



Bloor-Dundas 'Avenue' Study

Brook McIlroy Planning + Urban Design/Pace Architects

in association with Poulos & Chung Limited

September 2009



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Executive Summary

The Bloor-Dundas 'Avenue' Study was prepared by Brook McIlroy Planning + Urban Design/Pace Architects (BMI/Pace) in association with Poulos + Chung Limited, for the City of Toronto as part of the Avenue Studies policy identified in the City's Official Plan.

Over the next two decades, Toronto is expected to see significant growth. To ensure stable neighbourhoods are not subject to inappropriate growth, the City has identified the Avenues in the Official Plan as one of four places to accommodate the growth - Downtown, Centres, Avenues and Employment Districts. Bloor Street West and Dundas Street West are identified as Avenues. In 2008, the Bloor-Dundas 'Avenue' Study was selected by Council as one of two Avenues to be studied.

The Bloor-Dundas 'Avenue' Study addresses the area of Bloor Street West between the CN tracks to Keele Street and Dundas Street West between Boustead Avenue and Glenlake Avenue. The Study will provide a long-term plan for the area that integrates a community vision. It should also create an updated and defensible policy framework for assessing future development applications.

The Avenue Study process included public meetings, Local Advisory Committee (LAC) meetings, a half-day Design Workshop, a walking tour with the LAC as well as consultation with other area stakeholders and representatives. Many of the recommendations contained in this document stem from the consultation process, although not all of the recommendations in this report represent full public consensus.

The following provides a brief summary of the key Study findings, recommendations and associated implementation strategies. For additional analysis and background information please refer to the appropriate Sections:

- Section 1: Introduction and Context
- Section 2: Planning Framework
- Section 3: Study Area Analysis
- Section 4: Consultation Process
- Section 5: Community Framework
- Section 6: Design Guidelines
- Section 7: Implementation Recommendations

Study Findings

While the Study Area has not seen significant development activity for many years, two development applications have been submitted for properties fronting on Bloor Street West in the last two years. Further development interest in the area is likely given the number of underdeveloped sites, increased demand for city living, existing neighbourhood amenities and services, excellent public transit and proximity to the downtown.

Building on the Bloor Street Visioning Initiative (undertaken in early 2008) and its seven guiding principles, this Study provides a community framework and urban design guidelines to direct redevelopment that strengthens the existing context and contributes to a vibrant, mixed-use community.

Community Framework

The Study's framework consists of built form recommendations, opportunity sites analysis, transit and street improvements, open and green space improvements, community facilities and services recommendations, and sustainability opportunities. The majority of the recommendations and improvements fall under the following categories: enhancing the pedestrian and cyclist experience including short-term and long-term options for the Bloor Street West right-of-way, encouraging high-quality built form, increasing the number of meaningful public open spaces and promoting a mix of compatible uses. The framework supports Bloor Street West as a retail-oriented street and recommends that existing at-grade retail commercial uses be maintained in new developments. New development on Dundas Street West, south of Bloor Street West, should also include retail commercial uses at-grade to complement the existing uses on Roncesvalles Avenue. North of Bloor Street West, development on Dundas Street West could include retail or office uses.

Urban Design Guidelines

The Study's Urban Design Guidelines provide recommendations for both the public and private realms. Public realm guidelines address boulevard treatments, parks and open space, public art, signage and accessibility. Private realm guidelines address building orientation, built form, façade articulation and sustainability, all focused on encouraging high-quality and context-appropriate development. Implementing these design guidelines will help to improve the appearance and functionality of Bloor Street West and Dundas Street West for local residents, visitors, business owners and patrons.

Implementation Recommendations

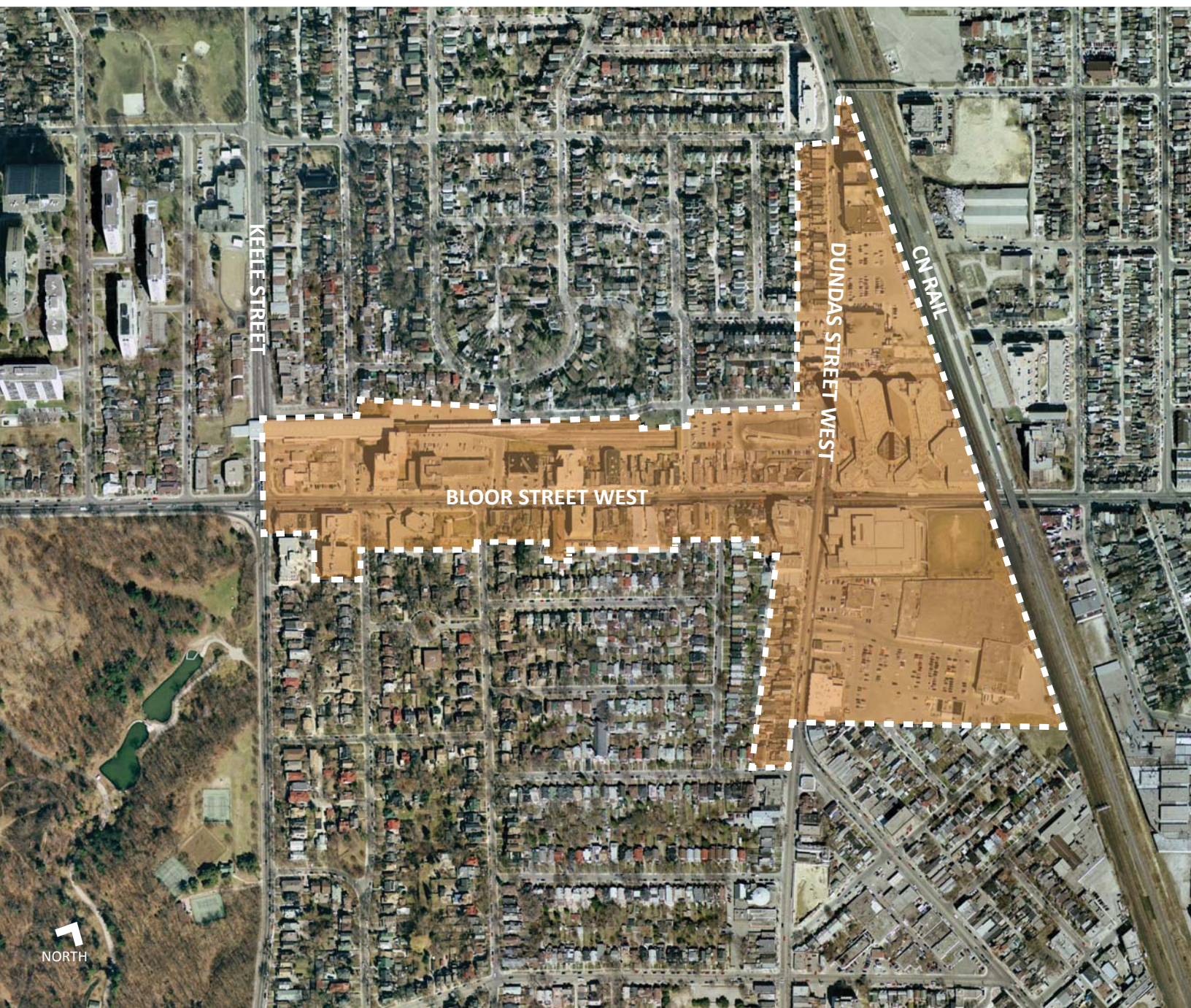
The City should consider the following implementation strategies to move forward with the recommendations of this Study:

- Increase the maximum allowable height to six-storeys (20 metres) for properties fronting Bloor Street West and Dundas Street West in the Study Area (Section 5.2.1).
- Implement a minimum building height of three-storeys (10.5 metres) on Bloor Street West and Dundas Street West (Section 5.2.1).
- Require commercial retail uses on the ground floor of buildings on Bloor Street West and Dundas Street West, south of Bloor Street West. The ground floor use of buildings on Dundas Street West, north of Bloor Street West, should be retail/office use (Section 5.2.5).
- Require a minimum ground floor height of 4.5 metres for buildings on Bloor Street West and Dundas Street West (Section 5.2.5).
- Require buildings to be built to the front property line (or setback line where sidewalk widening is necessary) along Bloor Street West and Dundas Street West (Section 5.2.8).
- Implement buildings step-backs and setbacks (Sections 5.2.2 - 5.2.4, 5.2.6, 5.2.8).
- Incorporate the principles for development identified for Opportunity Site 8 into a site and area specific policy in the Official Plan to guide the future redevelopment of these lands through a comprehensive planning process (Section 5.3.4).
- Increase allowable heights for Opportunity Sites 1, 2, 3, and 4 (Section 5.3.3) subject to built form criteria (Section 5.2).
- Require a minimum 4.8 metre sidewalk for Bloor Street West and Dundas Street West (to be achieved though new building setbacks from the property line or boulevard widening) (Section 5.2.8).

- Improve pedestrian access to the Dundas West subway station through widening of sidewalks and intersection crosswalks, and improved signage for both the Dundas West and Keele subway stations (Section 5.4.1)
- Request the Toronto Transit Commission to investigate the feasibility of an additional entrance/exit to the Dundas West Station on the east side of Dundas Street West (Section 5.4.1)
- Provide the preferred short-term and long-term options for the Bloor Street West R.O.W. to the Transportation Services Division for consideration as part of its work program. (Section 5.4.2)
- Provide the recommended pedestrian improvements for the Dundas –Roncesvalles intersection to Transportation Services for incorporation into the on-going work on the Roncesvalles streetscape renewal (Section 5.4.3)
- Investigate the possibility for greater public recreational use of the playing field at Bishop Marrocco High School (Section 5.5.2)
- Provide the pedestrian crossing recommendation on Bloor Street West towards Dorval Road to Transportation Services for analysis (Section 5.4.4)
- Consult with the Church of the Redeemer about providing publicly-accessible green space at the southwest corner of Bloor Street West and Indian Road (Section 5.5.2)
- Secure space in new developments for non-profit daycare facilities, multi -purpose / recreation facilities and additional public parkland (Section 5.6)
- Adopt the Urban Design Guidelines contained in this Study (Section 6.0).

Ongoing Monitoring and Evaluation

The transformation of Bloor-Dundas to a more vibrant, pedestrian-friendly Avenue will be gradual as sites are redeveloped and new investment occurs in the public realm. This Study's ability to direct future growth in the area will depend on a number of factors, including the effectiveness of the above-noted implementation strategies. To assist with implementation over the longer term, there should be a monitoring process to review the success of each new development project upon its completion. This review should inform the implementation of the next project to ensure that new buildings are contributing to responsible intensification that strengthens the Bloor-Dundas area.



Aerial photograph of the Study Area boundary and neighbouring communities

1

INTRODUCTION & CONTEXT

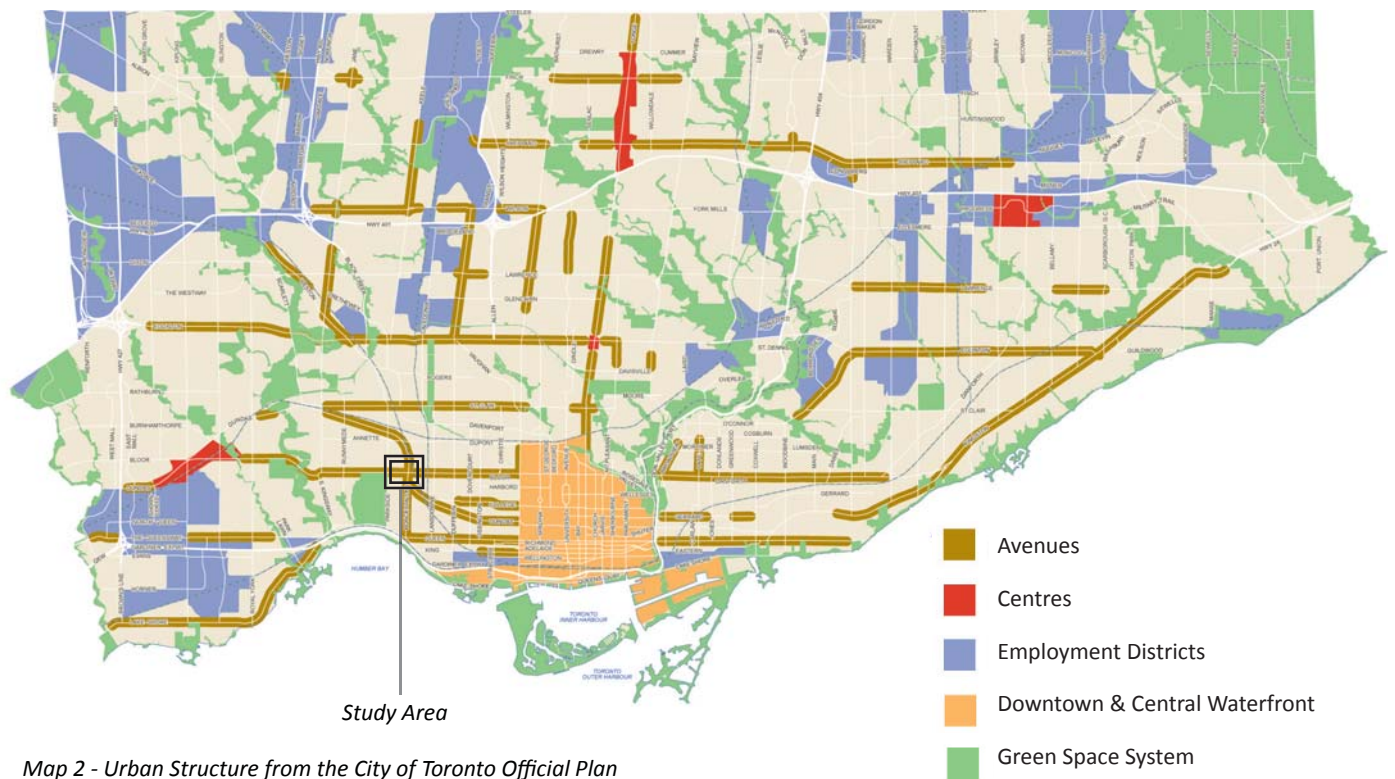
1.1 Study Purpose

Brook McIlroy Planning + Urban Design/ Pace Architects (BMI/Pace) was retained in the Spring of 2008 to prepare an Avenue Study for the area of Bloor Street West between Keele Street and the CN Rail tracks and Dundas Street West between Boustead Avenue and Glenlake Avenue.

The purpose of an Avenue Study is to anticipate the future growth of an Avenue and to create an updated and defensible planning framework including a zoning by-law and design guidelines, for assessing future development applications.

The Bloor-Dundas 'Avenue' Study is the result of the collaborative effort of the consultants, BMI/Pace in association with Poulos & Chung Limited, and the City's City Planning Division in consultation with members of the local community and the Councillor's office for Ward 14, Parkdale-High Park.

Today, the Study Area has a mix of residential, retail, commercial and institutional uses. Within the last few years, there has been increased development interest in the area of Bloor Street West and Dundas Street West. This development interest resulted in two Avenue Segment Studies, and was the catalyst for Council's decision in March 2008 requesting staff to conduct a full Avenue Study for the area.



Map 2 - Urban Structure from the City of Toronto Official Plan

1.2 What is an Avenue?

The Official Plan recognizes that Toronto will continue to grow in both population and employment. The Plan indicates that the character of established low-rise neighbourhoods is to be protected, and the majority of the population growth is to be directed to the Downtown, the four Centres and the Avenues on appropriately designated lands. Since Council adopted the Plan in 2002, a large proportion of new residential development in Toronto has gone into these ‘growth’ areas.

There are approximately 162 kilometres of Avenues identified in the City of Toronto’s Official Plan (see map above). Each Avenue is different in terms of lot sizes and configuration, economic health, uses and the quality of the streetscape. There is no ‘one size fits all’ approach for the Avenues. Instead, over time, each Avenue will be studied together by staff, local residents and the business community to generate a framework for change. An Avenue Study is meant to develop recommendations for the area while addressing the larger goals of the Official Plan.

Avenues are identified in the Official Plan as “important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”.

1.3 Work Program

The Bloor-Dundas 'Avenue' Study process began in the Spring of 2008 and was divided into three phases:

Phase

1

Research & Consultation

An inventory of the Bloor-Dundas 'Avenue' Study area included site photos, land use patterns, lot sizes, building forms, transportation infrastructure, cultural and heritage aspects, existing planning policies, and a review of the Bloor Street Visioning Initiative and local development activities. A kick-off Public Meeting was held on July 8, 2008 to introduce the Study to the community. The first two Local Advisory Committee (LAC) meetings, on June 26 and September 3, 2008, were held during this phase.

Phase

2

Principles, Ideas & Consultation

The Phase 1 analysis was used to prepare guidelines for the Study. Computer generated models, section diagrams and precedent images were developed to demonstrate urban design options for review by the public, LAC and stakeholders.

A Design Workshop on September 20, 2008, was organized around the issues and opportunities identified in Phase 1 and facilitated by BMI/Pace with the assistance of City staff. The intent of the Design Workshop was to build on the outcome of the Bloor Street Visioning Initiative and discuss the ideas presented by the consultant team. Throughout this Phase, the team continued to meet with other stakeholders to refine the principles and develop recommendations.

A third LAC meeting was held on November 5, 2008 followed by a public meeting on November 18, 2008.

Phase

3

Synthesis & Final Report

The final open house was held on January 26, 2009 followed by the fourth and final LAC meeting on March 18, 2009. This report is a synthesis of community feedback balanced with the consultants recommendations for the integrated, balanced and feasible development of the Avenue.



LAC members on a walking tour of the Study Area (September 3, 2008)

LAC Membership included representatives from:

Area residents	High Park Residents Association	South Junction Triangle Residents Association
Bishop Marrocco Secondary School	Lithuanian Lutheran Church	The Crossways Complex
Bloor By the Park B.I.A.	Loblaws Properties	Vilnius Manor
Councillor Gord Perks, Ward 14, Parkdale-High Park	Loyola Arrupe	WestBend Community Association
Friends of Dundas and Bloor	Roncesvalles Macdonell Residents Association	
High Park Community Advisory Council	Roncesvalles Village B.I.A.	

1.4 Project Team

The Bloor-Dundas 'Avenue' Study is a joint effort by the City Planning Division and the consultant team.

The City Team includes:

- Councillor Gord Perks, Ward 14 Parkdale-High Park
- Policy and Research
- Community Planning
- Urban Design
- Transportation Planning
- Transportation Services
- Parks and Recreation

The Consultant Team includes:

- Brook McIlroy Planning + Urban Design / Pace Architects (Project Management, Planning, Landscape Architecture and Urban Design)
- Poulos & Chung Limited (Traffic and Transportation)

Other Agencies:

- TTC
- GO Transit

1.5 Local Advisory Committee

The Local Advisory Committee (LAC) is comprised of local area residents, business owners and property owners. A total of four LAC meetings were held over the course of the Study. In addition, LAC members were encouraged to attend all Open Houses.

The role of the LAC was to:

- Represent the interests of the larger community;
- Help identify key issues;
- Strategize consultation opportunities;
- Provide input to the consultant team and City Planning staff.
- Provide on-going feedback on the recommendations and opportunities presented; and,
- Participate in discussions with the consultant and attend the public sessions throughout the Study process.

While many of the recommendations contained within this document represent recommendations either stemming from LAC discussions or endorsed by the LAC, some recommendations do not represent full LAC consensus.



The Loblaws/Zeller's property is the largest underutilized parcel in the Study Area

1.6 Consultation Process

The Study process included one public design workshop, three public meetings and four LAC meetings. The goal of the public engagement component of the Study was to create a practical and realistic community-based vision for the Bloor-Dundas area.

The objectives of the public engagement process were to:

- Engage the community and stakeholders in an creative and productive manner;
- Define the community's character, issues and opportunities;
- Address specific issues such as building heights, right-of-way design, streetscape and public spaces;
- Provide a framework for communicating the on-going Study results to the community and a range of opportunities for feedback.

Summary of public engagement events:

- LAC Meeting # 1, June 26, 2008
- Public Kick-off Meeting, July 8, 2008
- LAC Meeting # 2, September 3, 2008
- Design Charrette, September 20, 2008
- LAC Meeting # 3, November 5, 2008
- Community Meeting, November 18, 2008
- Community Meeting, January 26, 2009
- LAC Meeting # 4, March 18, 2009

1.7 Document Structure

This report contains the following sections:

Section 1: Introduction and Context, outlines the Study context and objectives, the Study process, the Study team and LAC and summarizes the public engagement process.

Section 2: Planning Framework, includes the planning framework and other relevant studies.

Section 3: Study Area Analysis, outlines the Study Area's existing conditions, features unique to Bloor-Dundas, predominant land uses and organization, built form, vehicular movement, pedestrian, transit and retail/commercial uses.

Section 4: Consultation Process, outlines the public meetings and LAC meetings and their outcomes held during the Study process.

Section 5: Community Framework, outlines recommendations for the area and specific Opportunity Sites

Section 6: Design Guidelines, provides recommendations for the public realm, built form, vehicular movement, streetscape and landscaping and sustainable development.

Section 7: Implementation, includes recommendations on the implementation tools that could be used to guide redevelopment.

2

PLANNING FRAMEWORK

2.1 Policy Framework

2.1.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) 2005 is issued under the authority of Section 3 of the Planning Act. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system. As stated by the Province:

The Provincial Policy Statement recognizes the complex inter-relationships among economic, environmental and social factors in planning and embodies good planning principles. It includes enhanced policies on key issues that affect our communities, such as: the efficient use and management of land and infrastructure; protection of the environment and resources; and ensuring appropriate opportunities for employment and residential development, including support for a mix of uses.

The PPS provides clear policy direction for land use planning across Ontario. It promotes strong communities, a clean and healthy environment and a strong economy.

The PPS does not provide specific direction on growth management issues affecting the Greater Toronto Area or the Greater Golden Horseshoe (GGH). These broader issues are addressed through the Places to Grow Act and the Growth Plan for the GGH. In addition, the City of Toronto’s new Official Plan supports and complements the policies contained in the PPS.

2.1.2 Provincial Growth Plan

The Places to Grow Act, 2005 requires policies and decisions regarding land use to conform with the Growth Plan for the Greater Golden Horseshoe.

The Growth Plan provides a framework for managing growth including:

- Where and how to grow (intensification);
- Coordinate regional planning and infrastructure investment;
- Encourage mixed-use and sustainable development;
- Promote public transit use;
- Prioritize roads for goods transportation;
- Ensure a sufficient supply of land for industry; and
- Protect and conserve rural land and natural resources.

To achieve these goals, the Plan focuses growth in Urban Growth Centres, Major Transit Station Areas, Intensification Corridors, Employment Areas and Designated Greenfield Areas. It requires municipalities to define these areas and incorporate them in Official Plans.

The Toronto Official Plan identifies Avenues where contextually appropriate, transit-supportive reurbanization is intended. The Official Plan’s Avenues policies are consistent with the Growth Plan’s Intensification Corridors policies. Likewise, the Official Plan’s higher order transit stations (e.g. subway stations) are consistent with the Growth Plan’s Major Transit Station Areas.

Within the Bloor-Dundas ‘Avenue’ Study area, Bloor Street West and Dundas Street West are Intensification Corridors and the TTC’s Keele Station and Dundas West Station are Major Transit Station Areas with the potential to provide higher density mixed-use development in keeping with the area’s planned context.

2.1.3 Regional Transportation Plan

In 2008, Metrolinx, the provincial government's regional transportation planning agency for the Greater Toronto and Hamilton Area, developed a regional transportation plan called The Big Move. The plan complements the Growth Plan for the Greater Golden Horseshoe developed under the Places to Grow Act in 2005.

The Big Move establishes the vision for the regional transportation system in 2031. The plan identifies over 1,200 kilometres of new regional rapid transit routes intended to form the framework of an efficient and sustainable transportation system for the region, in addition to new cycling infrastructure and strategic highway expansions.

Similar to the Toronto Official Plan, the plan makes linkages between transportation and land use planning, to ensure both are mutually supportive. Selected major transit station areas with the potential for high levels of development and trip generation are identified in the plan as mobility hubs of two general types. Gateway hubs are major transit station areas that have two or more regional transit routes intersecting. Anchor hubs are major transit station areas within an urban growth centre that have strategic importance as locations of major destinations (e.g. universities, hospitals, shopping centres, etc.). Mobility hubs in general have a targeted population and employment density of at least 10,000 people and jobs within an 800-metre radius of the transit station.

Within the Bloor-Dundas 'Avenue' Study area, Dundas West Station is designated in The Big Move as a gateway hub, representing a confluence of five planned and existing regional rapid transit lines with a density target of 25,000 to 50,000 people and jobs within 800 metres of the station, in keeping with the directives of the province's regional plan to concentrate development growth "around major transit stations [to allow] more people to live near transit services, and make more destinations accessible by transit" (p. 46). The regional transportation plan envisions the realization of mobility hub objectives through the application of policies (such as those in the Toronto Official Plan and arising from this Avenue Study) and the development of master plans for each mobility hub.

2.1.4 Toronto Official Plan

The Official Plan is both visionary and strategic. It departs from the traditional land use approach, focusing on opportunities for renewal and reinvestment, and finding new ways to direct and manage the physical, social, and economic development of the City.

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

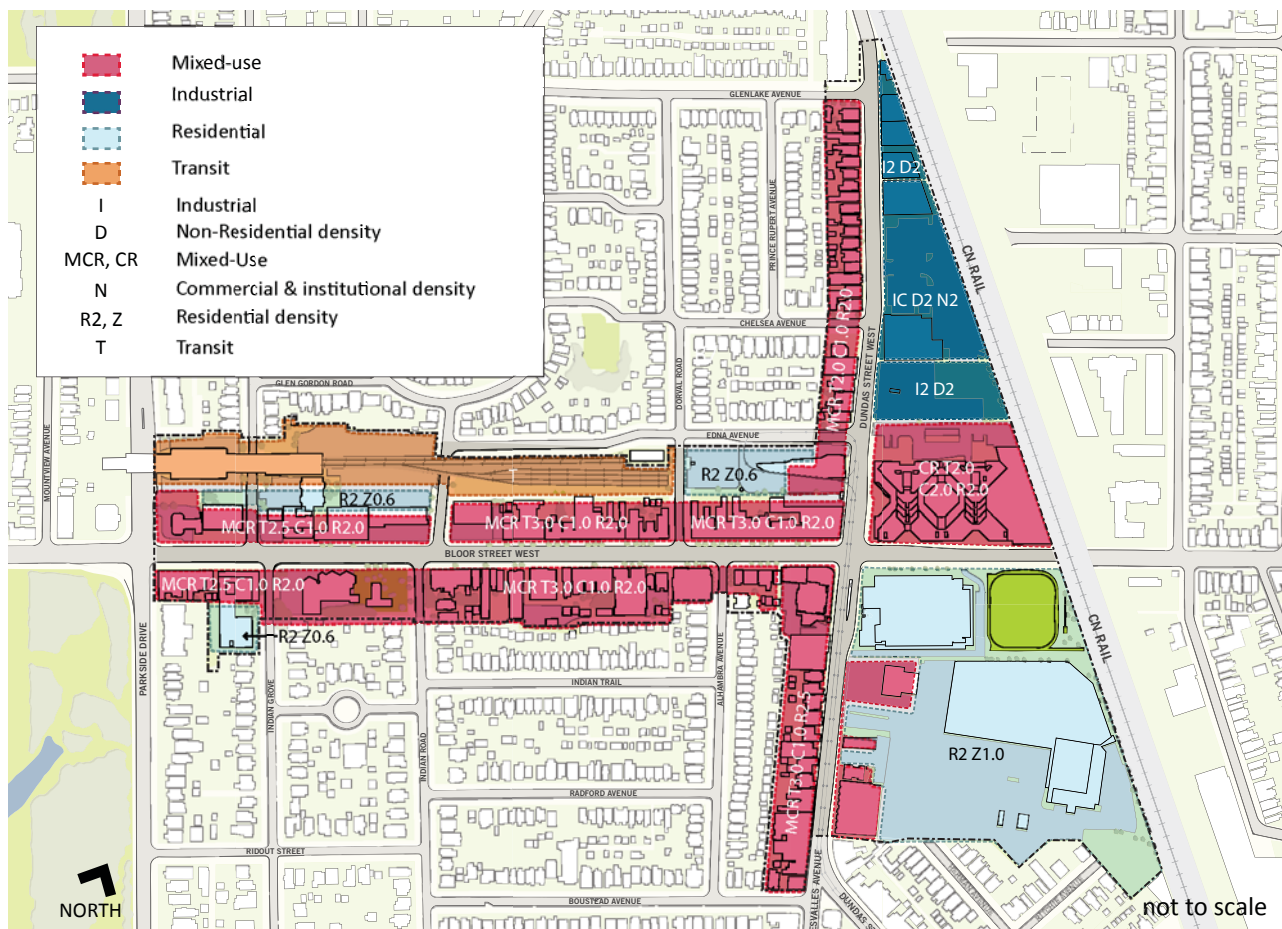
- Identifying areas where the City wishes to see that growth occur (Downtown, Centres and Avenues, and Employment Districts);
- Focusing civic resources to ignite that change; and,
- Creating a new regulatory framework (i.e. Zoning By-law and design guidelines) that allows development to proceed in a timely manner with a degree of design flexibility while continuing to provide the broader community with a level of certainty about the character and form of development.

Approximately 75% of the City, which includes stable neighbourhoods, apartment neighbourhoods, parks and open spaces, and utility corridors, is not intended to accommodate significant new growth. The remaining 25% of the City is where the majority of growth will occur. The Official Plan directs that most future growth will occur in the Downtown, Centres, Employment Districts, and along the Avenues.

Avenues are selected corridors along major transit routes where transit-supportive reurbanization is intended to create new jobs and housing while improving local streetscapes, infrastructure and amenities. Avenues are intended to gradually accommodate significant amounts of development as Toronto continues to grow.

Bloor Street West and Dundas Street West in the Study Area are identified as Avenues. In addition, the lands fronting along Bloor Street West and Dundas Street West are designated as Mixed Use Areas on Map 18, Land Use Plan, in the Official Plan. This land use designation permits a range of residential, commercial, employment and institutional uses. The policies provide criteria that direct the form and quality of development in this land use designation including a transition between areas of different development intensity and scale.

The Mixed Use Areas designation generally serves to implement the Official Plan's strategy for managing growth in many areas throughout Toronto, including the Downtown and Central Waterfront, the Centres (e.g. North York Centre, Yonge-Eglinton Centre) and certain lands along the Avenues. It is important to note that not all Mixed Use Areas will experience the same scale or intensity of development. Generally, areas within the Downtown will have the tallest buildings or greatest intensity, and development heights and densities in Centres will be dictated by their respective Secondary Plans. Most Avenues will develop at a lower scale than both the Downtown and Centres.



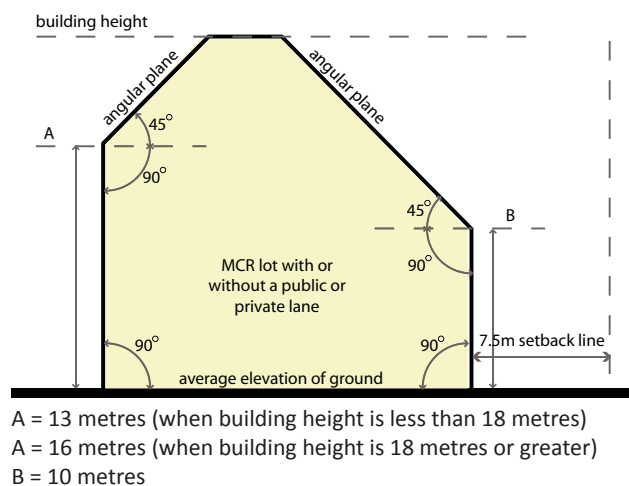
Map of existing zoning

2.1.5 Existing Zoning

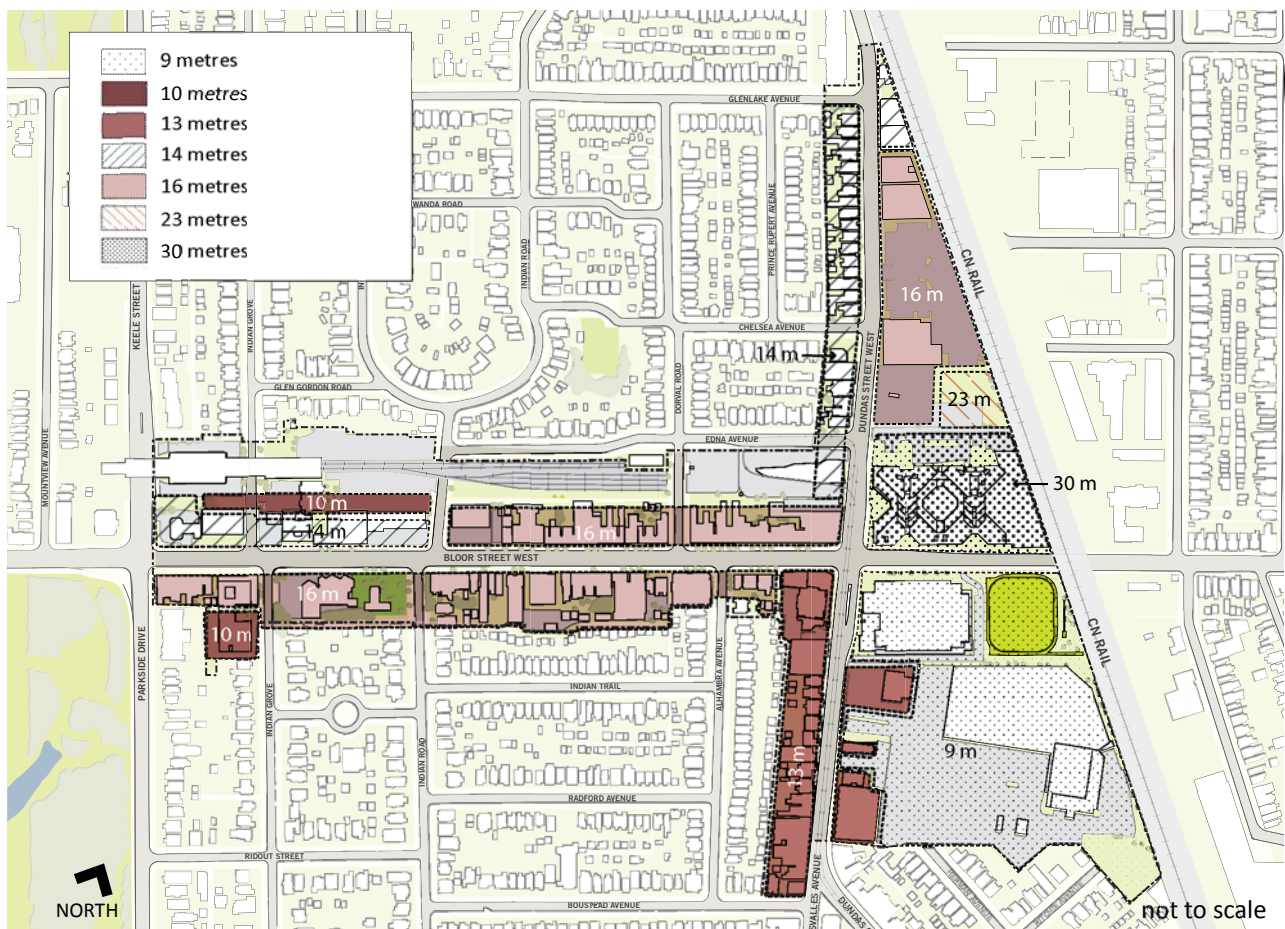
Most properties fronting onto Bloor Street West and Dundas Street West are zoned “Mixed-Use Districts” (MCR) currently allowing for buildings between 2.5 and 3.0 Floor Space Index (FSI) under By-law 438-86, as amended, of the former City of Toronto.

The MCR zoning allows for mixed-use development including buildings with a mix of residential, retail and commercial. The zoning includes requirements for heights, building step-backs, and angular planes, which define a zoning envelope (see diagram at right).

There are some properties in the Study Areas that are zoned for uses other than mixed-use, including Industrial and Residential. The TTC property between Keele Street and Indian Road is zoned as Transit (T) (see map above).



MCR Zoning envelope



Map of allowable building heights

2.1.6 Allowable Building Height

The existing allowable building heights for the Study Area range from nine metres (2 - 3 storeys) to a maximum height of 30 metres (9 - 10 storeys). Refer to above map for allowable building heights.

The allowable building heights along Bloor Street West are:

- 10 to 14 metres between Keele Street and Indian Road;
- 16 metres between Indian Road and Dundas Street West, with the exception of the southwest corner of Dundas Street West and Bloor Street West, which is 13 metres; and,
- 9 metres on the south side and 30 metres on the north side of Bloor Street West, east of Dundas Street West.

The allowable building heights along Dundas Street West include:

- 14 metres on the west side of Dundas Street West between Glenlake Avenue and Dundas Street West subway station;
- 14 to 23 metres on the east side of Dundas Street West between Glenlake Avenue and the Crossways Mall; and,
- 13 metres south of Bloor Street West, with the exception of the Bishop Marrocco Catholic Secondary School and Loblaws/Zeller's site which are 9 metres.

The Crossways complex, circa 1974, at the northeast corner of the Bloor and Dundas intersection, is 29-storeys (approximately 81 metres) and significantly departs from the established built form.

2.2 Recent City-led Area Planning Work

2.2.1 Bloor Street Visioning Initiative

Prior to commencing the Bloor-Dundas 'Avenue' Study, City Planning staff launched the Bloor Street Visioning Initiative in January 2008 to engage community stakeholders in a discussion on how the area should grow over time. This initiative was based on the following key objectives:

- Provide a planning policy overview to facilitate discussion;
- Engage the community to seek insight into the context of the area and the preferred vision of the street;
- Identify community-developed area-specific guiding principles through a review of planning documents, submitted Avenue Segment Reviews, internal and external agency discussion and community consultation; and
- Use the guiding principles developed through the process to help inform the Avenue Study, and direct future Council and community action in the area.

The goal of the Bloor Street Visioning Initiative was not to provide a detailed implementation strategy that would be completed subsequently in the Avenue Study, but to engage the community in outlining development principles to be used to inform decision-making and the Bloor-Dundas 'Avenue' Study.

As a result of the Bloor Street Visioning Initiative, seven guiding principles were developed to reflect the community comments in the context of the community visioning sessions.

Guiding Principles:

1. Encourage community vitality through a mix of uses that includes retail/commercial at-grade.
2. Enhance the pedestrian and cyclist experience along Bloor Street West.
3. Encourage opportunities to green the public and private realm.
4. Improve and integrate transit services and facilities.
5. Encourage development at an appropriate scale and density that is compatible with the existing built form, street width and neighbourhood context.
6. Encourage high quality architecture that builds upon the positive attributes of the area.
7. Protect existing neighbourhoods from negative impacts.

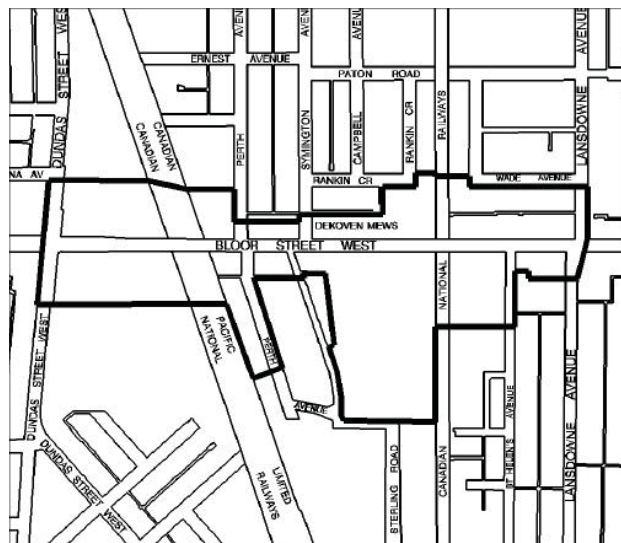
Collectively, the principles are intended to promote responsible intensification, to foster and support a compact, complete community that is well-designed and offers transportation choices. City Planning's Final Report on the Bloor Street Visioning Initiative is available at: <http://www.toronto.ca/legdocs/mmis/2008/te/bgrd/backgroundfile-14044.pdf>

2.2.2 Bloor-Lansdowne 'Avenue' Study

In January 2000, the Bloor-Lansdowne 'Avenue' Study was undertaken as a pilot Avenue Study in support of the new Official Plan. The Bloor-Lansdowne Study Area is located directly east of the Bloor-Dundas 'Avenue' Study Area. The two Study Areas overlap at the Bloor Street West and Dundas Street West intersection.

At the onset of the Study, Bloor-Lansdowne was in a state of transformation from primarily industrial and low density residential uses to more intensive mixed-use and higher density residential developments. Through a series of charrettes and open houses, the consultant team prepared a concept plan for the Bloor-Lansdowne Area to repair the fabric of the neighbourhood and to reinforce the continuity of Bloor Street West.

The reurbanization strategy included recommendations on intensification, streetscape improvements and better transportation connections between the TTC and GO transit.



Map of Bloor-Lansdowne Avenue Study Area boundary

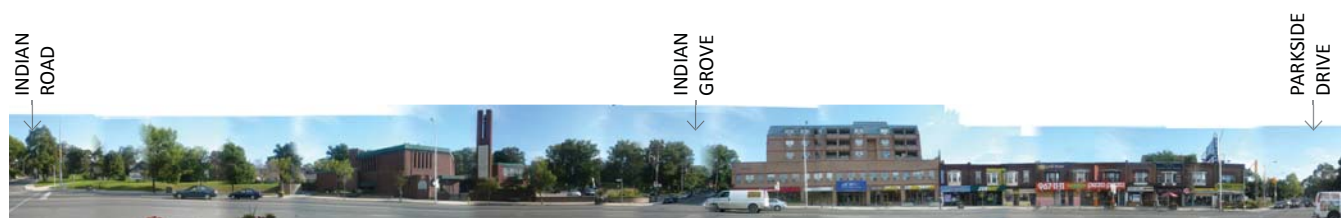
Bloor-Lansdowne 'Avenue' Study Summary Table - Consultant Recommendations

CHARACTER	Infill sites developed as mixed-use buildings High capacity transit node (Bloor-Dundas intersection) Employment opportunities provided by incubator type buildings Retail uses encouraged wherever possible
LAND USE	No restrictions (except heavy industrial or toxic) Infill sites with retail space at-grade, possible commercial space on the second floor, and residential above Fulfill important public objectives (i.e. library, daycare, etc.) at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
DENSITY	3.0 FSI is recommended 6.0 FSI could be encouraged at major transit hub (Bloor-Dundas intersection)
SECTION 37	Recommended to acquire funding for community meeting and recreation space
TRANSITIONS / ANGULAR PLANE	Angular plane guidelines should be applied to the massing of proposed buildings to ensure that sunlight reaches the street
MIN. HEIGHTS	4 storeys (ensured by as-of-right density incentives)
BASE HEIGHTS	4 storeys
MAX. HEIGHTS	Generally 4-5 storeys on the south side of Bloor Street West 10 storeys (max.) Additional height possible on sites adjacent to the railway corridors
SETBACKS	Built-to line at the street edge 30 m from railway lines (setback area should be landscaped and part of open space system)
STEPBACKS	3 m after 4 storeys (to a max. of 10)
FRONTAGE	70% of the building frontage is required to be built to the built-to line (street frontage) Active frontages with accessible retail, commercial or residential Side street frontages in large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths) should be compatible with adjacent residential areas in terms of scale, character and use

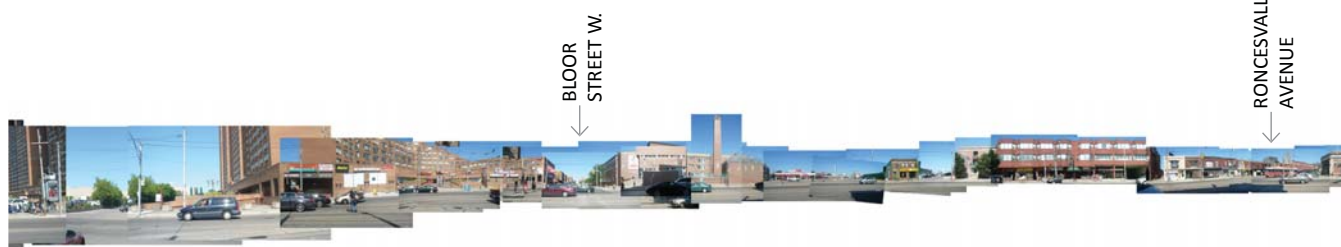
GROUND FLOOR	Ground floor heights should be generous, even if the building is not initially planned for retail use, to encourage flexibility of use over time, and the possibility of conversion to retail in the future
ENTRANCES	Accessible directly from the street
ACCESS	New public secondary streets (where needed) can be created at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
PARKING	On-street parking for off-peak hours Public district parking at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
SERVICING	Buildings should be serviced from a lane behind the main street in keeping with the normative retail front/service back condition found all along Bloor Street West
ACTIVE TRANSP.	Link existing bike paths to create a continuous linear open space network
TRANSIT	Connect TTC and GO Transit systems at Dundas W. station Additional entryway to enhance access New platforms for GO station to serve commuter rail increases in the future Covered platforms and glazed linkages to street
STREETSCAPE	Sidewalk paving with decorative precast concrete banding, tree planting, and low level lighting Murals and landscaped walls on underpasses
OPEN / GREEN SPACE	New large scale developments south of Bloor Street West, requiring a comprehensive plan, should allocate space in the plan for an urban park Network of publicly accessible open spaces to link residential neighbourhoods Footpaths to link existing open spaces New public parks and open spaces as part of large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
IMPLEMENTATION	Amendments to the policy framework to designate the area as a high capacity transit node Short, medium, and long-term recommendations: <ul style="list-style-type: none"> • Short (immediate) term – Streetscape improvements, infill vacant sites, enhance transit connections • Medium (10-20 year) term – Infill and intensify all vacant sites, promote the economic base of the area by developing incubator type buildings, complete the open space network • Long (20-30 year) term – evolve into a high capacity transit node centered around the Bloor-Dundas intersection Infill vacant sites with mixed-use urban avenue buildings of a scale appropriate to Bloor Street West <ul style="list-style-type: none"> • 4 storey “Urban Villas,” with live/work space on the ground floor, and residential above, are recommended Implement provisions to ensure new development adjacent to the rail corridor adds to the network of open space to eventually establish a continuous system

Bloor-Lansdowne ‘Avenue’ Study Summary Table - Staff Report

DENSITY	3.0 FSI (max.) 4.0 FSI in 4 larger development sites
MIN. HEIGHTS	16 m (where max. height is 30 m)
MAX. HEIGHTS	16 m (where existing mixed-use, low-rise development) 30 m (in areas with high investment in transportation and other infrastructure)
IMPLEMENTATION	Amendments to the existing Policy Framework (Official Plan, Zoning by-law)



Photos of existing buildings on Bloor Street West



Photos of existing buildings on Dundas Street West

3

Study Area Analysis

3.1 Study Area

The Study Area runs along Bloor Street West between Keele Street/Parkside Drive and the CN Rail tracks and Dundas Street West between Glenlake Avenue and Boustead Avenue (See Study Area and Context map on the following pages).

3.1.1 Area Character

The Study Area has a variety of built form, including mixed-use buildings, residential dwellings, office buildings and warehouses, within the approximately 650 metre segment of Bloor Street West and 400 metre segment of Dundas Street West.

BLOOR STREET WEST - EAST OF INDIAN ROAD

Bloor Street West, east of Indian Road is a typical Toronto main street, with narrow frontages and low-rise, mixed-use buildings, mostly two-storeys that are built to the property line. There are also some residential house-form buildings on the south side of the street.

BLOOR STREET WEST - WEST OF INDIAN ROAD

The character changes west of Indian Road, where the low-rise main street is less consistent as it is interrupted by several office buildings, strip plazas and a gas station. On the north side, buildings are mostly set back from the property line with surface parking in front. On the south side, there are some traditional main street buildings.

The grade slopes down steeply towards the west in this segment of Bloor Street West, and retail uses occupy the ground floor of most buildings.

DUNDAS STREET WEST - NORTH OF BLOOR

On Dundas Street West, the built form is much more fragmented. The west side of Dundas Street West is primarily house-form buildings, some still occupied by residents, some used as home-offices. The east side of Dundas Street West has a number of large format retail developments and older warehouse buildings. The tallest buildings located in the Study Area are concentrated around the intersection of Dundas Street West and Bloor Street West. Two 29-storey (approximately 81 metre) residential towers on top of the Crossways Mall are located on the northeast corner of Bloor Street West and Dundas Street West. The two towers sit on a two-storey podium and are set back approximately 45 metres from Bloor Street West.

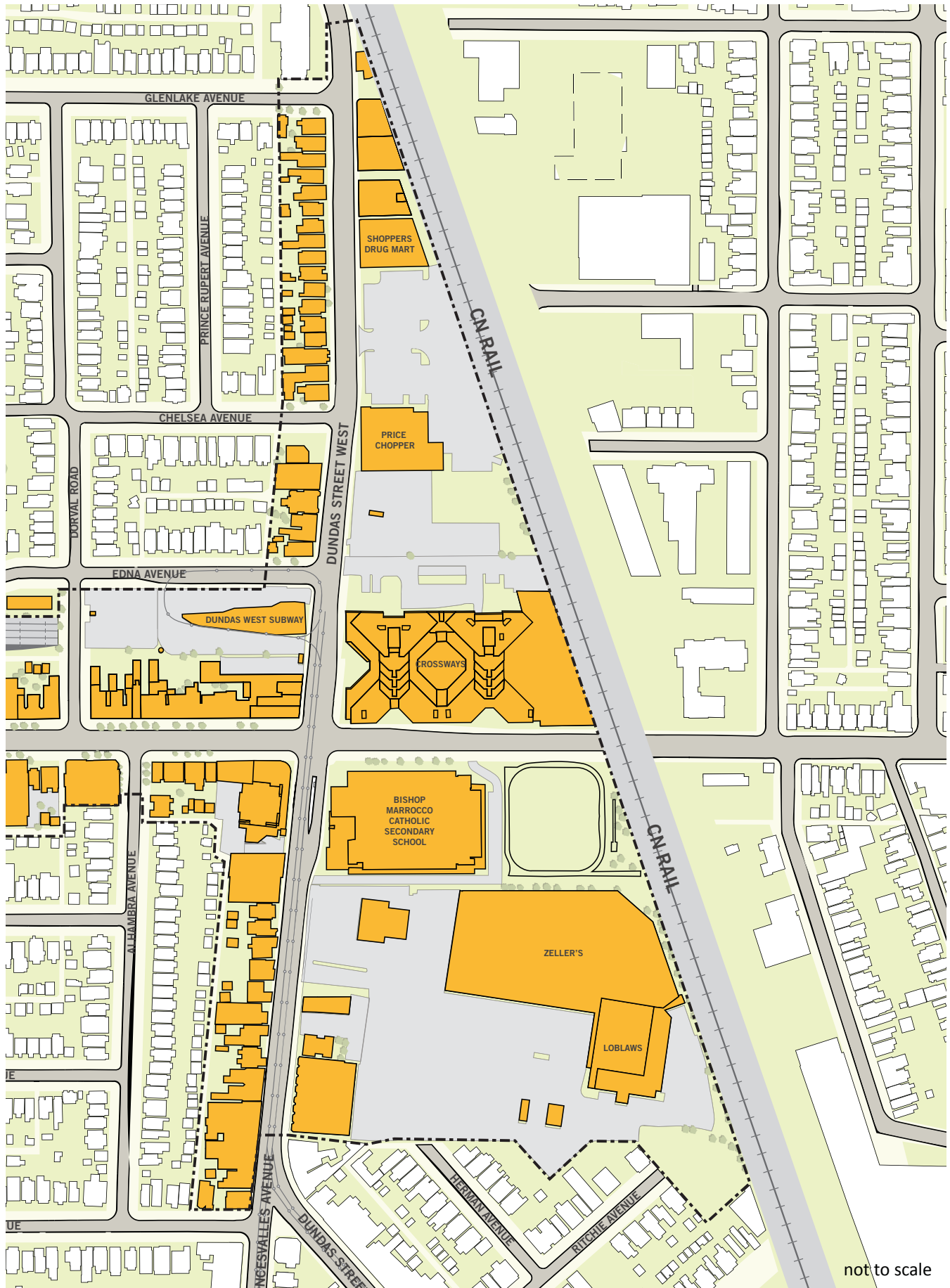
The buildings along Dundas Street West, north of Bloor Street, are a variety of heights, ranging from one-storey retail developments to five-storey warehouses.

DUNDAS STREET WEST - SOUTH OF BLOOR

On the southwest corner of Bloor Street West and Dundas Street West, there is a 12-storey (approximately 41 metre) mixed-use building known as Bloor Dundas Square. This building is set back approximately 16 metres from the street and sits on top of a one-storey podium. The remainder of the west side is low-rise commercial-retail stores and houses. The east side is comprised of the Bishop Marrocco Catholic Secondary School and the large Loblaws/Zeller's plaza, a walk up apartment building and mixed-use buildings.



Plan of Study Area and context





Bloor Street West, looking south on Dundas Street West (1913)



Dundas Street West, north of Bloor Street West (1935)



Bloor Street West CPR train crossing (1924)



Bloor Street West and Dundas Street West (1927)

3.1.2 Area Heritage

The Study Area falls within the boundaries of the former West Toronto, renamed to the West Junction after the arrival of four railways: the Grand Trunk (1856), the Toronto Grey and Bruce (1876), Credit Valley Railway (1879) and the Ontario and Quebec Railway (1883). The introduction of these railroads and the joining of the West Toronto Electric Railway to the City's street-car system helped create favourable conditions for the introduction of industrial uses in the area.

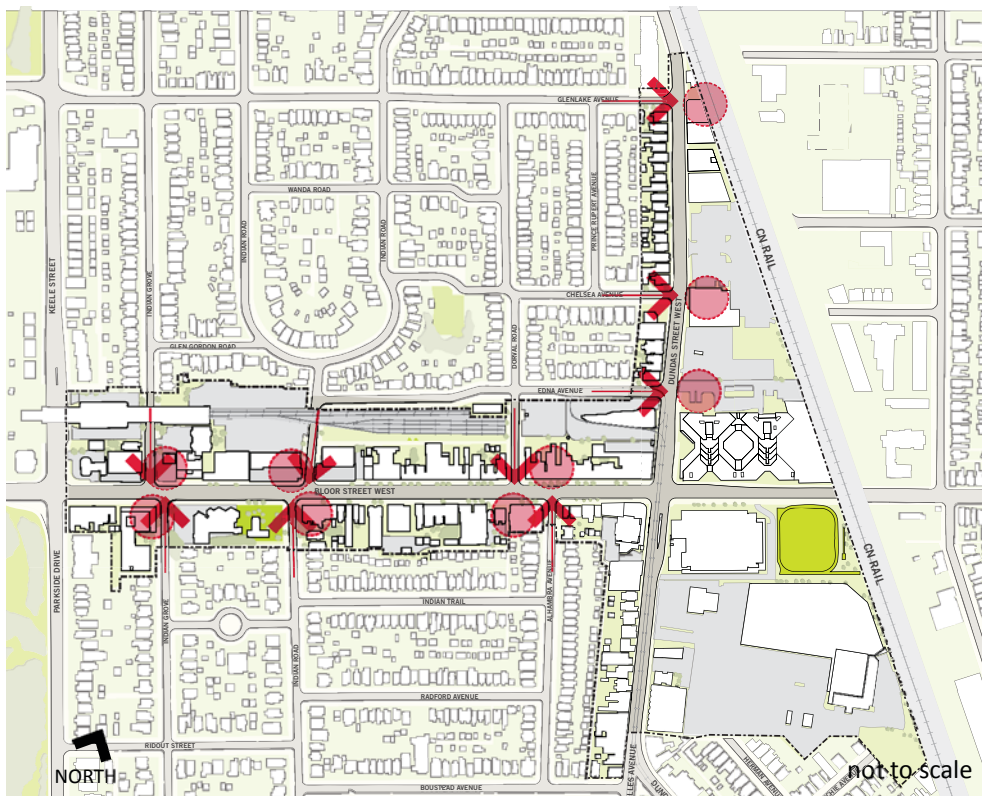
Prior to the 1920s, the two railway tracks crossing Bloor Street West were located at-grade, creating a physical barrier between these two streets. Eventually, the underpasses were built, improving the connection, but still not providing a welcoming stretch of street. Due to this obstacle, the area west of Lansdowne Avenue and east of Dundas Street West have little connection with each other and no viable retail along Bloor Street West.

While the West Toronto Junction is historically significant because of the railway and industrial uses, there are currently no designated or listed heritage buildings in the Study Area. However, there are a number of buildings with heritage value such as the Lithuanian House and

the Redeemer Lutheran Church and the open space associated with it. The industrial warehouse buildings north of Bloor Street West on the east side of Dundas Street West are also significant as they link the area to its early history and provide a distinct context for future building infill on this section of Dundas Street West.

The area referred to as High Park North – the neighbourhood north of Bloor Street West, within the Study Area – is primarily residential, containing many semi-detached homes built in the early 20th century. Early housing in the area was concentrated to the north and east, where there was easier access to the stores and industry along Dundas Street West. High Park North emerged as a neighbourhood once Bloor Street was widened and evened out following World War I, when most of the residential homes, which still exist today, were built.

To the south of the Study Area, in the Roncesvalles neighbourhood, streets were laid out or extended to Keele Street (this section was later renamed Parkside Drive) when Parkdale was annexed to Toronto in 1889, and the street grid took the shape it remains in today. This area is almost entirely residential.



Terminus views in the Study Area



The view of Lithuanian House from Dorval Road



Industrial buildings located on Dundas Street West provide a distinct character and link to the area's heritage

3.1.3 Views

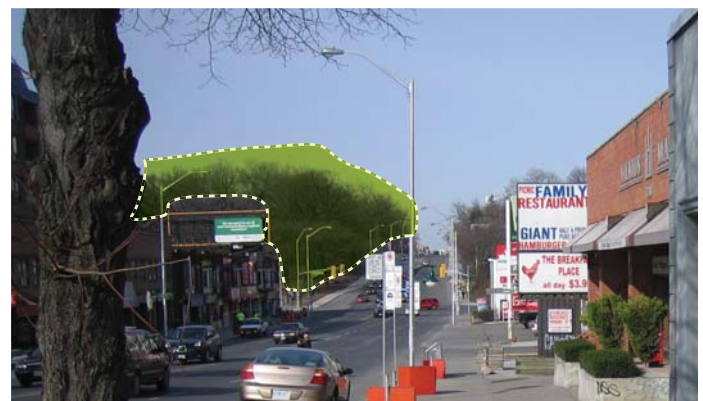
The combination of street layout, topography and built form create opportunities for views within and into the Study Area.

The T-intersections created by local streets as they cross Bloor Street West and Dundas Street West create opportunities for terminus views on select properties (see map above). The Lithuanian House, which is located directly at the end of Dorval Road, is an example of a positive terminating view.

New development should be massed, and incorporate architectural details, in a context-appropriate manner to enhance the view terminus from local streets.

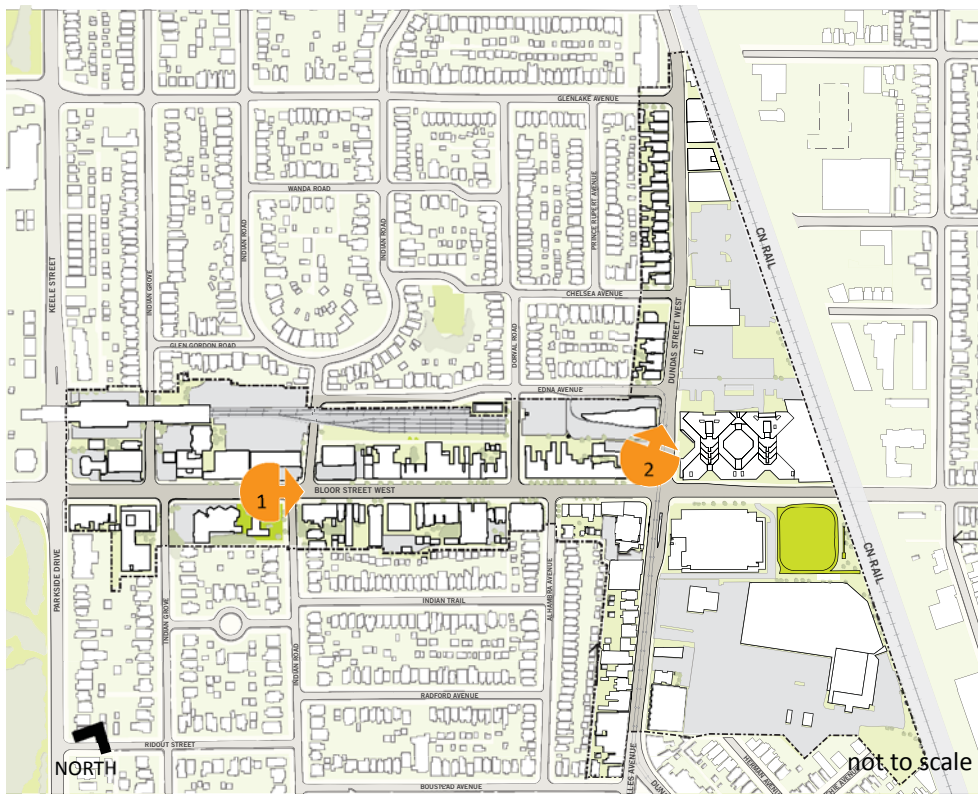
Views to the cluster of heritage character industrial buildings, located on the east side of Dundas Street West just north of Shopper's Drug Mart, should continue to be protected.

At the south end of the Study Area, where Roncesvalles Avenue and Dundas Street West intersect at an unusual angle creating a triangular-shaped site (not within the Study Area), there is a unique view corridor and sense of entry into the Study Area.

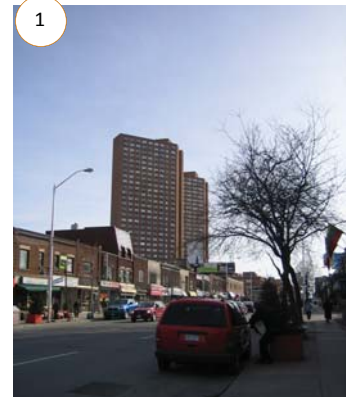


High Park's highly visible tree canopy provides a sense of arrival to this major City Park

The sloping nature of Bloor Street West, west of Indian Road, creates interesting views traveling in both directions. At the highest point of elevation on Bloor Street West, the tree canopy of High Park can be seen in the background.



The Study Area



View east from Bloor-Indian Road



View north from the intersection of Bloor Street West and Dundas Street West

3.1.4 Circulation & Access

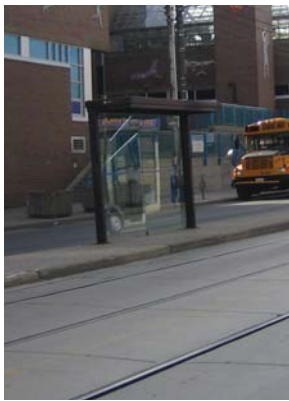
Bloor Street West is a major arterial road with a four lane cross-section within a 27 metre right-of-way. The street pavement is 16.5 metres wide with a five metre curb lane to accommodate a travel lane, off peak on-street parking and cycling. Dundas Street West is a 20 metre right-of-way with a four lane cross-section that includes streetcar infrastructure in the two centre lanes, south from the Dundas West station.

Keele Street and Parkside Drive, which form the western boundary of the Study Area, function as a link between Highway 401, and the Lake Shore Boulevard/Gardiner Expressway, via Weston Road and Black Creek Drive. Black Creek Drive links to the southern terminus of Highway 400.

Local streets connect the surrounding residential neighbourhoods to Bloor Street West and Dundas Street West, although none of the north south streets line up on either side of Bloor Street West. All the local streets extending south from Bloor Street West have southbound “do not enter” restrictions in place from 7:00 am to 9:00 am on weekdays, to limit traffic infiltration through the neighbourhood to the south.

Northbound and southbound left turns are prohibited from 7:00 am to 7:00 pm from Monday through Saturday from Dundas Street West onto Bloor Street West to minimize the impact on streetcar traffic operations.

There are also right and/or left turn restrictions from Bloor Street West to Indian Grove as Indian Grove north of Bloor Street West is a one-way street southbound.



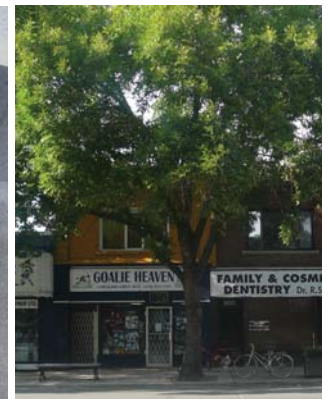
Old streetcar shelters on Dundas Street West



Sidewalk conditions are poorly defined along Dundas Street West



There are many empty concrete planters on Bloor Street West



Mature trees along Bloor Street West

3.1.5 Streetscapes

The existing streetscape conditions vary across the Study Area. Some conditions are attractive and accommodating where others require improvements.

TREES AND PLANTINGS

There are consistent tree plantings along both sides of Bloor Street West east of Indian Road. These mature trees greatly contribute to the character of the area, and make this one of the most attractive stretches of Bloor Street West. West of Indian Road, the tree plantings are sparse and/or non-existent. The concrete flower planters along Bloor Street West are in poor condition and are not planted regularly.

The few plantings that exist along Dundas Street West are landscape treatments in front of Shopper's Drug Mart and private residences' front yards. As redevelopment occurs on Dundas Street West, the improvement of the streetscape must be a high priority.

STREET FURNITURE

The new coordinated City of Toronto street furniture is currently being installed across the City. Some items have been installed on Bloor Street West and Dundas Street West, but many old benches, transit shelters, newspaper

boxes, bicycle, litter and recycling receptacles are still placed haphazardly along the sidewalks.

SIDEWALKS

Curb-cuts along Dundas Street West and Bloor Street West, west of Indian Road, interrupt the sidewalk area. This often results from the front yard parking associated with the existing commercial uses.

Sidewalks on Bloor Street West between Dundas Street West and Indian Road are relatively wide with ample room to accommodate outdoor cafes and fruit stands.

As the grade slopes down from Indian Road towards Keele Street, the front entrances of many buildings do not line up with the established grade. This inconsistent grade change interrupts the sidewalk and pedestrian flow with the introduction of stairs leading to front entrances.

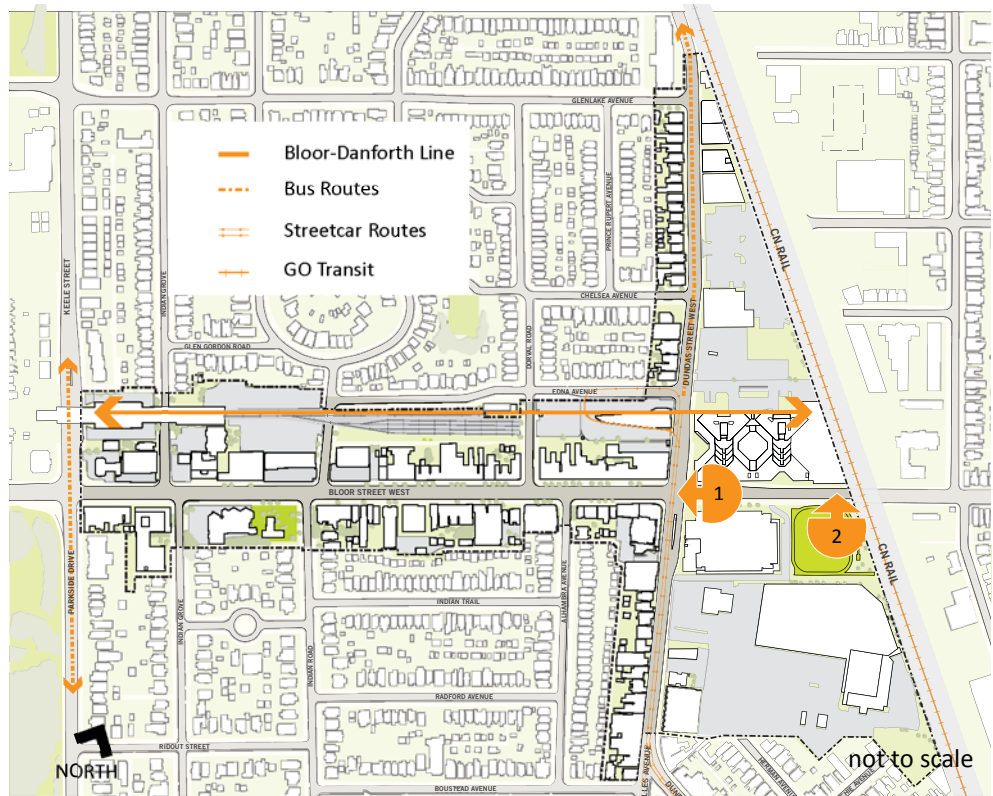
Sidewalks on Dundas Street West are very narrow and further impeded by utility poles and boxes. There is very little landscape treatment to buffer pedestrians from the street traffic.



View west from Bloor Street West and Dundas Street West



Entrance to Bloor GO station



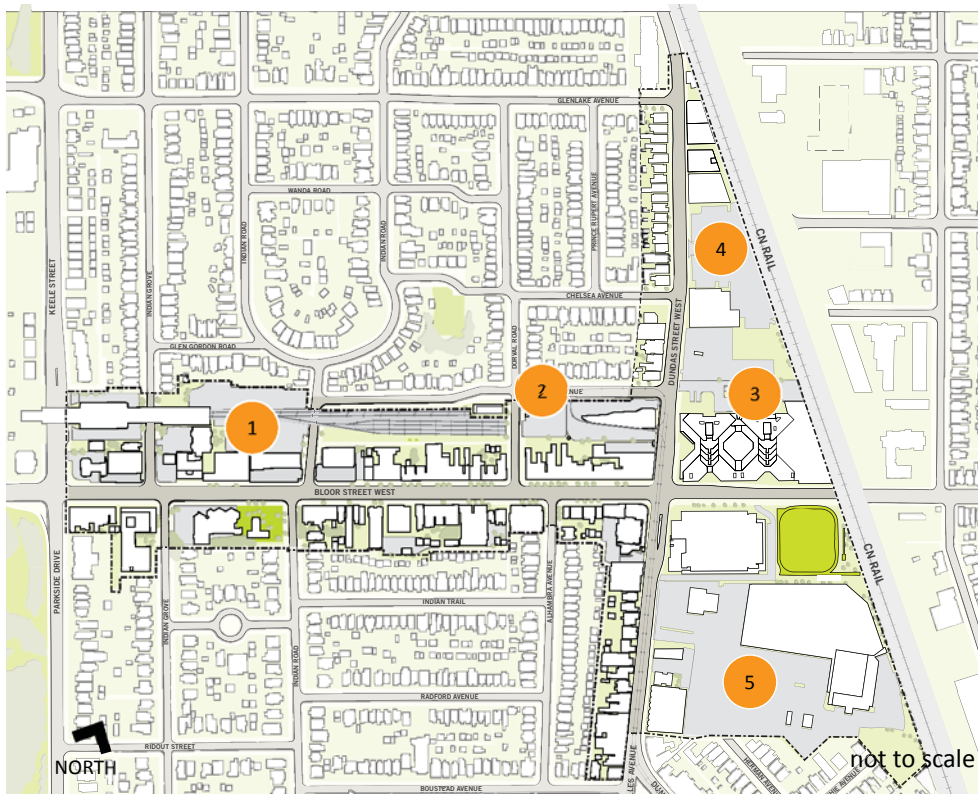
The Study Area

3.1.6 Transit

The Study Area is extremely well served by transit. The majority of the Study Area falls within a five-minute walking distance from one of two subway stations: Dundas West and Keele. Entrances to both stations are located north of Bloor Street West, approximately 600 metres apart from each other. Daily transit trips for Dundas West and Keele station are upwards of 40,500 people (24,530 transit users per day for Dundas West and 16,050 transit users per day for Keele). Two streetcar lines (504 King and 505 Dundas) and two bus routes (40 Junction and 168 Symington) terminate at Dundas West station. Three bus routes terminate at Keele station (80 Queensway, 41 Keele and 89 Weston). The two streetcar lines have frequent service (2-6 minutes) and most of the bus routes operate between 5-15 minutes during the day. (Source: TTC ridership numbers for 2007-2008)

The community has expressed serious concerns about the accessibility and location of the Dundas West subway entrance for a long time, and was identified as a primary issue during consultation for the Bloor-Lansdowne 'Avenue' Study (2000). The only entry and exit point at the subway station is located on the west side of Dundas Street West. Due to the high pedestrian traffic, the lack of designated pick-up and drop-off locations, coupled

with other traffic issues (waiting taxis, motorists making left turns and u-turns, pedestrians crossing north of the traffic light, etc.), there are numerous concerns about how pedestrians and vehicles circulate near the subway station. A recent Traffic Impact Study (June 2007) by MMM Group looked at the pedestrian crossings at Dundas Street West and Bloor Street West. The Study indicated that as many as half of the pedestrians crossing Dundas Street West were crossing mid-block instead of at the signalized intersection located 60 metres south. These findings indicate the need to address the pedestrian and vehicular environment in this area both in the short and long-term. Short-term actions could include increased police enforcement directed towards both motorists and pedestrians, improved pedestrian environments on both the east and west sides of Dundas Street West as opportunities arise, and enhanced crosswalks at the Dundas/Bloor intersection. In the longer-term, a second TTC entrance point on the east side of Dundas Street West, if feasible, would be desirable to address some of the identified concerns.



The Study Area

- 1 - 221 surface parking spaces at Keele subway station
- 2 - 75 surface parking spaces behind Dundas West subway station
- 3 - 707 parking spaces at Crossways (below grade)
- 4 - 171 surface parking spaces at Shopper's/Price Chopper
- 5 - 250 surface parking spaces at Loblaw's/Zeller's

GO Transit's Bloor station, located approximately 200 metres east of Dundas Street West, provides access to the Georgetown Corridor GO trains with approximately nine trains running between Georgetown and Union station on weekdays in each direction.

The TTC and GO operate independently of each other. The Bloor GO station is located less than a two-minute walking distance from Dundas West station, however transit users transferring from one service to the other have to leave one system completely and take an indirect, poorly defined pedestrian route to use the other service. A new eastern entrance to Dundas West station through the Railpath and GO station is being studied by Metrolinx as part of a mobility hub. Metrolinx has also recently announced the start of an Environmental Assessment study to look at a possible service expansion along the GO Georgetown Corridor and an express transportation link between Pearson International Airport and Union station.

3.1.7 Parking

There are two large public surface parking lots located in the Study Area. The parking lot located at Dorval Road and Edna Avenue is operated by the Lithuanian House and has 75 spaces. The other surface parking lot is located north of Bloor Street West adjacent to Keele station, at Indian Road and is operated by the TTC. This parking lot has a capacity of 221 spaces and parking is free on weekends and holidays.

Off-peak parking is generally provided on Bloor Street West within the Study Area, however there is no stopping between 7 am to 9 am and 4 pm to 6 pm, during rush hour.

The large retail sites on Dundas Street West provide approximately 171 parking spots at the Price Chopper/Shopper's Drug Mart lot and approximately 250 at the Loblaw's/Zeller's parking lot. The predominance of surface parking, particularly on this considerable length of Dundas Street West, creates a poorly defined street edge and further contributes to the impression of a very wide, busy street.

The Crossways and Bishop Marrocco School have below-grade parking structures with public parking associated with The Crossways.



The Lithuanian House rents space to community groups



Bishop Marrocco Catholic Secondary School

3.1.8 Community Services and Facilities

The Official Plan requires an assessment of community services and facilities as part of an Avenue Study. The purpose is to determine the ability of existing publicly funded schools, libraries, day-care centres, community centres, other social service agencies and parks and open spaces serving the local population to accommodate additional demand, and to identify emerging priorities for additional community resources that should be considered when planning for future growth along the Avenues.

City Planning staff have conducted a Community Services and Facilities Assessment as part of the Bloor-Dundas 'Avenue' Study. The Assessment covers an area larger than the Bloor-Dundas 'Avenue' Study area in recognition of residents' ability to access key services and programs in the broader community.

The Assessment provides a demographic profile of the area and reviews the inventory of key community resources that are currently serving the local population. In general, the area is served by an array of facilities and service providers who in many cases have provided programs to local residents for many years. The ability of these community resources to address current and future demands is highlighted below:

Schools: some local schools have enrolment pressures, which school board personnel have indicated will be monitored throughout any build-out period, and will likely be resolved through adjustment to attendance boundaries and optional enrolment policies.

Public Library: High Park Library, the branch in closest proximity to the Bloor-Dundas 'Avenue' Study area, is scheduled for renovation and expansion, and in conjunction with the other libraries in the area, is expected to accommodate any additional residential growth which may occur.

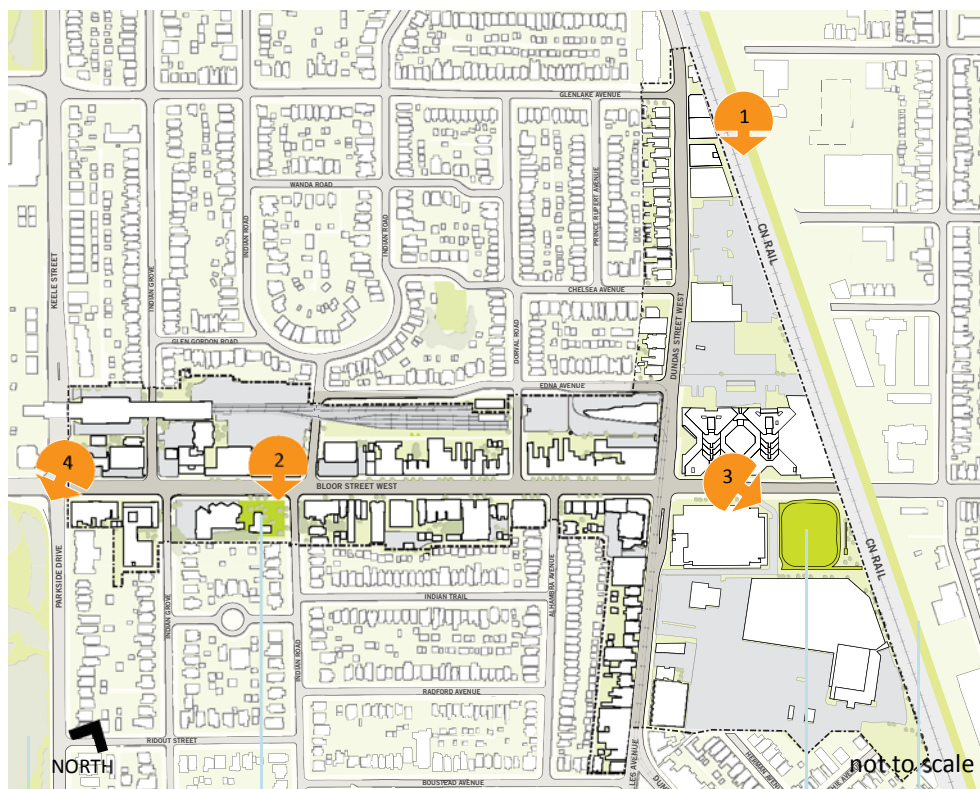
Child Care: There is a need for additional licensed child care for children aged 0 to 5 to meet both existing and projected demand.

Recreation / Public Assembly Space: The existing Keele Community Recreation Centre's ability to accommodate additional demand is hampered by the lack of space currently available within Keelemount Junior Public School. In addition, the loss of the indoor swimming pool at this location has meant that local residents must travel outside of the Study Area for aquatic programs.

Human Service Providers: Smaller agencies have indicated a need for satellite space to supplement their existing facilities in order to meet the growing needs of the existing population.

Parks and Open Space: The area has been identified as under-served with respect to local public parkland, and additional parks are needed to serve both existing and future residents.

For additional details please review City Planning's Community Services and Assessment available on the Bloor-Dundas 'Avenue' Study website at: www.toronto.ca/planning/bloordundas.htm



High Park

Redeemer
Lutheran Church
green open space

Bishop Marrocco
Catholic Secondary
School's playing
field

Future/proposed West
Toronto Railpath on the
east side of the rail line



Photo courtesy of West Toronto Rail



3.1.9 Parks & Open Spaces

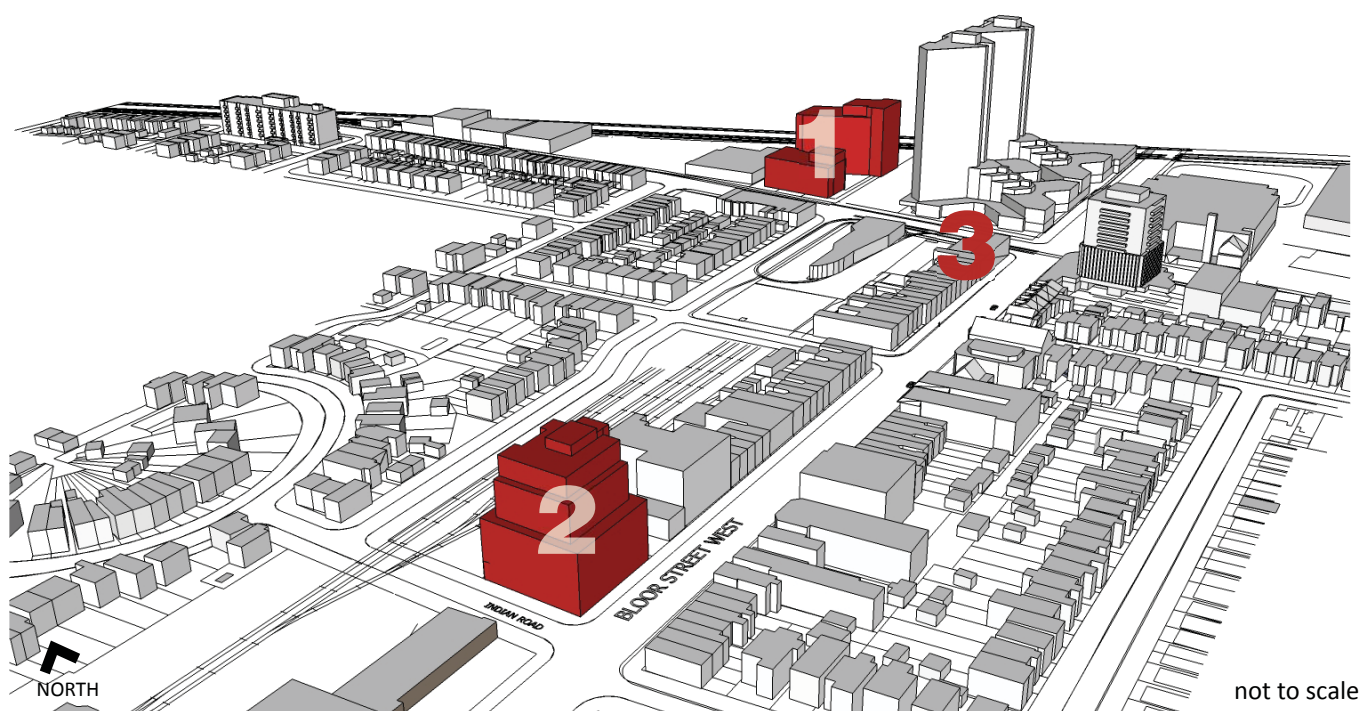
There are no public parks or public open spaces within the Study Area, but there are some smaller local parkettes located in the neighbourhoods. City Planning's Community Services and Facilities Assessment reviews the parks and their facilities in the larger area (see Section 3.1.8).

As identified on Map 8b, Local Parkland Provision, in the Official Plan, the Study Area has 0 to 0.42 hectares of local parkland per 1,000 people, the lowest possible category. Therefore, priority should be given to the creation or improvement of parkland within the Study Area. The Study Area has also been designated as a Parkland Acquisition Priority Area in the City's Alternate Parkland Dedication Rate By-law.

There are only two green open spaces within the Study Area: the private green space surrounding the Redeemer Lutheran Church at Indian Road and Bloor Street West, and the Bishop Marrocco Catholic Secondary School's playing field located between the CN tracks and the high school. While these spaces provide a relief from the urban landscape, they are generally not accessible to the public.

One of the most significant parks in Toronto, High Park, lies just outside the western boundary of the Study Area. The park provides 161 hectares of public park space and a number of community amenities within its boundaries. With an entrance at the southwest corner of Bloor Street West and Parkside Drive, the park has a highly visible presence in the neighbourhood and is a gateway to this west-end Toronto neighbourhood and the Study Area.

The West Toronto Railpath (bicycle path) will soon be completed in this area and accessible to the public via Bloor Street West, just east of Dundas Street West. The plan is for a linear green multi-use trail running along the east side of the CN Rail tracks. When finished, the trail will include 6.5 kilometres from Cariboo Avenue to Strachan Avenue. In 2003, the City of Toronto bought the first 2.1 km section of the rail corridor from Cariboo Avenue to Dundas Street West at Lansdowne Avenue. The other two-thirds of the proposed Railpath are still owned by CN and with plans for a GO train service expansion and the proposed Air-Rail Link, the future of the Railpath's extension is uncertain (see Section 3.1.6 for more detail).



Approved and proposed development projects in the Study Area

1. 2376-2388 Dundas Street West
2. 1638-1644 Bloor Street West*
3. 1540 Bloor Street West

* Final building mass not available at the time of printing

3.1.10 Proposed Development Projects

Prior to the Avenue Study, three development applications, two along Bloor Street West and one along Dundas Street West, were submitted to the City. Avenue Segment Studies were prepared for the two Bloor Street West applications as they required Zoning By-law Amendments. The Dundas Street West application predates the current Official Plan and its Avenue policies.

1. 2376-2388 Dundas Street West

This property is located north of the Crossways complex. The original application, filed with the City in 1988, proposed a 24-storey residential tower. The application was reduced to two 12-storeys and further reduced to two 8-storey buildings, which was approved by Council in 1994. Two local resident associations appealed Council's decision. A modified proposal consisting of a 5-storey mixed-use building fronting Dundas Street West and an 11-storey apartment building on the east portion of the site was approved by the OMB in 1998. The proposed building height is a result of that lengthy process. The height of the first building, at the street frontage, is 16 metres (21 metres with mechanical penthouse). The proposed building height of the second building, located closer to the rail lines, is 31.5 metres (36.5 metres with mechanical penthouse).

2. 1638 - 1644 Bloor Street West

This development application was submitted in January 2008 for a 12-storey mixed-use building located at the corner of Indian Road and Bloor Street West. The applicant proposed a 12-storey building at a height of 33.75 metres, which is 17.75 metres above the permitted height. Following submission of a revised site plan, City approval was given. The Ontario Municipal Board subsequently approved a revised proposal in accordance with the Council's adopted terms of settlement and withheld its Order pending finalization of the Section 37 Agreement, Site Plan and Site Plan Agreement. The Board's final order has not been issued to date.

3. 1540 Bloor Street West

This development application was submitted in June 2007 for a 29-storey mixed-use building at the northwest corner of Bloor Street West and Dundas Street West. The proposed height of 94.2 metres and proposed density of 13.3 times the area of the lot do not comply with the Zoning By-law. The application is currently under review by the City.

4

CONSULTATION PROCESS

4.1 Avenue Study Public Meetings

During the Study process three public meetings, four LAC meetings, and one design workshop were held. Each meeting was attended by the consultant team, City staff, the Councillor and members of the public. The open houses, design workshop, and the LAC meetings provided an opportunity for community discussion and feedback on the Avenue Study direction.

Consultation material was posted on the Study's web site to allow individuals unable to attend the meetings, or those interested in reviewing material on their own, to familiarize themselves with the Study's work and to provide feedback.

The following is a summary of the public consultation process. Appendix B includes notes from the community meetings.

4.1.1 Open House 1 - Kick-off Meeting

On Tuesday, July 8, 2008, the City of Toronto, in conjunction with the consulting team hosted a Kick-off Meeting. The purpose of the Kick-Off Meeting was to introduce the Avenue Study and commence community discussion on the future of this section of Bloor Street West and Dundas Street West. Participants were invited to make comments at three "Working Stations":

- 1. Community Mapping:** Participants identified areas of interest, areas in need of improvement and pedestrian connections.
- 2. Street Design and Transportation Recommendations:** Participants decided between different preferred methods of implementation for potential transportation recommendations and ranked the importance of different transportation elements.
- 3. Visual Preference Survey:** Participants chose precedent images of built form they liked and identified where they would like to see this type of development implemented along the Study Area.