bridge. The underpass serves as a link to the site along Eglinton Avenue for persons travelling between Weston Road and Black Creek Drive. Pedestrian routes from the surrounding road network, such as Photography Drive, are not fully connected to the site with pedestrian and vehicle access. The West Toronto Railpath is not connected to this area and bicycle related infrastructure has not been developed.

Currently, there is not a road network or infrastructure permitting vehicle traffic to and through the site. The Corridor acts as a barrier, closing all local streets from Weston Road to the site. The TTC and GO do not service this site. Only TTC buses serving arterial and secondary roads around this Node are in operation, which include: Weston Avenue, Eglinton Avenue, Ray Avenue, Industry Street and Black Creek Drive. The nearest Corridor GO station is located at the intersection of Weston Road and Church Street. It is important to note that the proposed Eglinton LRT line is expected to end at Black Creek Drive and will directly increase pedestrian and vehicle traffic to the area. All future transportation infrastructure will need to strengthen existing connections, integrate local transit service and re-orient pedestrian and bicycle traffic along the Corridor. In order for land-uses to be developed and maximized, the future pedestrian, vehicle and bicycle linkages must be improved.

Key Points:

- The least accessible Node along the Corridor.
- Pedestrian and bicycle connections do not exist.
- No pedestrian crossing to the surrounding neighbourhood.
- Railpath does not extend to site.
- Immediate site not serviced by GO or TTC.
- Corridor acts as a barrier to pedestrian, bicycle and vehicle traffic.

An existing rail bridge over Eglinton Avenue, pedestrian stairway is shown in top left corner

Photography Drive, existing right of way connection leading to the Kodak Lands

Dead end on a local residential street facing the Corridor and Kodak Lands

Current dangerous crossing of the Corridor

EXISTING CONNECTIVITY

PROPOSED CONNECTIVITY

The following section will outline all proposed infrastructure improvements, along with a rationale. Encouraging alternative forms of transportation for residents will be achieved through the proposal of two pedestrian bridges. The first bridge will connect to Weston Road and the second will connect to Photography Drive, expanding the West Toronto bicycle path and developing a complete road network within the site. The two pedestrian bridges will redirect persons away from Eglinton Avenue and the vehicle-oriented underpass to either the Kodak Lands or the commercial area to the northwest. Anchoring this development will be a new GO station as indicated on the Proposed Connections Map. This station will act as a multimodal transportation hub for regional bus service as well as a destination point for pedestrian and bicycle connections. The pedestrian overpass at the new GO station will allow transit riders and area residents to access Weston Road directly from the Kodak Lands and help to further develop the street as a destination and commercial strip. Expansion of Photography Drive will connect the GO station to the site and permit the intensification of a range of new developments and mixed-uses. Developing pedestrian-oriented mobility routes within this area can be achieved from these proposed connectivity linkages. Central to this plan is the expansion of the West Toronto Railpath, which will help open the Corridor to the Kodak Lands. Infrastructure improvements will permit development to face the corridor as opposed to away.

Key Points:

- Infrastructure supporting future growth and improving accessibility and mobility to and from the site.
- Pedestrian crossings will increase pedestrian traffic along Weston Road and redirect persons away from Eglinton Avenue rail underpass.
- Extension of Photography Drive will permit mixed-use development to face the Corridor as opposed to away.
- GO station will be strategically located to act as a gathering place/ destination for persons on Kodak Lands, Weston neighbourhood and West Toronto Railpath.

An example of a pedestrian bridge envisioned for the Kodak Lands

Weston Road developing into a "high street" with increased commercial and pedestrian activity

An example of what the Railpath could look like extending over Eglinton Avenue and continuing through the Kodak Lands

Cyclist enjoying the extended bicycle path

PROPOSED CONNECTIVITY

EXISTING LAND-USE DESIGNATIONS

The Eglinton and Weston Node resides in an area with a large amount of opportunity given its existing land-use designations. Central to the Node, one sees the remnants of the once Kodak Lands. This brownfield is designated as employment lands, and is situated conveniently along the Corridor. The City of Toronto conducted an employment lands survey that outlined the Kodak Lands as suitable for institutional land-uses. Other land-uses include a concentration of industry to the north of the Kodak Lands and residential to the east and southeast. Weston Road has an interesting number of land-uses that include: residential, commercial, employment, as well as mixed-use. It is important that this sort of concentration of land-uses along Weston Road lends itself to the focus and intensification of Weston Road as a 'high street'.

It is also important to note that the Eglinton LRT line will be cutting directly through the Node, creating great opportunity for transit and mobility connections at this hub. Metolinx has declared Black Creek Drive at Eglinton Avenue as a potential node for a mobility hub. There are numerous indications of people crossing the rail tracks via a path to get to the No Frills across the tracks. This self created path is a safety issue, instituting a need for an intervention to mediate this problem. Other surrounding land-uses include a considerable amount of green and natural space, including the Eglinton Flats to the west. Residential components can be found along the west section of the Corridor, which includes two residential apartment towers situated within low density residential neighbourhoods.

Major existing land-use findings identified include:

- The Kodak Lands are a large opportunity for brining employment back to the area, as well as paying homage to the neighbourhood's history.
- There is a considerable 'high street' that has been established along Weston Road that, given more pedestrian and transit activity, could begin to flourish as its own entity.
- The Corridor running through the Node creates an excellent opportunity for multi-nodal transportation by way of an extended bicycle path, GO service, as well as connections to the Eglinton LRT.

Kodak Lands

Weston Road

The Corridor currently

Existing Apartments

EXISTING LAND-USE DESIGNATIONS

PROPOSED LAND-USE DESIGNATIONS

Given the Kodak Land's large size, its previous zoning as heavy employment, future land-uses will be scaled back to introduce a mixed-use component along the proposed extended Photography Drive. This designation will attempt to embrace the Corridor and activities along it, including the extension of the bicycle path.

The Kodak Lands will be introduced to a street network that allows for a phasing of three levels of buffering zones ranging from mixed-use, institutional uses, finishing with a ring of light employment. This is done to accommodate existing industrial facilities to the north of the site, as well as a required TTC rail yard to be placed along Black Creek Drive and Eglinton Avenue. Intensification of Weston Road's established 'high street' will be executed with the introduction of a pedestrian bridge at the end of Hollis St. to help improve pedestrian activity and flow along the 'high street' to the designated Eglinton LRT stop.

The only remaining building from the Kodak Lands will be part of an adaptive re-use project that will feature an addition onto the existing building. These combined buildings will be used as a community centre and pay homage to the history of the community, as well as serve an important function for the community's future. The introduction of a mixed-use component will extend the notion of a 'high street' across the proposed pedestrian bridge into the newly developed Kodak Lands. Likewise, the mixed-use along the extended Photography Drive will serve a similar function, creating an interesting interaction between the streetscape, Railpath, and the Corridor.

Primary goals of the proposed land-uses include:

- Maintain employment lands in the area;
- Increase pedestrian flow along Weston Road 'high street';
- Create effective street networks and land-use patterns for the Kodak Lands;
- Encourage alternative transportation methods for residents;

Pedestrian 'high street'.

Community Centre

Bike Path extended along the Corridor.

Employment lands featuring office space and light manifacturing.

PROPOSED LAND-USE DESIGNATIONS

EXISTING BUILDING TYPOLOGY

Currently, the Eglinton Ave. and Weston Rd. neighbourhood is comprised of low rise, low density, single-family detached homes. There is only one abandoned low-rise commercial building directly located on the Kodak Lands. This designated heritage building is approximately four stories high, and has been identified as an adaptive re-use opportunity. Bordering the northeast corner of the Kodak Lands and located along Ray Ave., are a diverse mix of low-rise manufacturing and processing facilities. This clustering provides a range of employment and social services to the immediate and surrounding community. Located further west of the Kodak Lands is Weston Rd, which is dominated by low-rise commercial and mixed-use buildings. In relation to the Mount Dennis community, this area serves as a high street, boasting a number of local restaurants, commercial services and retail shops. At our nodal intervention level, this area has been identified as becoming a more pedestrian-oriented commercial strip. Located within this area are two ten-story apartment buildings. These buildings are the tallest structures within the immediate community and act as way finders and landmarks within the area. Continuing southeast along Weston Rd. the area continues to be comprised of low-rise commercial and mixed-use buildings. It is important to note that along this section of Weston Rd. many residents have occupied the lower level floors of these commercial/ mixed-use buildings for residential use. Since the closing of the Kodak factory, this area has experienced a steadily decline in commercial activity and business. Located north-west of Weston Rd., directly abutting Eglinton Ave, is a mix of low-rise commercial, single-family and low-rise residential structures. All structures do not exceed three stories while a number of low-rise residential units have restrictive front yard access and a deep setback from Eglinton Ave. Neighbourhood density and height levels can be characterized as below average when compared to other nodes along the Corridor.

Photograph of one of the two, ten story apartment buildings located in the area

Current condition of the only reaming building directly located on the Kodak Lands

Weston Rd. current commercial/ mixed-use building stock

Existing building typologies on Weston Rd.

EXISTING BUILDING TYPOLOGY & HEIGHT

PROPOSED BUILDING TYPOLOGY

With the large brownfield site present at Eglinton and Weston on the Kodak Lands, one sees an enormous opportunity for redevelopment. This site was once the heart of the Eglinton and Weston neighbourhood, providing jobs to the surrounding community, and economic prosperity to the once thriving commercial strip along Weston Rd. The only remaining structure of the Kodak Factory is an excellent candidate for adaptive re-use, and has the potential to serve a function related to community gathering given its ties with this node's history. Concentration on infill will be placed on the remaining area of the Kodak Lands as well as an adjacent property to the northwest of the Kodak Lands. Given this area's industrial use to the north and residential to the south, the Kodak Lands present an interesting opportunity for redevelopment opportunities.

Priority for redevelopment areas include:

- Creating an appropriate buffering system for industry and proposed TTC rail yard in proximity.
- Adaptive re-use of only remaining Kodak Land's building.
- Maintain 'employment lands' designation and develop accordingly.

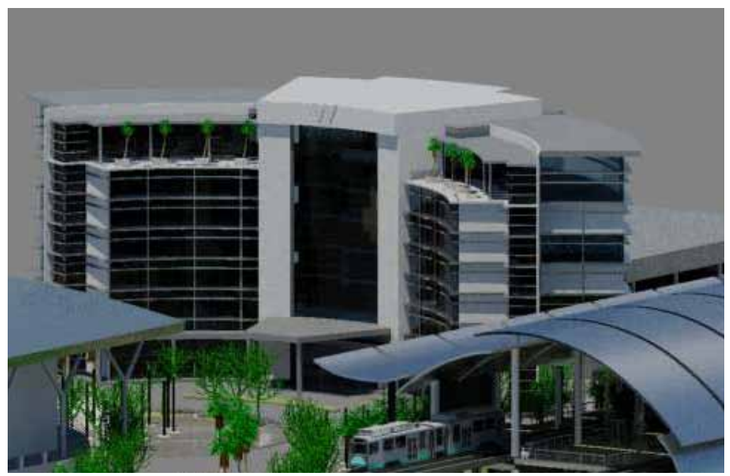
Three building typologies are proposed for the Kodak Lands: The outer shell of the Kodak Lands redevelopment is located between the future TTC rail yard, existing development along Ray Ave and Industry St. The area will contain commercial and light industrial buildings ranging from 5 – 8 storeys. The second layer in the buffering zone is seen at the center of the Kodak lands. This area will introduce smaller scale manufacturing facilities ranging from 3 - 4 storeys. Another building typology seen in this second buffering zone is mid-rise office buildings ranging from 5 – 10 storeys. The office use will allow a more competitive technologically bas

The core of the Kodak Lands redevelopment contains a string of mixed-use buildings ranging from 2 – 8 storeys, relative to their proximity to the second layer. This area also introduces a community centre addition onto the existing Kodak Lands heritage building. It is important to note at the core of this redevelopment is the transit station that allows for persons to travel to their homes, places of work, or shopping areas with ease.

These mid-rise manufacturing facilities are capable of producing a variety of goods, while acting as a buffer to the inner levels of use seen in the Kodak Lands.

Mixed industry to locate in this area, creating opportunity for a wide range of employment potential. This use allows a more gentle and gradual transition to the final area adjacent to the proposed Railpath and GO station.

MIxed-Use Community



Proposed Transit Station example

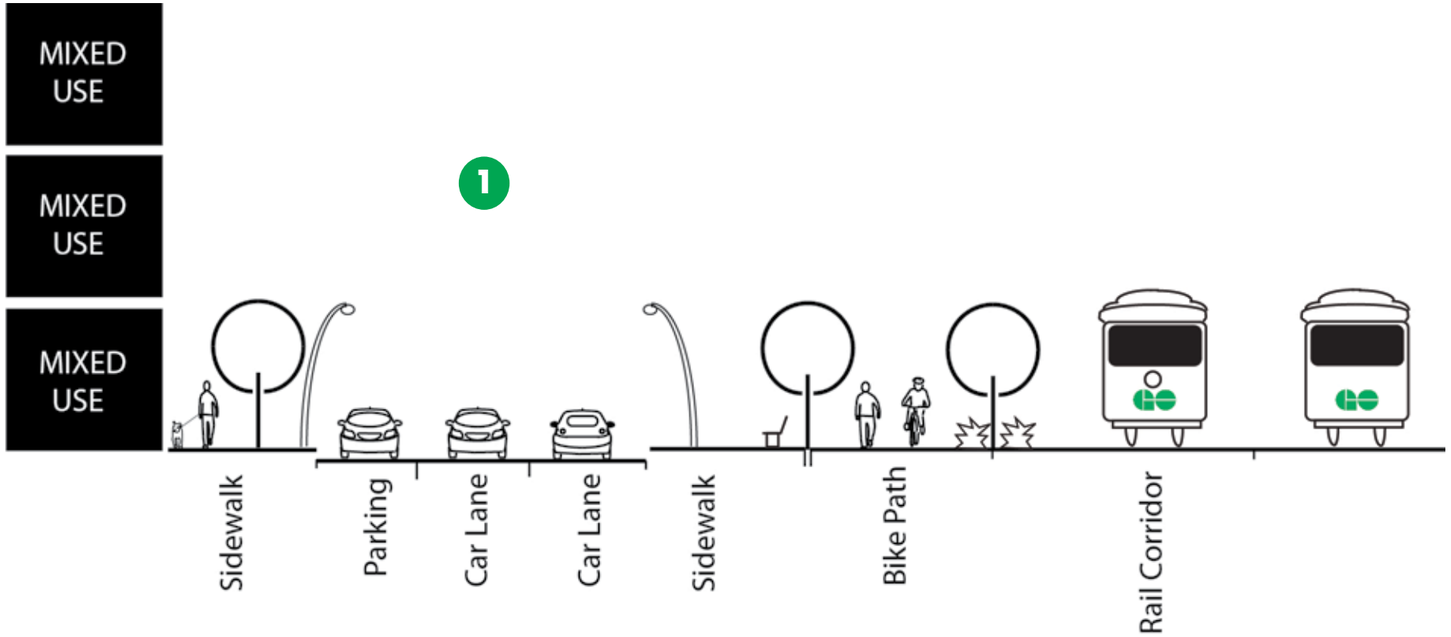
PROPOSED BUILDING TYPOLOGY

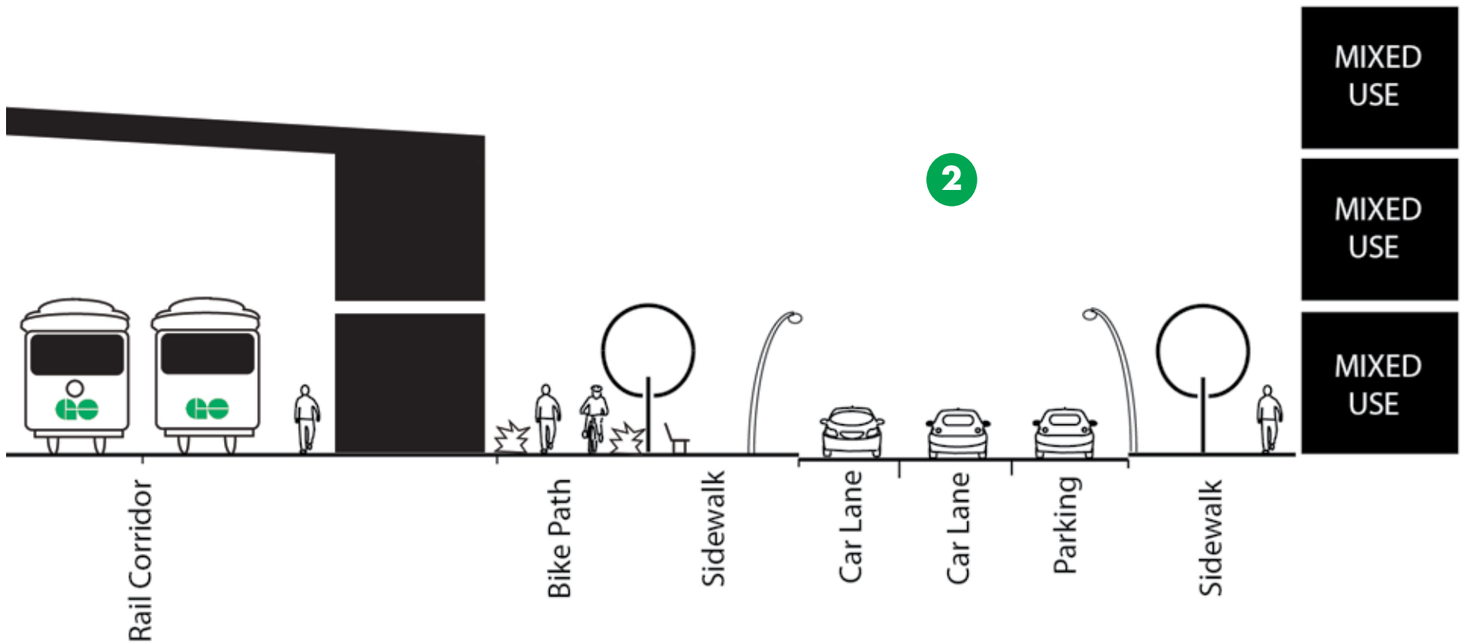
SITE PLAN

The site plan for the Eglinton and Weston Node combines proposed land-use plans in conjunction with connectivity strategies to capitalize on existing features of the Node. Focus has been placed around the proposed GO Station, which is located where both the Corridor and Kodak Lands meet. A street network has been introduced into the Kodak Lands to allow for improved connectivity within the site. There have been three areas established within the Kodak Lands to ensure a healthy barrier from industrial uses seen to the north of the area. These three buffer areas include a light industrial ring, office space, and a core of mixed-use, creating a high street in the area. A pedestrian bridge has been added to increase pedestrian flow across the Corridor and improve the 'high street' along Weston Road. The Corridor has been embraced as the extended Railpath will be overlooked by a mixed-use 'high street' along the extended Photography Drive. The Eglinton and Weston site plan maintains the area's employment lands designation while creating an area for people to live, work, and play.

Key Points/Policy

- Keep employment lands designation and bring employment to the area;
- Introduce a mixed-use component to the Kodak Lands;
- Improve connectivity and linkages through the Kodak Lands and across the Corridor;
- Create a vibrant community that embraces the Corridor






C8
C5
C6
MU2
MU4
MU9
C3
Industry St
Ray Ave
Black Creek Dr
TTC
Rail Yard
Photography Dr
Eglinton Ave W
Weston Rd
Hollis St
Fergy
Brown
Park
1
2
Legend
Public Space
Soft Space
(Parks, soccer field)
Hard Space
(Public square)
Pedestrian Bridge
Pedestrian Path
Bike Path
Public Transit
Proposed
Right-of-Way
Proposed
Mixed Use Areas
R1
Building Typology
(see building matrix)
GO Transit Station
Rail Corridor
GO Rail Line
N
0 25 50 100 150m

SITE PLAN


10 Diamond
DUET
$125.00
Weston
CREDIT JEWELERS
HAKIM OPTICAL
TOM'S VARIETY
PETER'S
FRONTLINES
PORTING THE WESTON COMMUNITY SINCE 1907
Cruickshank Park
GREENLAND FARM SUPERMARKET
Welcome to
WESTON VILLAGE
Shop Smart, Shop Local, Shop Weston.
WESTON PUBLIC
LIBRARY
Squibb's
COMMERCIAL STATIONERS
GEORGE BROWN
COLLEGE
560

LWR &

WSTN

INTRODUCTION

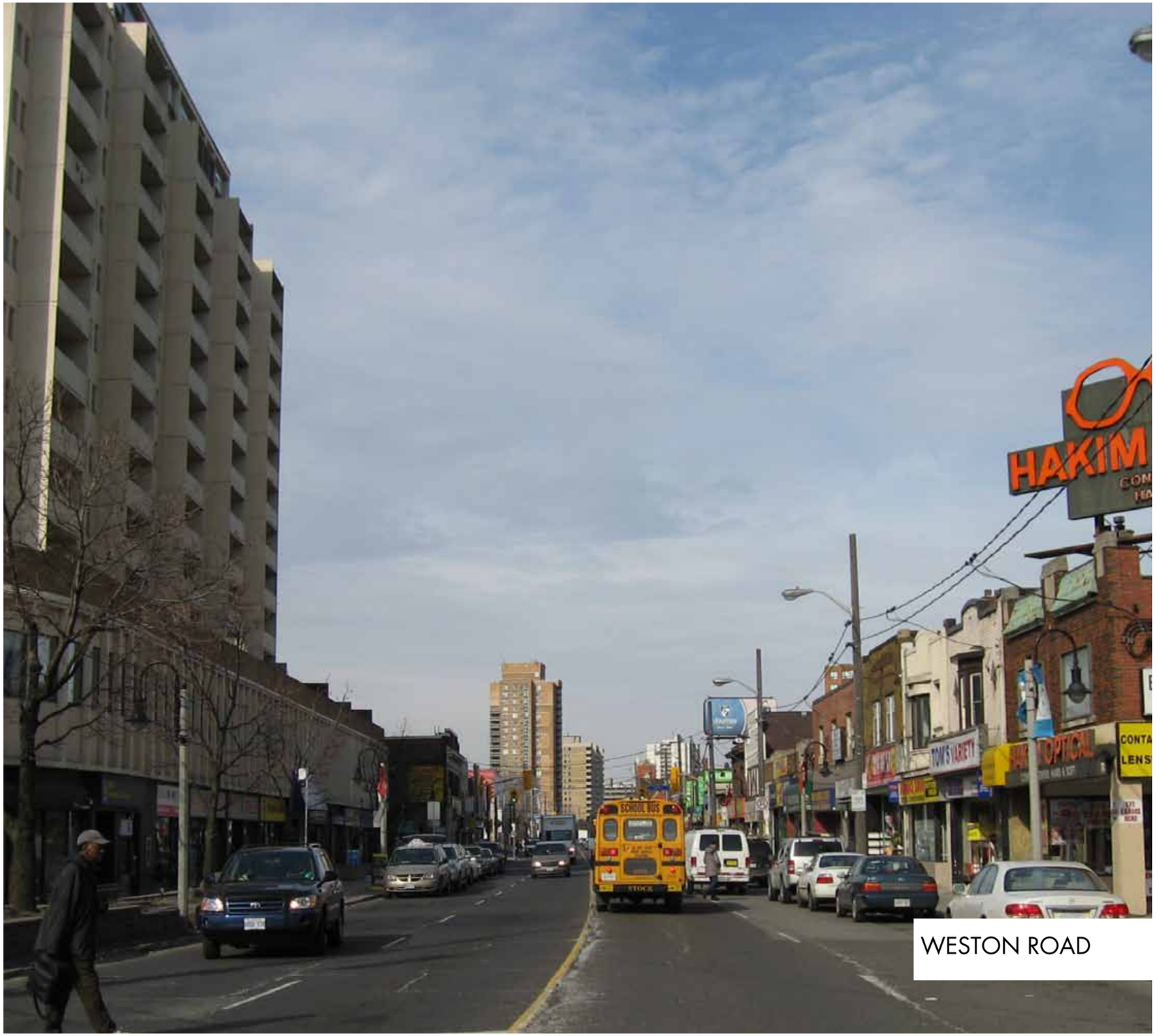
Building on the strong foundations within the Weston Village community, revitalisation will occur and address issues of low investment, few employment opportunities, and a lack of connectivity. Vacant, abandoned and underutilized lands, primarily along Weston Rd., allow for expansion and regeneration of the 'high street' and development of a town centre. Increased connectivity with the City, and particularly with residential neighbourhoods across the Corridor, will draw in community and retail activities, creating incentives for investment along the 'high street.' Through the intensification of remaining areas, especially employment lands, Weston Village will create conditions favourable for business expansion and local job growth. Employment opportunities also lie in the possibilities created with tower renewal programs, other emerging energy-related industries and synergy with a potential post-secondary education institution. These interventions will allow Weston Village to reclaim its lost vibrancy and ensure that future generations will experience enhanced living, working and recreation opportunities

Development goals include:

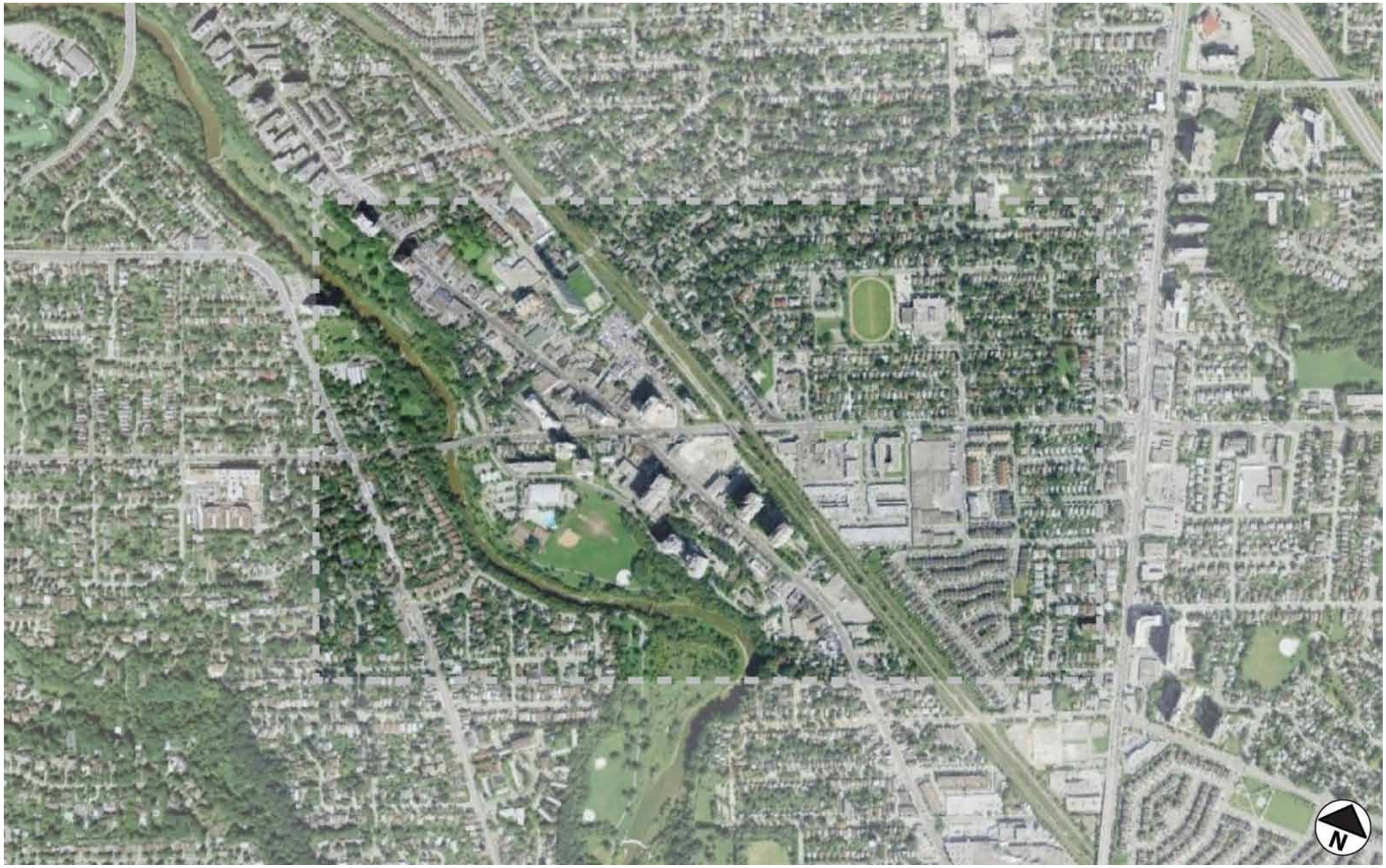
- Revitalisation and expansion of the 'high street';
- Development of a town centre;
- Increased connectivity with pedestrian bridges, a multimodal transit hub and the Railpath;
- Intensification of employment lands to take advantage of the growing opportunities in urban redevelopment and to accommodate job growth;
- Creation of necessary conditions to attract an interested post-secondary educational institution.

VISION

Revitalising Weston Village through redevelopment along the Corridor that encourages increased employment opportunities, re-establishes the 'high street,' and fosters prosperity and diversity in a vibrant neighbourhood.



WESTON ROAD


N

EXISTING CONNECTIVITY

In comparison to the most southern Nodes, Lawrence & Weston is poorly connected to the city's transportation infrastructure. Currently there are several TTC bus routes serving the neighbourhood an surrounding area. GO Transit also provides infrequent and irregular commuter rail service from the Weston GO Station to Union Station and Georgetown GO Station. There is a walking and cycling path running along the Humber River. With the large population living within a short walking distance of the current GO Station location (GO Transit plans to move it immediately south of Lawrence) and even more residents only slightly further afield, this level of transit service appears insufficient to meet the current needs of transit users and to encourage adoption by non-transit users. Within the Node itself, connectivity across the rail lines is good north of Lawrence, but non-existent to the south and thus there is a need for pedestrian bridges to ensure the safety of pedestrians that currently cross the tracks illegally at grade. The planned John Street pedestrian bridge to be built over the soon-to-be buried GO rail line (as planned by GO Transit) is insufficient in its current conception in which it will only cross half of the rail corridor (over the GO line). This will deposit pedestrians walking to Rosemount Avenue directly in front of the other rail line (used by extremely long freight trains), which could potentially pose a great inconvenience or safety issue. Finally, the increasingly popular Railpath to the south does not extend to this Node, nor does it connect with the path along the Humber River. This decreases the ease and attractiveness of cycling to and from the Node.

Key points:

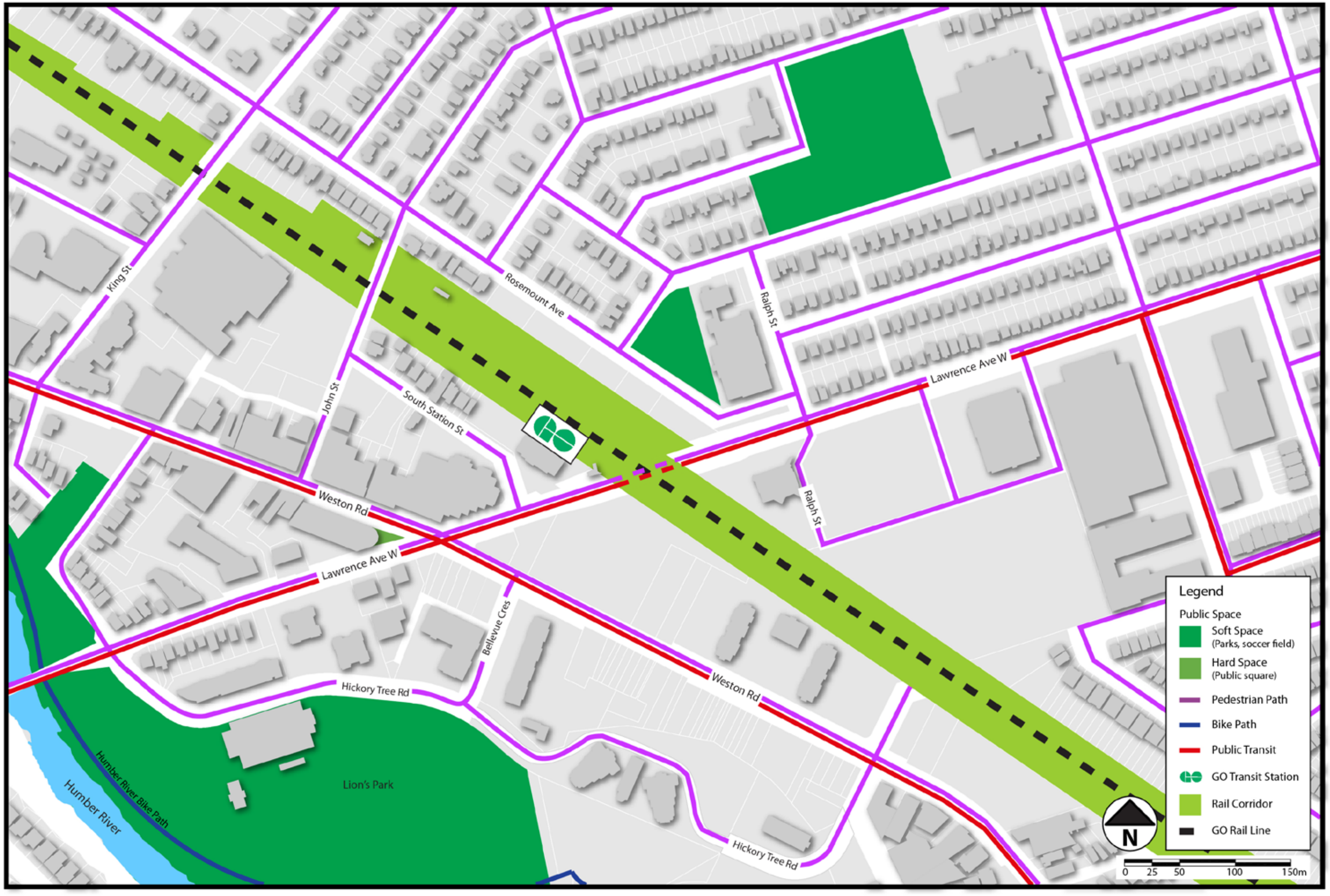
- This Node is the least connected to public transit along the Corridor.
- The level of service does not reflect the population in and near the Node, nor can it attract many new users.
- Connectivity across the rail lines is non-existent to the south of Lawrence; pedestrian bridges are needed.
- The planned pedestrian bridge at John Street is not designed around the needs of pedestrians.
- The Railpath does not extend to the node.

The infrequent and irregular GO service here at the Weston GO Station (looking northwest) is representative of a level of transit service that does not reflect the population.

The proposed John Street bridge will deposit pedestrians in this inter-rail zone.

Pedestrian connectivity across the rail lines south of Lawrence is non-existent and leads to common, yet illegal and dangerous at grade pedestrian crossing.

The Humber River Bike Path looking south at Cruickshank Park. The West Toronto Railpath, however, does not reach Lawrence & Weston.



EXISTING CONNECTIVITY

PROPOSED CONNECTIVITY

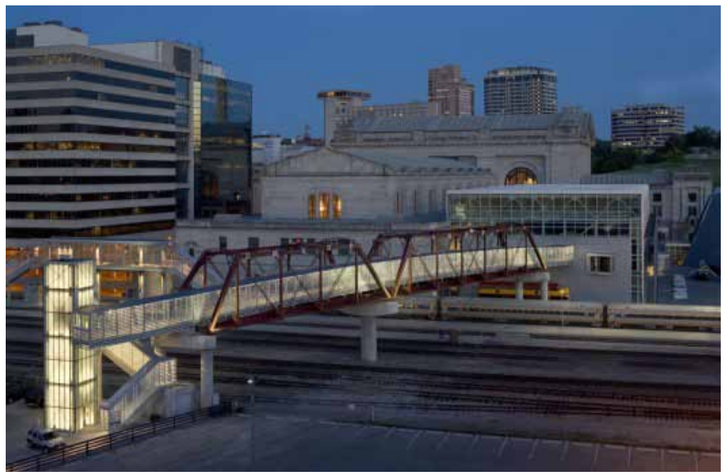
Already the Weston GO Station (and parking lot) is planned by GO Transit for relocation to the unoccupied site of the former CCM factory. This relocation fits well with the Vision detailed in this document, however it can and should be a catalyst for the redevelopment of the CCM site into more than the commuter parking lot as currently conceived. This station will also provide TTC service to the numerous bus routes servicing the Node, which may include routes that currently serve nearby areas but not the Node itself. The Railpath will extend northwards to this station and connect with the Humber River Bike Path. Pedestrian access will also include a bridge to Ralph St. These changes, additions and improvements to the rail, bus, cycling and pedestrian infrastructure will ensure the following; alternative forms of transportation lie at the heart of the Node, an ease of transfer between all modes of travel, access to these modes is easy and convenient for all, current users experience an improvement in mobility, and non-users adopt these modes. Additionally, the John Street pedestrian bridge will cross all rail lines to ensure that pedestrians and cyclists avoid any inconvenience or danger that crossing only one line may cause. John St. will also be permanently closed to vehicular traffic in order to facilitate a vibrant street life, encourage the movement of pedestrians from the east side of the Corridor to Weston Rd. and accommodate temporary expansions of the farmer's market and town square activities. Finally, a pedestrian bridge at Wright Ave. will provide further connectivity across the rail lines.

Key points:

- Relocation of Weston GO Station.
- Development of a multi-modal transit station incorporating rail, bus, cycling, walking and also automobiles.
- Easy access to the station, including extending the Railpath and a pedestrian bridge to Ralph St.
- The John St. pedestrian bridge crossing all rail lines and an additional pedestrian bridge at Write Avenue.
- The closing of John St. to vehicular traffic.

GO Transit plans to relocate the Weston GO Station here immediately south of Lawrence to the former CCM site.

The new station, in the Vision presented in this document, will be a multimodal transit hub.



The Ralph St. bridge will connect directly to the multimodal transit station and like all other pedestrian bridges cross all rail lines.

The Railpath will extend north to the new Weston GO Station and then connect with the Humber River Bike Path.

PROPOSED CONNECTIVITY

EXISTING LAND-USE DESIGNATIONS

Existing land-uses in and around the Lawrence & Weston Node are reflective of the area's historic function as town centre and continued use as a 'high street'. Low-rise, mixed-use and commercial buildings dominate the core, particularly on Weston Rd. north of Lawrence Ave. Currently, many of these buildings exhibit under utilization and investment, thus negatively impacting the attractiveness and dynamism of the Node's street life. It is important to note a large empty lot, the former CCM factory, which effectively kills the 'high street' feeling along Weston Rd. south of Lawrence Ave, but provides a greater opportunity for community redevelopment. A similar site exists with an empty big box store existing further south on Wright Ave. The core of the Node is comprised of primarily aging high-rise residential buildings, which creates a large local community and ensures a significant local demand for services, transit and employment. Additionally, single-detached residential neighbourhoods surround the core in all directions and complement this community and demand. Employment lands are present along the east side of the rail line, but are currently limited to low-rise office and employment buildings, dominated by parking space and as such are not meeting their full potential as vibrant sources of local employment. The recreational spaces centered on the Humber River and Lion's Park are exceptional amenities and are the node's most prominent open space features.

Key point:

- The 'high street' feeling remains north of Lawrence, but suffers from under investment.
- The CCM site kills the 'high street' feeling south of Lawrence, but is a major redevelopment opportunity.
- A large populationally locally, and nearby, ensures demand for services, transit and employment.
- Employment lands are largely underutilized.
- Recreational spaces are exceptional.

GO Transit plans to relocate the Weston GO Station here immediately south of Lawrence to the former CCM site.

The new station, in the Vision presented in this document, will be a multimodal transit hub.

The numerous mid- and high-rise residential buildings visible here are representative of the core of the Node and house a large local population.

The skate park seen here is one example of the great recreational space available in the Node.

EXISTING LAND-USE DESIGNATIONS

PROPOSED LAND-USE DESIGNATIONS

Most land-uses currently in and around the Lawrence and Weston Node are appropriate. The only major change in use will take place on Weston south of Lawrence where mixed-use lands will extend south: on the west side to Hickory Tree Rd. and on the east side somewhat further, but ending before Victoria Ave. East. This change will not only acknowledge the mixed-use currently in place on the west side, but will facilitate further mixed-use redevelopment and intensification. On the east side, this change will accommodate mixed-use infill between two large 'tower-in-a-park' residential buildings and the redevelopment of under utilized and abandoned lands. These changes will ensure the full expansion of the area's 'high street' south of Lawrence and thus a vibrant street life not only to the north but also to the south of the proposed multimodal transit hub. Other noticeable changes include: increasing the intensity of uses throughout the core of the Node and in the employment lands to the east of the rail lines to increase activity on the street, opportunities for business and employment and demand for public transportation.

Key points:

- Mixed-use lands extended south on Weston Rd. to expand the 'high street south of the transit hub
- Intensification of remaining uses to increase street activity, business and employment opportunities and demand for transit.

Mixed-use infill on the east side of Weston Rd. south of Lawrence Ave. will extend the high street southwards.

Mixed-use redevelopment on the west side of Weston Rd. south of Lawrence Ave. will complement the infill across the street and the high street feeling.

Intensification of John St. will facilitate a vibrant pedestrian, retail and community atmosphere.

Intensification of employment lands will create more local employment.

PROPOSED LAND-USE DESIGNATIONS

EXISTING BUILDING TYPOLOGY

The existing building heights within the Lawrence and Weston Node demonstrates how the Corridor separates high-rise buildings in the west from low-rise buildings in the east. The residential area northeast of the rail line is comprised of predominately 1-3 storey single detached houses with front yards and large mature trees lining the sidewalks. The employment lands south of Lawrence Ave. are primarily 1-3 storey buildings with the exception of a 4 storey senior care centre fronting onto Lawrence Ave. West of the rail line, along or in close proximity to Weston Rd., are 12 towers more than 7 storeys, which provide a significant residential base for the businesses along the high street and public transit in the area. Due to the large number of aging towers within the Lawrence and Weston Node, the area is well suited for a tower renewal program, which will aid in the physical and economic revitalisation of the neighbourhood and improve the living conditions for many area residents. Along Weston Rd., the traditional community high street is primarily comprised of underutilized, mixed-use and commercial buildings, 2-3 storeys in height. The Lawrence and Weston Node provides numerous opportunities to create a true mixed-use high street which can be extended south along Weston Rd.

Key points:

- Low-rise single detached houses predominate nearby.
- Low-rise employment buildings dominate immediately east of Lawrence and the rail lines.
- The core of the Node is comprised of low-rise mixed-use and commercial buildings, and high-rise residential towers.

Low-rise single detached houses, as seen here, are common all around the Lawrence and Weston Node.

Low-rise buildings dominate the employment lands.

High-rise residential towers are common on and near Weston Road (here looking south from Lawrence).

Low-rise commercial and mixed-use buildings form the high street (looking north on Weston).

EXISTING BUILDING TYPOLOGY & HEIGHT

PROPOSED BUILDING TYPOLOGY

The proposed developments will be implemented to revive the 'high street' and provide local jobs and services for the local community. The main redevelopment area will be the location of the new GO station on the former CCM site. The transit station and redeveloped CCM site, potentially including a new George Brown College location (expansion into Weston Village is being considered), will act as a catalyst for redevelopment in the area. The nearby employment lands stand to benefit from research, training and business partnerships with the college. Along with the increased connectivity arising from the multimodal station, the employment lands will see intensification from low-rise to mid-rise mixed-use employment buildings with reduced surface parking. These developments will bring commuters to the area and will help to revive the 'high street' by providing a diverse consumers base.

The two towers south of the new GO station will go through a tower renewal program and also allow for infill development. Typical of this typology, these towers lack access to community and commercial services; mid-rise mixed-use retail-commercial-residential infill development around these towers (and similarly further south and across the street) will enable the 'high street' to extend south, needed services to be located nearby and an increase in the apartment stock to increase demand for high street services and public transit. Throughout the Node, the twelve aging high-rise residential buildings will go through the tower renewal program. Not only would the towers improve livability, efficiency and aesthetics, but the employment lands stand to benefit once again with local jobs for design, manufacturing, assembly, installation and maintenance of new building systems for both the Node and the wider GTA.

New mid-rise retail-commercial towers will create new non-industrial/manufacturing employment space in the Node. Along John St., a mid-rise, mixed-use community centre, a town square and a low-rise farmer's market will be developed from a current parking lot and a vacant lot. The farmer's market will provide a yearlong location for the current seasonal farmer's market. Mid-rise commercial-institutional redevelopment on South Station Street could provide a secondary location for George Brown College activities. These facilities will enhance street activity along the newly pedestrianized John St. and increase pedestrian traffic throughout the Node.

The redevelopment of the CCM site will be a catalyst for further redevelopment and may site could be anchored by a new George Brown College location.

Tower renewal will improve buildings' livability, efficiency and aesthetics and create local employment.

A community centre, a town square, a farmer's market and other redevelopment will attract activity to a newly pedestrianized John St.

A precedent of a community centre from Brooklyn, USA providing education, athletic and social services for the local neighbourhood.

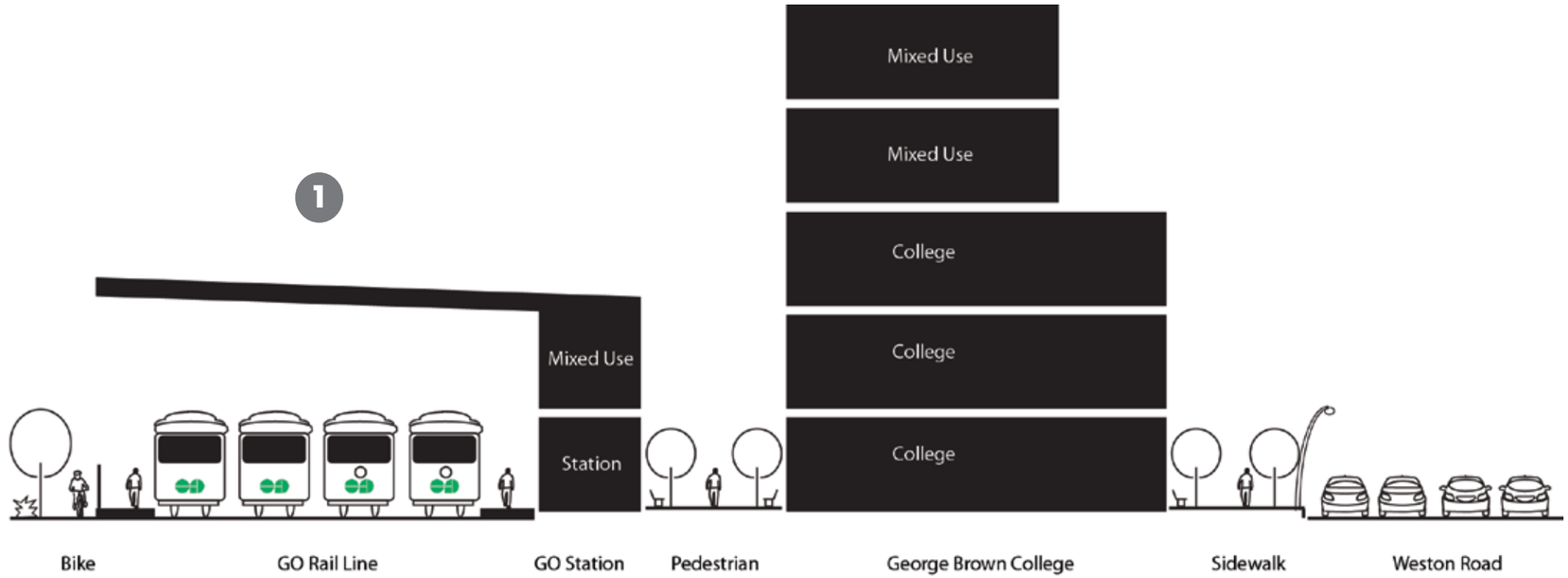
PROPOSED BUILDING TYPOLOGY

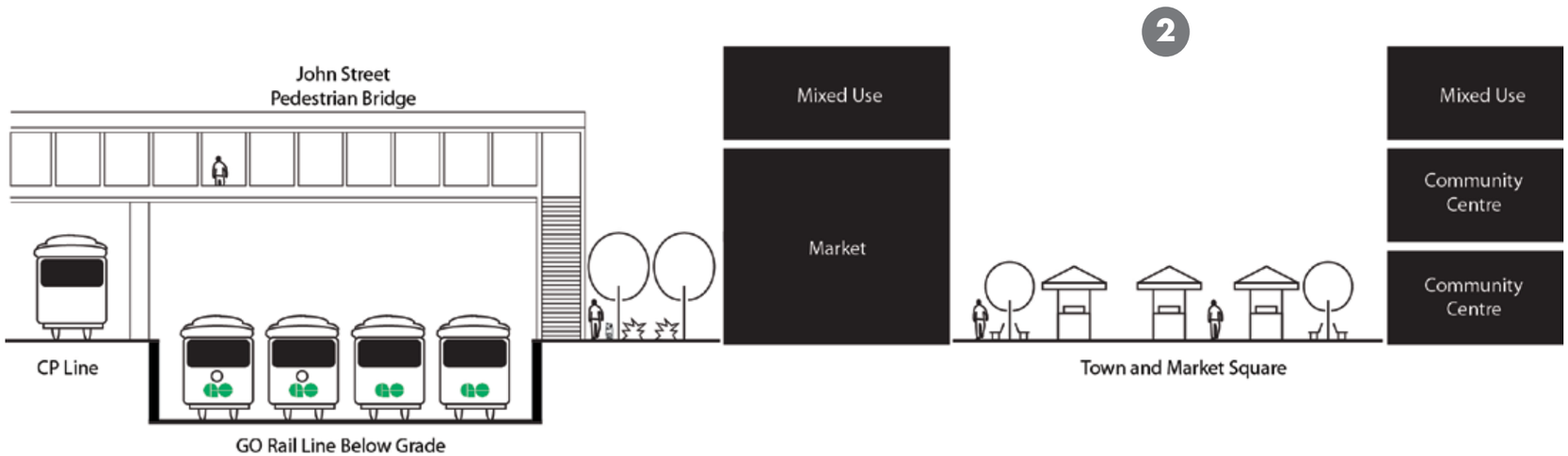
SITE PLAN

The Lawrence and Weston node will be revitalised in a manner that integrates the connectivity, employment and redevelopment strategies with its many current assets and creates a flourishing community. In addition, this revitalisation according to the Building Matrix will accommodate an increase of approximately 2,100 residents. Most importantly, the relocated and improved multimodal GO station and possible George Brown College location will facilitate further revitalisation and redevelopment.

New visitors to the neighbourhood will provide a greater customer base for the 'high street,' which will be enhanced through expansion southward with mid-rise, mixed-use redevelopment and infill. The new pedestrian bridges and pathways, will further draw in commercial and social activity from all nearby neighbourhoods, create new business and provide effective competition for big box development. In addition, branching off from Weston Rd., newly-pedestrianised John St. with a permanent farmer's market, a town square, a community centre and other developments will directly attract retail and community activity and increase the vibrancy of the neighbourhood as a whole.

Tower renewal will improve the aesthetic qualities of the area, while simultaneously enhancing living spaces and creating expanded local business opportunities, from which the local population and employment lands should benefit. Finally, there also exists synergy opportunities between local employment and possible George Brown College activities. These and various other improvements to the employment conditions will necessitate intensification of employment lands and result in increased local employment.






King St
Rosemount Ave
Ralph St
Lawrence Ave W
John St
South Station St
Weston Rd
Lawrence Ave W
Bellevue Cres
Hickory Tree Rd
Humber River
Humber River Bike Path
Lion's Park
Weston Rd
Hickory Tree Rd
Ralph St
C3
C5
C4
MU5
MU8
MU6
C8
MU7
MU4
R1
N
0 25 50 100 150m
Legend
Public Space
Soft Space (Parks, soccer field)
Hard Space (Public square)
Pedestrian Bridge
Pedestrian Path
Bike Path
Public Transit
Proposed Mixed Use Areas
Building Typology (see building matrix)
GO Transit Station
Rail Corridor
GO Rail Line Below Grade
GO Rail Line

SITE PLAN

NEXT STEPS

The GTA is predicted to grow by 2.7 million people and 1.8 million jobs by 2030. One of the greatest challenges the City and region will face is how to best accommodate this growth. The previous pattern of suburban sprawl, oriented around the automobile is having a dire consequence on the environment and overall quality of life. Instead of continual growth in the periphery, Cities should focus inward to existing underutilised neighbourhoods. By taking advantage of existing transit infrastructure and linkages these areas are ideally situated to absorb growth sustainably. The Corridor's proximity to employment areas, underutilised land, and transit infrastructure makes it ideal to absorb future population growth. It has the potential not only to act as a regional relief line, moving people from the western edges of the city to downtown, but to positively impact neighbourhoods along this route that fosters redevelopment, intensification and investment.

One of the main elements of this study is to link transportation planning with community redevelopment, highlighting the relationship between both processes. On a nodal level, the Corridor has the ability to dramatically affect land-use patterns, built form and density. This may provide social and economic opportunities for residents within the area. The proposed transit stations will develop within the Corridor, providing new transportation options for residents and visitors. The Railpath will act as a spine, anchoring pedestrian linkages between communities.

In response to Toronto securing the 2015 Pan Am Games, Metrolinx has initiated a number of infrastructure projects aimed at increasing Corridor capacity and service frequency. However, the current plan fails to recognize associated land-use opportunities and economic potential that can be integrated within this transportation project.

The focus of this plan is very narrow and limited, only partially addressing a regional transit issue. The potential for transportation and community development is by no way limited to the Corridor. This study provides a framework and rationale highlighting the benefits associated with transforming an underutilised rail line into a multi-functional regionally connected transportation corridor. A similar approach can be applied to other transit networks and services with this level of redevelopment taking place on a greater scale.

PEARSON STATION

LAWRENCE & WESTON

EGLINTON & WESTON

ST CLAIR & WESTON

BLOOR & DUNDAS

QUEEN & DUFFERIN

UNION STATION

Connecting Neighbourhoods