



Figure 99 (1068 Queen St. W.)



Figure 100 (1075 Queen St. W.)



Figure 101 (1089 Queen St. W.)



Figure 102 (1086-1 Queen St. W.)



Figure 103 (1080 Queen St. W.)



Figure 104 (1115 Queen St. W.)



Figure 105 (1249 Queen St. W.)



Figure 106 (1249 Queen St. W.)

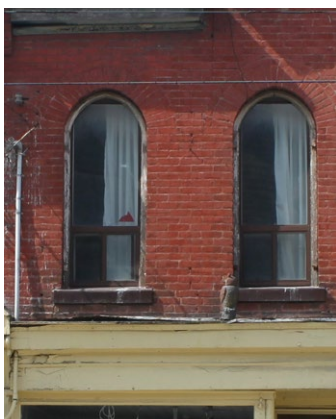


Figure 107 (1080 Queen St. W.)



Figure 108 (1075 Queen St. W.)

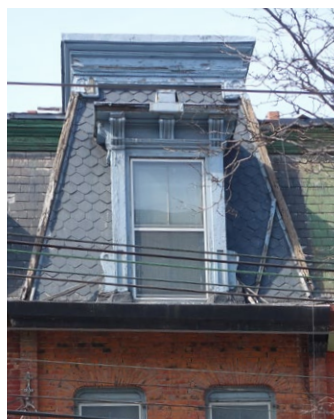


Figure 109 (1172 Queen St. W.)



Figure 110 (1255 Queen St. W.)



Figure 111 (1081 Queen St. W.)



Figure 112 (1100 Queen St. W.)



Figure 113 (1196 Queen St. W.)



Figure 114 (1267 Queen St. W.)



Figure 115 (1320 Queen St. W.)



Figure 116 (1338 Queen St. W.)



Figure 117 (1376 Queen St. W.)

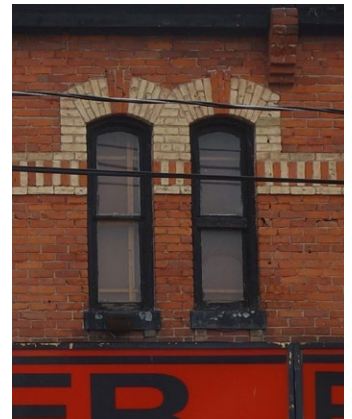


Figure 118 (1360 Queen St. W.)



Figure 119 (1342 Queen St. W.)



Figure 120 (1390 Queen St. W.)



Figure 121 (1515 Queen St. W.)



Figure 122 (1482 Queen St. W.)



Figure 123 (1342 Queen St. W.)



Figure 124 (1382 Queen St. W.)

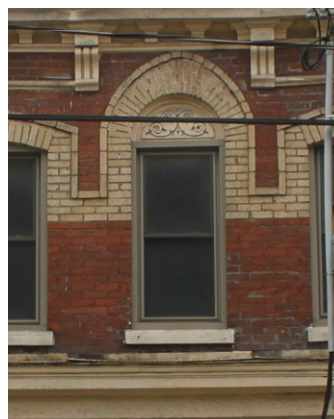


Figure 125 (1412 Queen St. W.)



Figure 126 (1704-6 Queen St. W.)



Figure 127 (1349 Queen St. W.)



Figure 128 (1384 Queen St. W.)



Figure 129 (1427 Queen St. W.)



Figure 130 (1708 Queen St. W.)

Corner Treatments



Figure 131 (85 Wilson Park Rd.)



Figure 132 (708 Queen St. W.)



Figure 133 (955 Queen St. W.)



Figure 134 (1349 Queen St. W.)



Figure 135 (875 Queen St. W.)



Figure 136 (1032 Queen St. W.)



Figure 137 (652 Queen St. W.)



Figure 138 (1479 Queen St. W.)



Figure 139 (1068 Queen St. W.)



Figure 140 (1346 Queen St. W.)



Figure 141 (1528 Queen St. W.)



Figure 142 (1496 Queen St. W.)

Storefronts and Entrances



Figure 143 (652 Queen St. W.)



Figure 144 (194 Dowling Ave.)



Figure 145 (703 Queen St. W.)



Figure 146 (668 Queen St. W.)



Figure 147 (1080 Queen St. W.)



Figure 148 (863 Queen St. W.)



Figure 149 (1158 Queen St. W.)



Figure 150 (1083 Queen St. W.)



Figure 151 (1170 Queen St. W.)



Figure 152 (1168 Queen St. W.)



Figure 153 (1274 Queen St. W.)



Figure 154 (1275 Queen St. W.)



Figure 155 (1277 Queen St. W.)



Figure 156 (1338 Queen St. W.)



Figure 157 (1276 Queen St. W.)



Figure 158 (1313 Queen St. W.)



Figure 159 (1457 Queen St. W.)



Figure 160 (1520 Queen St. W.)



Figure 161 (1392 Queen St. W.)



Figure 162 (1515 Queen St. W.)



Figure 163 (1609 Queen St. W.)



Figure 164 (1716 Queen St. W.)



Figure 165 (1730 Queen St. W.)



Figure 166 (1646 Queen St. W.)

Cornices and Decorative Parapets



Figure 167 (600 Queen St. W.)



Figure 168 (664 Queen St. W.)



Figure 169 (789 Queen St. W.)



Figure 170 (701 Queen St. W.)



Figure 171 (660 Queen St. W.)



Figure 172 (592 Queen St. W.)



Figure 173 (662 Queen St. W.)



Figure 174 (708 Queen St. W.)



Figure 175 (935 Queen St. W.)



Figure 176 (666 Queen St. W.)



Figure 177 (867 Queen St. W.)

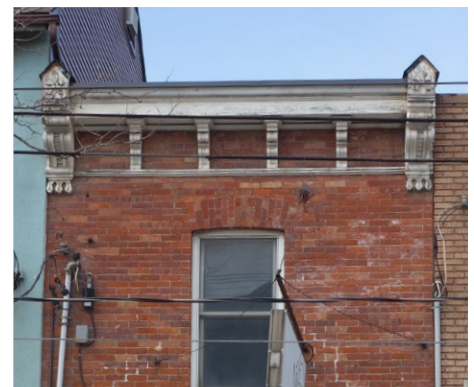


Figure 178 (626 Queen St. W.)



Figure 179 (1340 Queen St. W.)



Figure 180 (1249 Queen St. W.)



Figure 181 (1292 Queen St. W.)



Figure 182 (1395 Queen St. W.)



Figure 183 (1458 Queen St. W.)



Figure 184 (1406 Queen St. W.)



Figure 185 (1616-1618 Queen St. W.)



Figure 186 (1084 Queen St. W.)



Figure 187 (1318 Queen St. W.)



Figure 188 (1291 Queen St. W.)

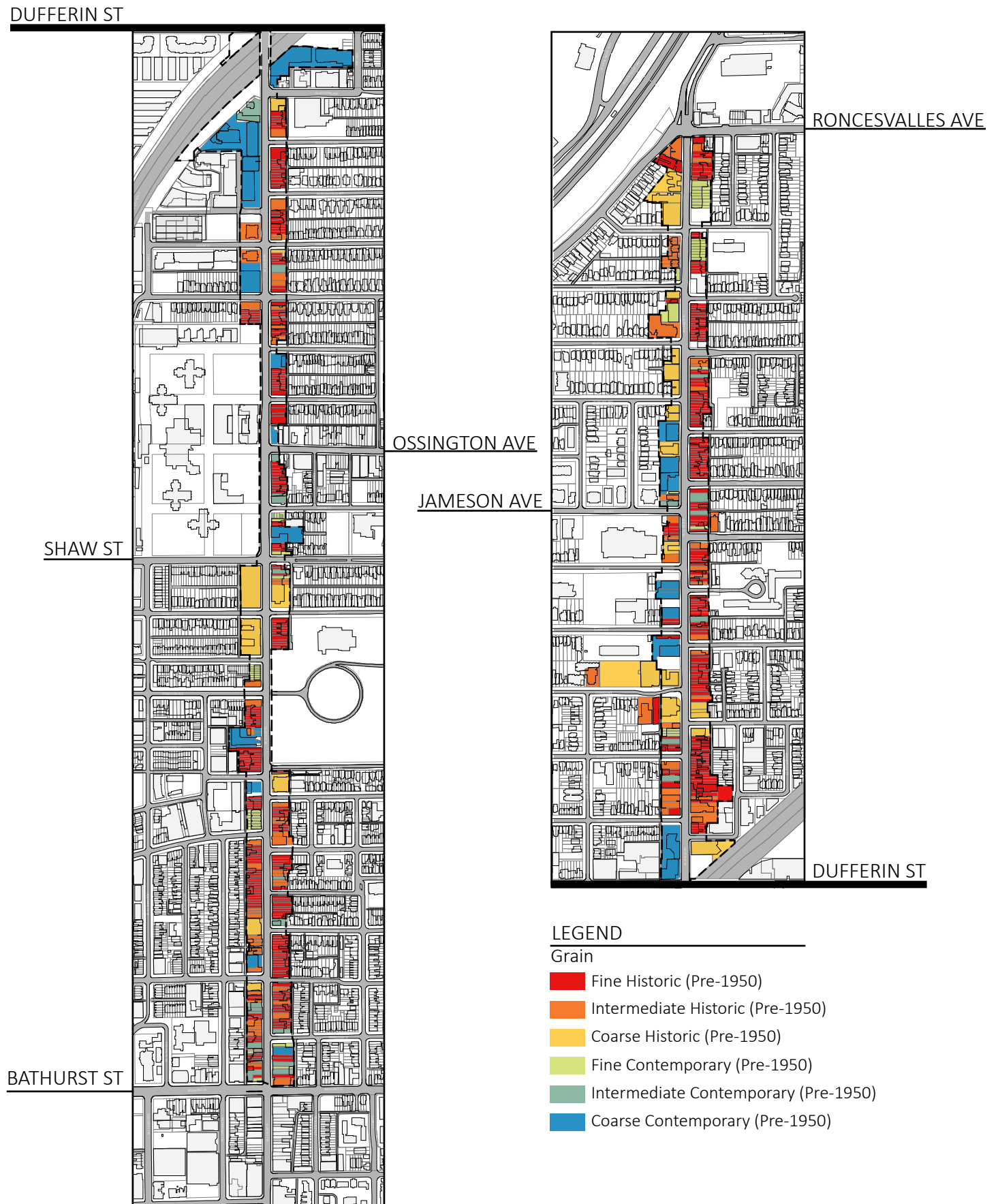


Figure 189 (1372 Queen St. W.)



Figure 190 (1418 Queen St. W.)

Figure 191 (Map of fine, intermediate and coarse grain urban fabric in the Study Area)





## URBAN FABRIC

### Grain

Grain is a term which is related to the uniformity of units, porosity through them, consistency between them and the level of details observed at a human scale. Three classifications of building footprints- fine, intermediate, and coarse grain- were highlighted based on both the building width evident in the base map for the area as well as onsite observations of street frontages. The fine-grained urban fabric was found to characterize much of the Study Area.

The historical and thematic analysis of this study was conducted in parallel to the mapping of data from the Built Form and Landscape Survey. The overall grain reflects the historic land development and the different evolution of the sides of the street with the Park Lots to the north and the Garrison Reserve to the south.

From Bathurst to Niagara Street, the both sides of the street were gradually subdivided in a similar way. The eastern most military reserve lands were among the first to be sold off after the reserve was dissolved. The north and south sides of the street were therefore developed at the same time which is reflected in the lot sizes, date of construction and building typologies.

From Niagara Street to Dufferin Street, the north side was subdivided by the Park Lot owners into the fine grain evident today. The south side, however, was initially part of the Garrison Reserve and then given over to the Lunatic Asylum. The lands between the asylum and the tracks were divided into larger lots optimal for more industrial uses, and the east and west ends of asylum lands were partitioned off with larger lots created facing Queen Street West.

From Dufferin Street westward, the north side's Park Lots were originally surveyed up to MacDonell Avenue and were gradually subdivided, sold and developed. The village of Parkdale was initially developed because of the Toronto House Building Association's purchase of a substantial amount of land south of Queen Street West. This area was subdivided into large lots for stately homes, and land north of Queen divided into smaller lots for more middle-class families. The densification followed the development of the rail lines, the construction of the subway, and the annexation of Parkdale into Toronto.

The final area from MacDonell to Roncesvalles was densified a little later than the areas to its east. While the north side maintains the finer grained commercial lots similar to the rest of the north side of Queen Street West, more medium grain residential developments are found on the south side of the street.

### *Fine Grain*

Most of the commercial storefronts can be considered examples of the street's historic fine grain urban fabric. Several continuous rows of fine grain commercial buildings remain, particularly on the north side between Bathurst and Dufferin Streets. These buildings are typically 2 – 3 storeys in height, create a pedestrian-oriented streetscape, and range between 4 and 10 metres in width. The articulation of the facades and porosity at street level contribute to the overall animation of the streetwall and can be defined as the dominant character defining element of West Queen West.

In the 1960s, the Parkdale neighbourhood between Roncesvalles Avenue and Callender Street saw the development of modern, 2-storey storefronts that form a portion of the area's northern street wall (Figure 192). These rows of commercial buildings were designed to complement the fine grain fabric of the historic commercial buildings along Queen Street West, creating a distinct contemporary fine grain fabric.

Storefront A, B, C, and D typology discussed later in this Chapter's Typologies section exemplify these fine grain buildings.



Figure 192 (1658-1662 Queen St. W.)



Figure 193 (588 Queen St. W.)



Figure 194 (1547-1549 Queen St. W.)



Figure 195 (1501 Queen St. W.)



Figure 196 (1480 Queen St. W.)



Figure 197 (993 Queen St. W.)



Figure 198 (1303 Queen St. W.)

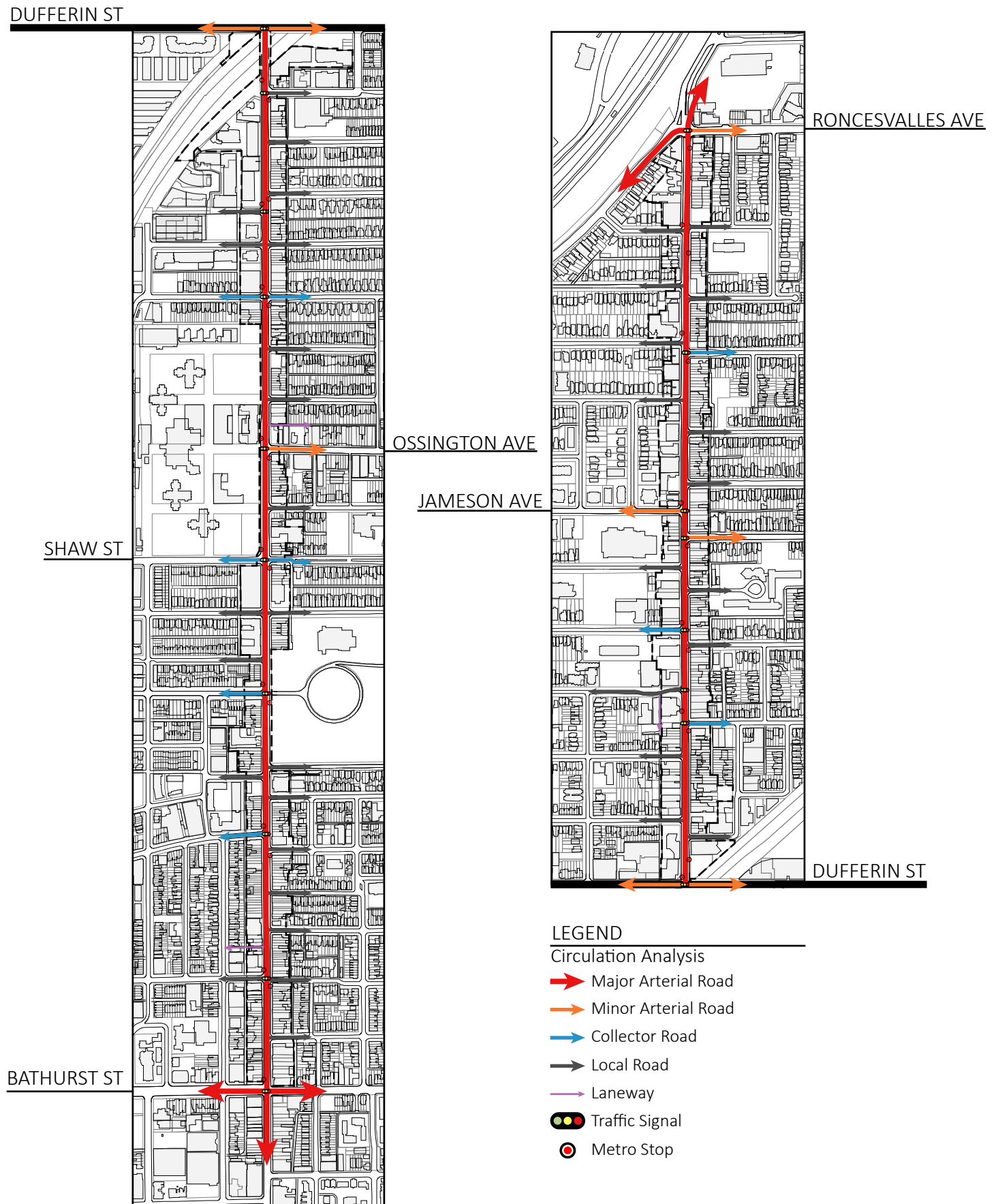
### *Intermediate Grain*

The medium or intermediate grain in the study area reflects the larger commercial, residential and institutional uses, and range between 10 and 25 metres in width. These include former banks (Figure 193), residential houses (Figure 194), residential apartments (Figure 195), as well as certain storefront typologies, and have been defined as the street's historic intermediate grain. Newer infills and certain storefronts constructed after the 1950s are examples of the Study Area's "contemporary intermediate grain" fabric (Figure 196).

### *Coarse Grain*

Buildings that fall into the warehouse and residential apartment typology (Figure 197), as well as a number of civic and religious structures are considered examples of the neighbourhood's historic coarse grain urban fabric. These buildings are most prevalent on the south side of the street due to the original Garrison Reserve land use, and are 25+ metres in width. Contemporary coarse grain fabric is evident in the wide corporate retail stores on the south streetscape and areas with mid-rise buildings that have emerged in West Queen West since the 1960s (Figure 198).

Figure 199 (Map of the Circulation in the Study Area)



## CIRCULATION ANALYSIS

The Study Area contains five different road types classified by the City's Transportation Services. These include major arterial roads, minor arterial roads, collector roads, local roads, and laneways. Queen Street West is the principal street of the Study Area and is classified as a major arterial road, meaning its primary function is traffic movement where it sees over 20,000 vehicles and 5,000 bus passengers per day. The lack of continuous parallel east-west streets and the large number of one-way streets to the immediate north and south of Queen Street West underline its importance as an east-west artery.

Other major arterial roads consist of Bathurst Street, and King Street and the Queensway where both the Study Area and Queen Street West end. Minor arterial roads include Bathurst Street, Roncesvalles, Jameson, Lansdowne, and Ossington Avenues. Like major arterial roads, the primary function of a minor arterial road is traffic movement. They differ in regards to the quantity of transit, in which case minor arterial roads see between 8,000 to 20,000 vehicles and 1,500 to 5,000 bus passengers per day. Collector roads in the Study Area allow for traffic movement as well as property access, maintain signalized mobility when intersecting with an arterial road, and see between 2,500 to 8,000 vehicles and less than 1,500 bus passengers per day. Collector Roads within the Study Area include Dovercourt Road, Sorauren, Dunn, Brock and Strachan Avenues, as well as Shaw and Niagara Streets. All other roads in the Study Area are considered local roads which have a primary function of property access and see less than 2,500 vehicles per day. Based on the 2013 *Road Classification System* there is only one laneway between Ossington Avenue and Brookfield Street however, majority of the Study Area's north and south border front laneways. These laneways are vital to Queen Street West because it allows for commercial access off of the major arterial roads. General circulation through the Study Area can be difficult during rush hours as majority of roads running north-south dead end at Queen Street West. Dovercourt Road, Bathurst, Gladstone Avenue/Sudbury Street, Dufferin, Lisgar, Shaw and Crawford Streets are the only ones that continue. This lack of north-south direct connections further reinforces the importance of Queen Street West as the linking and central artery in the area.



Figure 200 (City of Toronto, Digital Aerial Photographs of Southern Ontario, 1954, University of Toronto Map and Data Library)



Figure 201 (Ocean View Hotel, 1914, City of Toronto Archives, Fonds 1231, File 231, Item 1113)

## PUBLIC REALM

The public realm in the Study Area is minimal due to the nature of being a Main Street where almost all of the properties fronting Queen Street West are built up to the property line. In the City's *Toronto Street Trees: Guide to Standard Planting Options*, the report divides a typical main street's streetscape into four zones: edge zone/curb apron, furnishing and planting zone, pedestrian clearway, and frontage and marketing zone, leaving only a fraction of the sidewalk for pedestrians. The sidewalks on Queen Street West range between 2 to 3 meters, with the exception of the sidewalks fronting the Bohemian Embassy Lofts, which follow the City's *Streetscape Manual Design Guidelines*, intermittently consisting of trees, planters, electrical poles, street lights, transit shelters, bike racks, and other street furniture on both sides of the street. At times this creates very narrow pathways for pedestrians and currently there are no outdoor cafes or patios that front Queen Street West due to lack of space. Corner properties often have chamfered corners that help increase the side walk space at street intersections.

The designated space for public activities in the Study Area is the Parkdale Amphitheatre located northwest of Dufferin street allowing the display of public art and to provide a meeting place. The CAMH site and Trinity Bellwoods Parks provide important adjacent public space. With the inclusion of the properties down Cowan Avenue for the Parkdale Main Street HCD, Masaryk Park, part of the Masaryk Hall Community Centre was added to the area.