Group discussion at the Design Workshop

Presentation from the consultant team and City staff at the Design Workshop

4.1.2 Open House 2 – Design Workshop

The second Open House (Design Workshop) meeting was held on Saturday, September 20, 2008. The objective of this half-day workshop was to gather design input from a variety of stakeholders, including residents, business owners, and members of the LAC. The presentation included a summary of the City's Avenue Studies and mid-rise initiatives to date, as well as a breakdown of transportation and community service opportunities. The presentations concluded with an explanation of the exercises that were to follow.

The participants were organized into five smaller tables to facilitate discussion and allow the groups to draw, build and describe their "vision" with the help of a consultant team member or City staff. Three exercises were outlined for the groups:

Exercise 1: Bloor Street West Right-of-Way

Exercise 2: Area Precincts and Focal Points

Exercise 3: Built Form Principles & Opportunity Sites

Each team was asked to appoint a speaker to present feedback on their table's discussion.

The following is a brief summary of the exercises and presentations. See Appendix A for the full Workshop Summary.

Exercise 1

Bloor Street West R.O.W.

In this exercise, each group was given a set of short and long-term right-of-way (R.O.W.) options for Bloor Street West. Groups were asked to identify the priorities for circulation, how the design and greening of the street ties into the surrounding area, and what necessary improvements to the streetscape were required.

Five themes emerged for the Bloor Street West R.O.W. from the five groups:

- Improving the pedestrian experience by increasing sidewalk widths;
- Introducing a double row of trees on the south side, and enhancing key intersections;
- Reducing the width and number of travel lanes to slow down through traffic;
- Creating dedicated bicycle lanes that eliminate conflict with vehicular traffic and parked cars; and,
- Maintaining and/or introducing on-street parking in support of local businesses.

Exercise 2 Area Precincts & Focal Points

In Exercise 2, participants were asked to discuss and clarify the different "precincts" within the Study Area, and define a realistic and defensible framework for built form that responds to the short and long-term Opportunity Sites and area as a whole (refer to the map on the following page for the four precincts).

Exercise 3 Built Form Principles & Opportunity Sites

In Exercise 3, groups were asked to discuss the draft Built Form Principles, focusing on:

- Building step-backs and massing;
- Replicating the character of a main street;
- Preserving sunlight and sky views and creating enclosure;
- How lot depth and transitions to adjacent low-rise can be applied;
- Where taller buildings are appropriate; and,
- Important characteristics of good buildings.

Model pieces and trace paper were used to demonstrate the desired build-out of Opportunity Sites for each group.

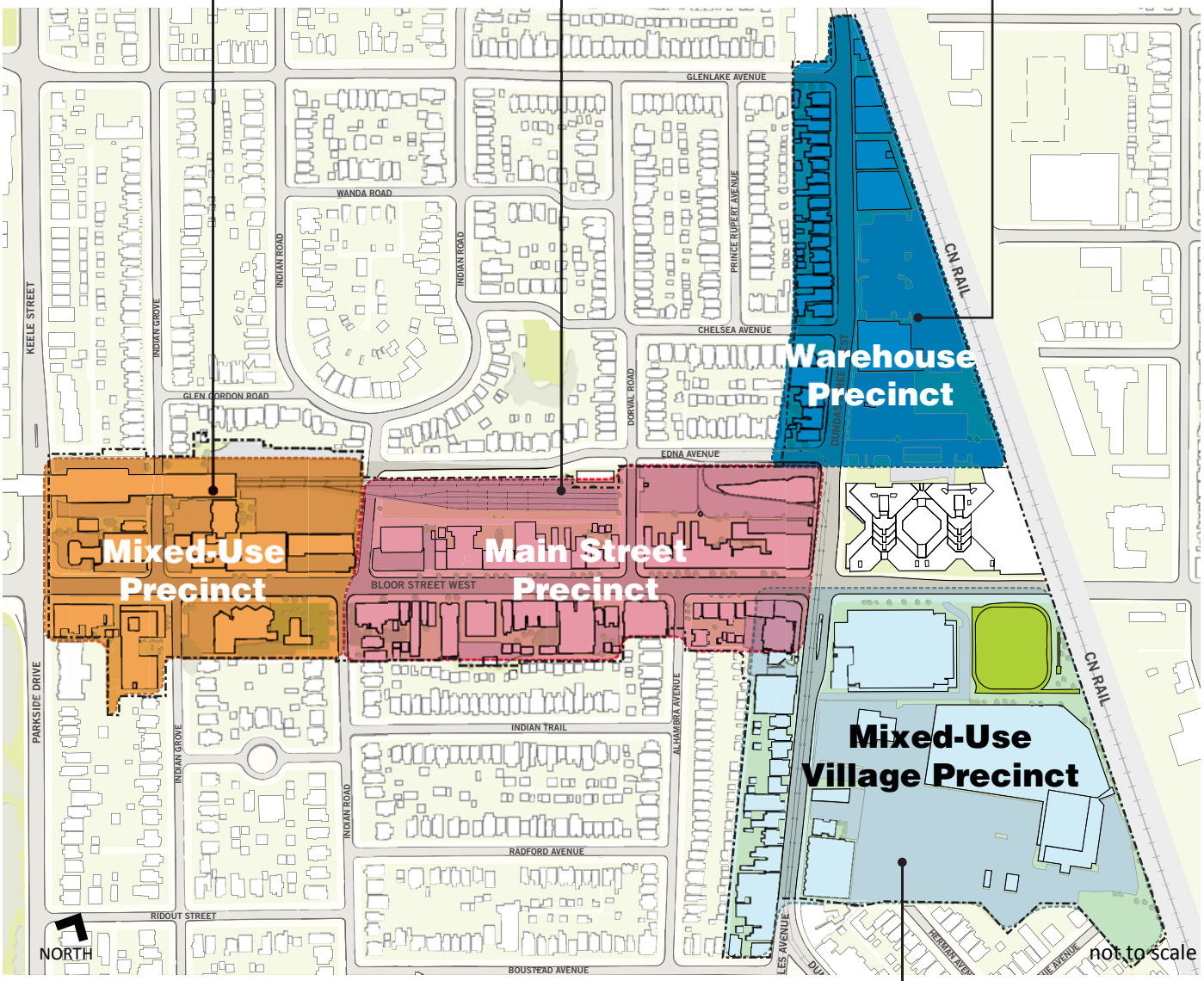
Exercises 2 and 3 were grouped to allow for a more comprehensive discussion of the vision for the Study Area. General consensus was that the Study Area could be better understood by dividing the larger area into four precincts, based on different built form and use. Bloor Street West has a different character on either side of Indian Road. To the east, the area has a more typical main street character with low-rise buildings and narrow frontages. To the west, the buildings are bulkier and there is more surface parking adjacent to the street. The groups identified the finer grain retail/building as an important feature that they feel provides interest and variety at the street level. They felt that this should be integrated into all of the precincts. Similarly, building articulation at the ground floor was regarded as important in that it contributes greatly to the character of the area.

The appropriate locations for taller buildings were identified at major intersections and adjacent to the rail corridor. The north side of Bloor Street West was also viewed as being able to accommodate greater height as opposed to the south side, as the TTC subway corridor provides a buffer.

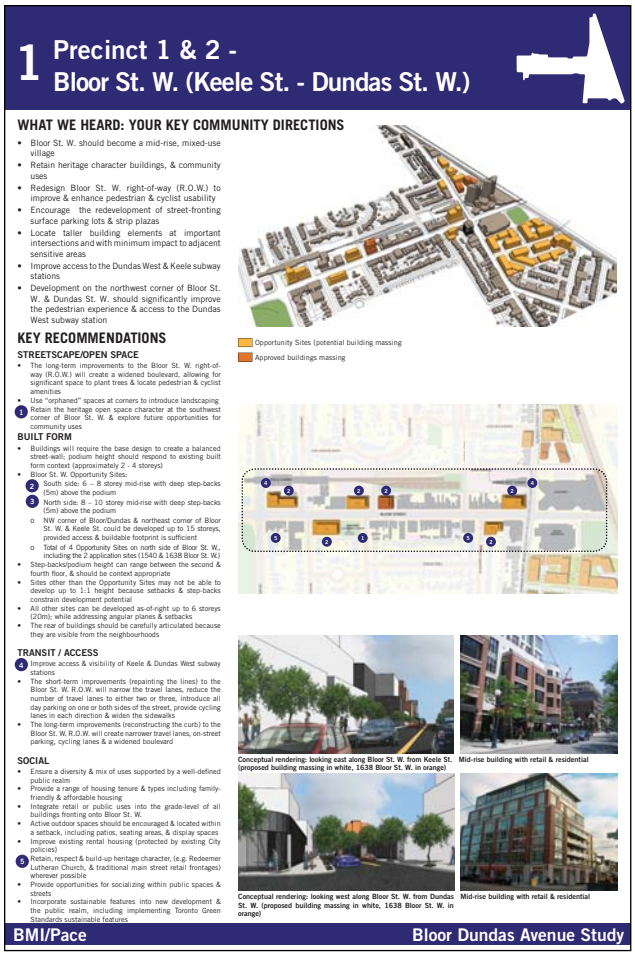
The Loblaws/Zeller's site discussion resulted in the following key suggestions:

- Taller buildings should be away from the neighbourhoods or adjacent to the rail;
- The area should be connected to existing neighbourhoods, Bloor Street West and Dundas Street West via pedestrian and vehicular connections;
- A local street network that connects to the surrounding community;
- The area should have large park spaces included as part of development;
- Building heights should consider appropriate transition to the existing neighbourhoods; and
- The Dundas Street frontage should have street related mixed-use development.

The fourth precinct, Dundas Street West north of Bloor Street West, has some heritage character and it was recommended that the appropriate building type for this area would be warehouse-type buildings with at-grade retail and continuous frontages along Dundas Street West.



The Study Area's four Precincts



Information Boards from Open House 4

4.1.3 Open Houses 3 & 4

Two public sessions were conducted as Open Houses following the Design Workshop. The third meeting was held on Tuesday, November 18, 2008 to present the feedback from the design workshop.

The fourth Open House meeting, on January 26, 2009 was held to present refinements to the draft recommendations and provide an opportunity for further community discussion and feedback in particular on the built form scenarios for specific Opportunity Sites. The presentations were followed with an opportunity for questions and comments from the attendees.

4.1.4 LAC Meetings

The LAC met four times during the Study process and members helped by providing advice and feedback on recommendations presented by the project team. LAC members were encouraged to participate in discussion during the consultation and to attend the public sessions throughout the Study process. At each meeting, presentations were made to the group to facilitate discussion and elicit feedback.

While many of the recommendations contained within this document either stem from LAC discussions or are endorsed by the LAC, some recommendations contained in this report do not represent full LAC consensus. This document represents the recommendations as prepared by the consultant team.

5

COMMUNITY FRAMEWORK

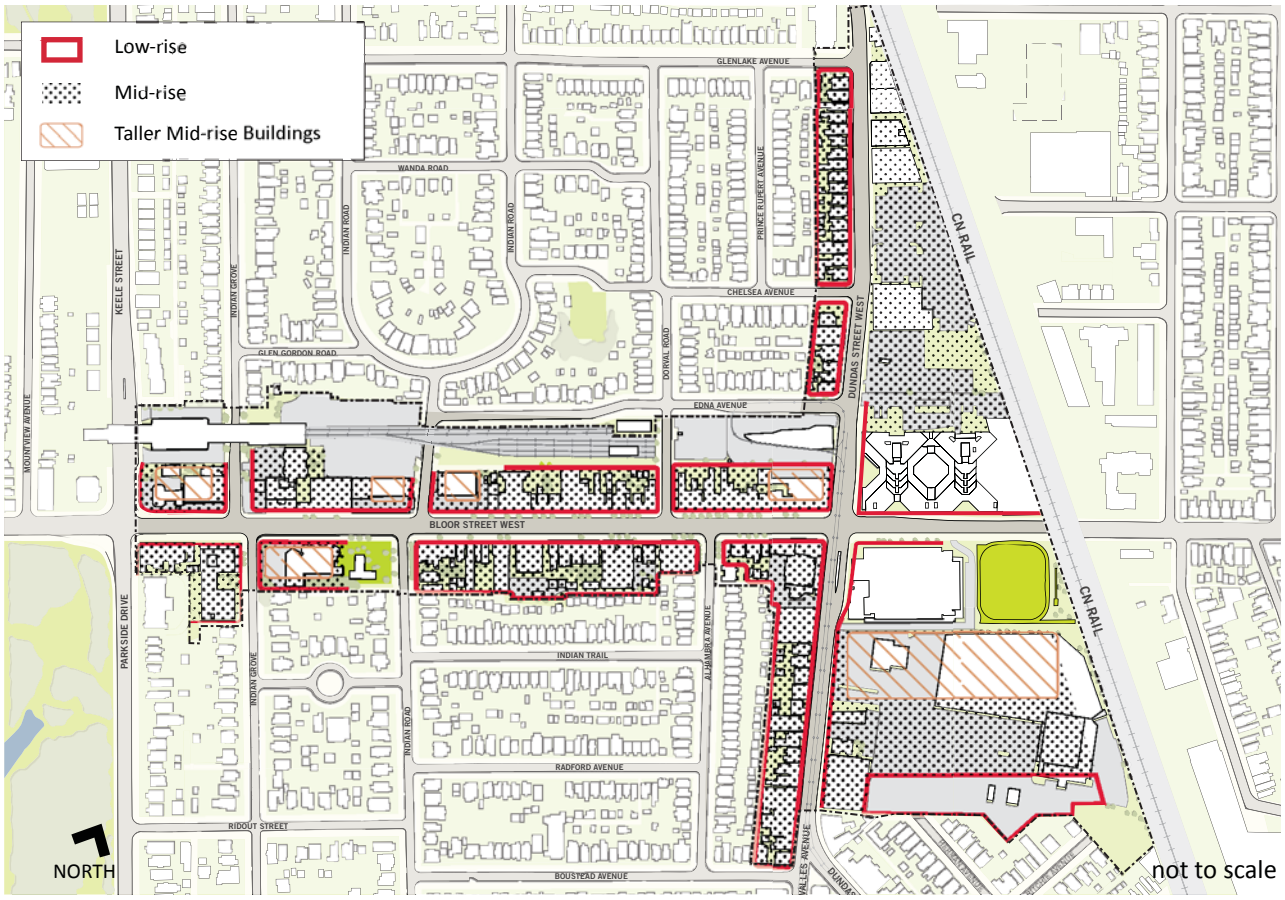
5.1 Introduction

Built form, open space and transportation-related recommendations were developed based on input from the Bloor Street Visioning Initiative, public open houses, Design Workshop and discussions with the LAC. The aim of the Bloor-Dundas 'Avenue' Study process is to establish appropriate development standards that will help strengthen the area's uniqueness, while improving existing conditions and protecting the neighbourhood from negative impacts. A number of areas for improvements were discussed. The majority of these improvements fall under the following categories: enhancing the pedestrian and cyclist experience; encouraging high quality built form; promoting a mix of compatible uses; and increasing the number of usable public open spaces.

The Community Framework provides for significant intensification across the Study Area. It directs that new development should be designed in a context-appropriate and sensitive manner, while building upon the area's existing urban fabric to create a vibrant, mixed-use, mid-rise community. While the Community Framework identifies opportunities for some additional height in the form of taller mid-rise buildings (10-15 storeys) at specific locations, it otherwise recommends a 20 metre (6-storey) building envelope for the Study Area. This approach provides for responsible intensification in a manner that is consistent with the City's desire for focused urban growth along Bloor Street West and Dundas Street West. Intensification will be in a form that supports the City's focus on investment in quality of life, the promotion of transit use, and the preservation and enhancement of adjacent stable neighbourhoods.

Guiding Principles
(from the Bloor Street Visioning Initiative)

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.



Conceptual illustration identifying locations for various built form

5.2 Built Form Recommendations

The vision of Toronto's Avenues is a series of mixed-use, mid-rise corridors. Generally, Bloor Street West and Dundas Street West should be developed as a mid-rise built form with low-rise elements that are comparable with the best aspects of the existing main street conditions that create a transition between the Avenues and the adjacent stable residential neighbourhoods. A strong building base or podium with functional storefronts that support a range of retail and employment uses will help to create a human-scaled street-wall that is reflective of Toronto's existing main streets and distinguishes this Study Area from other Avenues throughout the city.

The Official Plan directs that new development will be massed to fit harmoniously into its surroundings, and will respect and improve the local scale and character. At specific locations, taller mid-rise buildings may be appropriate as long as they are scaled and designed to address their surrounding context.

For further guidance on built form, please see Section 6.2: Private Realm Guidelines.

What is a Mid-Rise Building?

In its "Urbanizing the Avenues" report dated March 14, 2007, the City describes mid-rise buildings as being no taller than the width of the right-of-way (R.O.W.), between 4 and 12 storeys. The range in heights is indicative of the need to be responsive to a range of conditions, only one of which is the R.O.W. width. Others include, but are not limited to, the built form context, the local planning framework and proximity to adjacent Neighbourhoods designated in the Official Plan.

Low-rise

Mid-rise

Taller Mid-rise

General Recommendations

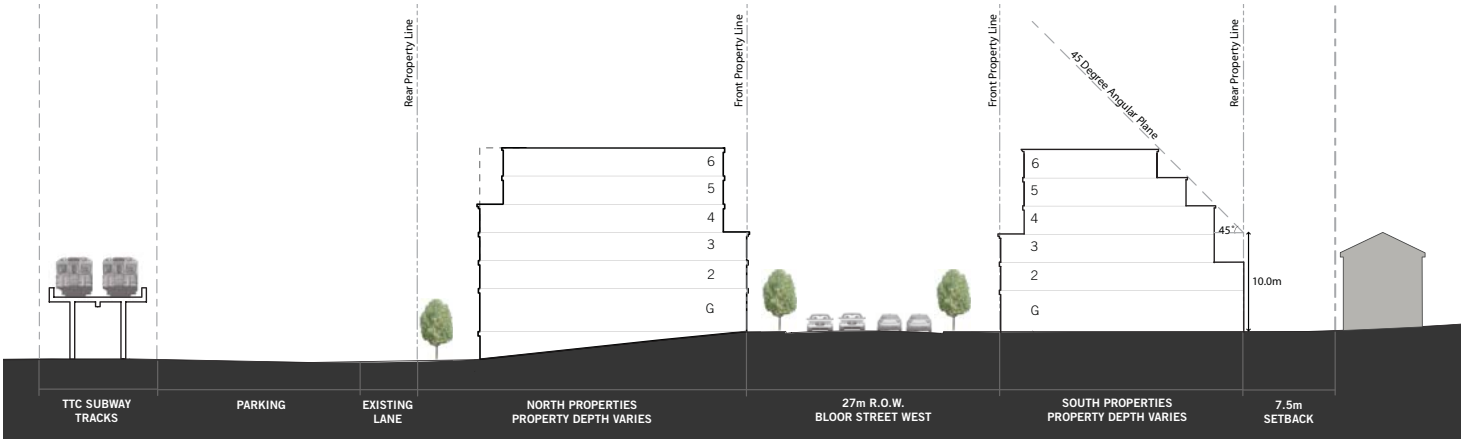
The following principles for built form will assist in ensuring that new developments respect the existing and desired mid-rise character of the area. New built form should:

- Generally be mid-rise and provide a street-wall podium that strengthens the existing main street condition;
- Contribute to a comfortable pedestrian realm by providing active ground floor uses;
- Provide high-quality exterior materials and design that supports the character and function of Bloor Street West and Dundas Street West; and
- Be massed to fit harmoniously with existing smaller scale buildings and to minimize adverse impacts including traffic, shadows, and overlook on adjacent neighbourhoods.

Mid-rise buildings that have an appropriate proportional relationship with the streets they front, reinforcing the planned context for the area, may be able to incorporate taller building elements (up to 15-storeys) at specific locations to meet broader planning objectives. But these opportunities will be limited and will be specifically identified as part of the planning framework.

These mid-rise buildings with taller building elements (taller mid-rise buildings) should be located where the impact on adjacent residential uses and open space is minimized, for example:

- Properties on the north side of Bloor Street West are adjacent to the TTC tracks (above grade), which provide separation between potential development on Bloor Street West and the residential neighbourhood to the north.
- The area directly adjacent to the CN Rail tracks on the northern portion of Opportunity Site 8 (Loblaw's Site) could accommodate taller mid-rise buildings as the tracks create a buffer from surrounding uses.
- The north properties at the intersections of Bloor Street West at Keele Street and at Dundas Street West may be appropriate locations for taller mid-rise buildings, because the sites are at major intersections and are also buffered from the neighbourhoods by transit infrastructure.



Sample section through Bloor Street West, west of Indian Road

5.2.1 Height & Massing

The heights of buildings along Bloor Street West and Dundas Street West should be of a mid-rise scale and help to frame the street. This overall building massing will help to create a well-defined and sensitive transition between the street and adjacent neighbourhoods, while providing intensification opportunities along Bloor Street West and Dundas Street West.

Given there are numerous sites with the opportunity for intensification through appropriately-scaled buildings and appropriate location, the entire Study Area should not be subject to significant increased density. Therefore, the maximum allowable height for all properties is recommended to be 20 metres (6 storeys).

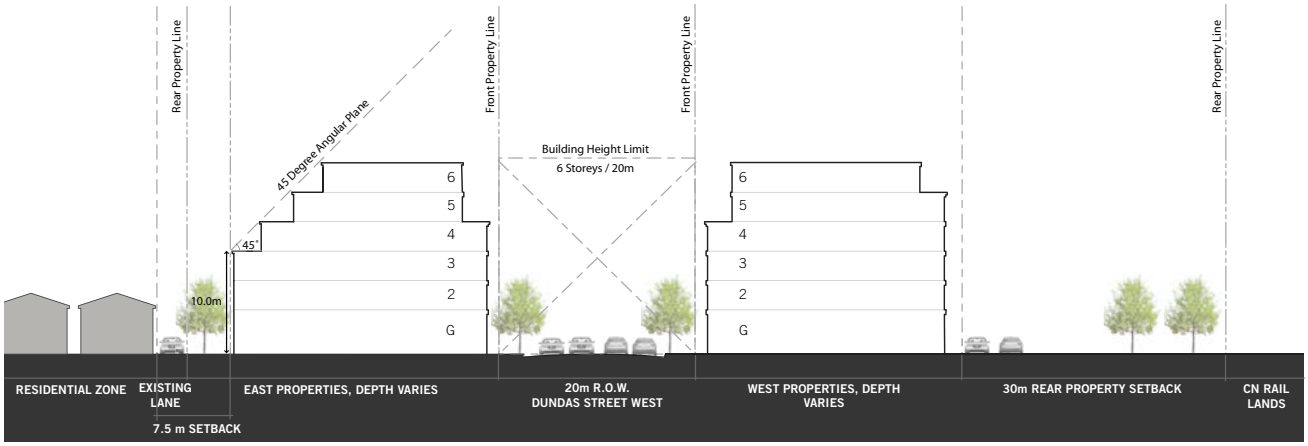
There are some sites that, because of their location, adjacency and physical characteristics, can accommodate buildings taller than the base height of 6 storeys, or even a 1:1 ratio of building height to street width. While these sites can be taller than the maximum allowable height, they should continue to address and be sensitive to the existing context, as well as conform to all other built form recommendations (these sites and conditions are outlined in Section 5.3.3 Demonstration Plans).

The Crossways

The built form of The Crossways complex is an anomaly within the Study Area. Located at the northeast corner of Bloor Street West and Dundas Street West, it was constructed in the 1970s as an apartment-hotel; a permitted commercial use. The complex includes two 29-storey (approximately 81-metre) residential towers above a two-storey retail / commercial podium known as The Crossways Mall, and has a total density of 4.95 times the area of the lot.

Within the surrounding context, The Crossways complex is the exception in terms of building height, massing and relationship to street frontages. It relates poorly to the prevailing character and scale of the Study Area, and as such, exemplifies what is to be avoided in new development.

In 1973 the former City of Toronto eliminated the apartment-hotel zoning permission in response to developments such as The Crossways that had resulted in residential heights and densities greatly



Sample section through Dundas Street West

in excess of those within their surrounding contexts. Changes to the general zoning permissions under Zoning By-law 438-86, enacted in 1986 and updated in 1993, could have permitted similar tall buildings within the Study Area were they considered desirable, appropriate development. Instead the mixed-use areas along Bloor and Dundas Streets were zoned for maximum building heights between 13 and 16 metres.

In order for the City to make efficient use of existing infrastructure and create a more vibrant street life on Bloor Street West and Dundas Street West, a minimum level of development should also be achieved. To do this, the City should require buildings of a minimum height. One-storey retail buildings and town-homes are examples of inefficient building typologies for the Avenues.

Recommendations

For all sites other than certain Opportunity Sites (identified in Section 5.3), the maximum allowable height for any new building along Bloor Street West and Dundas Street West is 20 metres (6 storeys).

The overall building massing of new developments must be further articulated through a number of other regulations including step-backs, angular planes and setbacks, outlined in the following sections of this document.

All new buildings on Bloor Street West and Dundas Street West must achieve a minimum height of 10.5 metres (up to 3 storeys) at the street frontage.

Diagrams show a range of alternative step-back locations for Bloor Street West, which create interest in the urban fabric

5.2.2 Building Podiums & Front Step-backs

A podium or step-back can help to create a balanced street-wall and help integrate new development with the existing lower-rise built fabric.

There was a consensus among residents that any new development should build on the existing attractive built fabric and that building podium heights is one way to reference the existing heights and fabric.

With the increase in the allowable heights along Bloor Street West from the existing five-storeys (generally) to the recommended six-storeys, it will be important that any new buildings, and the cumulative effect of new buildings, have a positive effect on the street. The overall height of buildings should be mitigated through the application of step-backs on the front façade to create a podium.

Step-backs at a generally consistent height along the street will achieve a number of positive outcomes, including:

- Creation of a human-scale street-wall;
- Reference the existing context of low-rise buildings through architectural elements or podium height;
- Reference the traditional main street context particularly on Bloor Street West;
- Increase sunlight access and reduce shadow impacts; and,
- Mitigate wind impacts at street level.

On Bloor Street West, the step-back that defines the podium should be deep to reinforce the low scale main street character. A number of buildings along Bloor Street West already exhibit a similar condition, and new buildings should continue to fit within this framework.

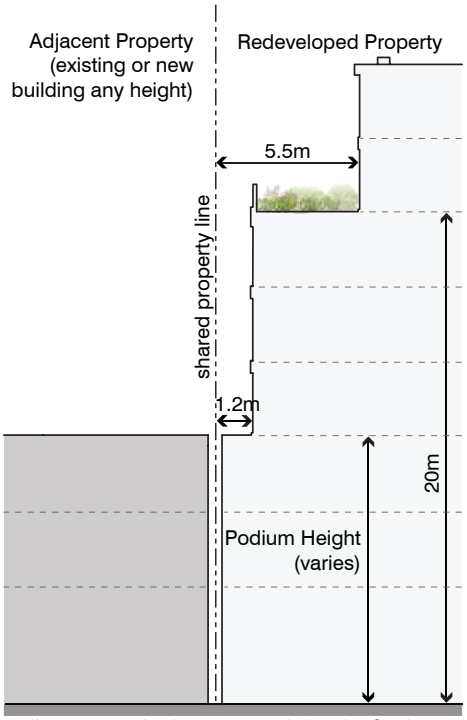
On Dundas Street West, the building fabric has a different character; there are some main street buildings, as well as warehouse type buildings. The warehouse building typology is a desirable form for Dundas Street West north of Bloor Street West, as it references the area's heritage.

Recommendations

Bloor Street West - Front step-backs should occur above the top of the third or fourth storey, recognizing that a diversity of podium heights along the street creates interest in the urban fabric. Step-back depths of 5.0 metres should apply to the Bloor Street West frontage and 2.5 metres to the side street frontage.

Dundas Street West (North of Bloor Street) - Front step-backs may not be required or may occur above the top of the fourth storey in keeping with the existing warehouse character.

Dundas Street West (South of Bloor Street) - Step-backs of 2.5 metres should apply to the Dundas Street West frontage.



Elevation illustrating the location and depth of side step-backs for buildings with a shared property line

5.2.3. Side Yard Step-backs

There are two conditions for side step-backs - where a building abuts a secondary street (all streets other than Bloor Street West or Dundas Street West) and where a building abuts another property (building or property line).

In response to the first condition, for façades along side streets, the podium height facing the Avenue should "wrap" around the corner and onto the side street. This will result in a step-back on the side street at the top of the third or fourth storey. This step-back will be an important part of the building's transition downward in scale to that of the buildings on adjacent streets. The step-back will also provide wider sky views from the Neighbourhoods towards the two Avenues.

In response to the second condition, where a building abuts another property (mid-block condition), the step-back requirements would differ from the first condition. In a mid-block condition, above the height of the podium and the prevailing context, the façade adjacent to the side lot line should step-back a minimum of 1.2 metres and be articulated with windows.

The overall maximum allowable height throughout the Study Area is 20 metres (approximately 6 storeys), except in certain locations identified as Opportunity Sites. On those Opportunity Sites, above 20 metres, façades adjacent to side lot lines should be set back a minimum of 5.5 metres. This would allow for substantial expanses of glazing and encourage significant investment in the treatment of permanently exposed side façades.

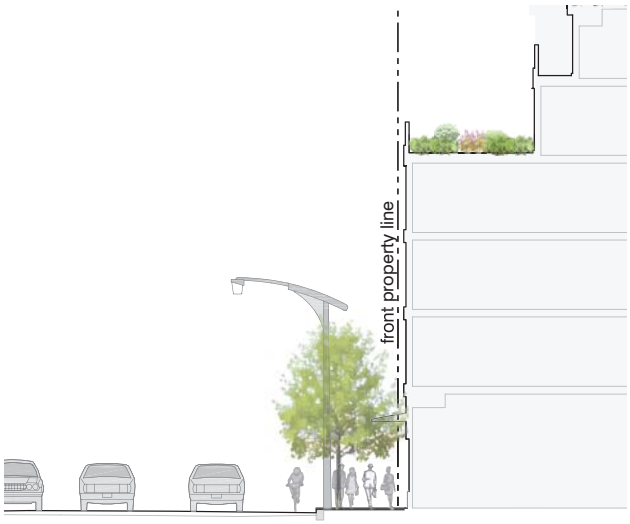
Recommendations

Side yard street step-backs should be 2.5 metres deep.

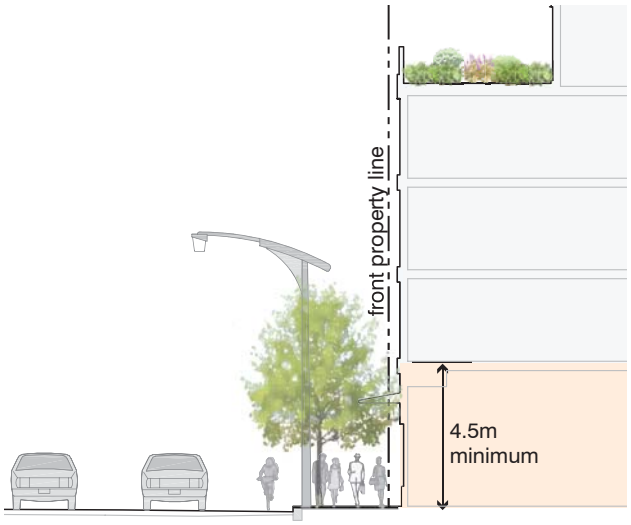
For building facades on a shared property line (or any mid-block condition):

- The podium (up to four storeys) may be built up to the property line.
- Above the podium (at the top of the third or fourth storey), buildings should step-back 1.2 metres.
- For facades facing a shared property line, all portions of the buildings above six storeys (20 metres) should step-back 5.5 metres.

Where buildings face an open space (i.e. Opportunity Site #4), this will be extremely important and should therefore incorporate a 5.5m step-back above the podium.



Taller mid-rise buildings may require additional step-backs at upper storeys



Example of minimum ground floor height for commercial-retail uses

5.2.4. Step-backs at Upper Floors

In addition to the creation of a human-scale along the street, step-backs at the upper storeys of buildings that are as tall as the width of the R.O.W., or taller, also allows for sunlight penetration on the opposite sidewalk (only for buildings on the south, east and west sides of the street) as well as sunlight on the south side of the street at the end of the day during summer months.

Recommendations

The application of a second step-back above the podium height should also be considered where it will provide increased sunlight access. This is only required where buildings are as tall, or taller, as the width of the R.O.W. Buildings that are not as tall as the 1:1 ratio will not need to employ upper level step-backs other than those used to define the podium. The depth and location of these step-backs should be determined through shadow testing.

5.2.5 Ground Floor - Uses & Height

Within the building podium, the ground floor design and use plays a particularly important role in contributing to the street character. The general public use of all ground floors within the Study Area (with the exception of buildings internal to Opportunity Site 8) should be highlighted by the height of the ground floor and other building materials and elements.

Recommendations

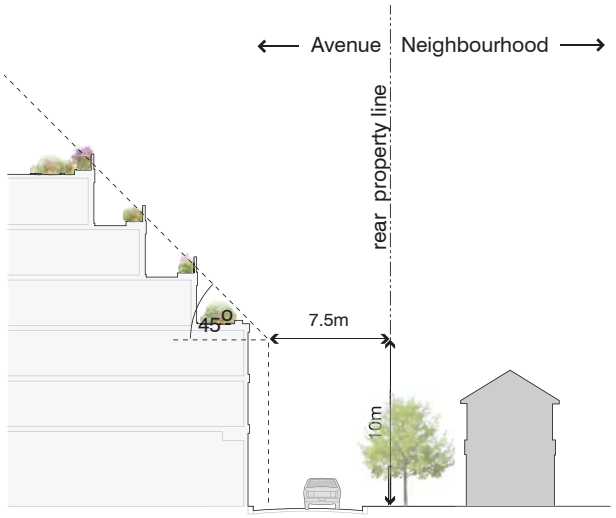
The ground floor of buildings on Bloor Street West and Dundas Street West should be entirely non-residential.

All buildings on Bloor Street West should have ground floor uses that are retail, commercial or for community use.

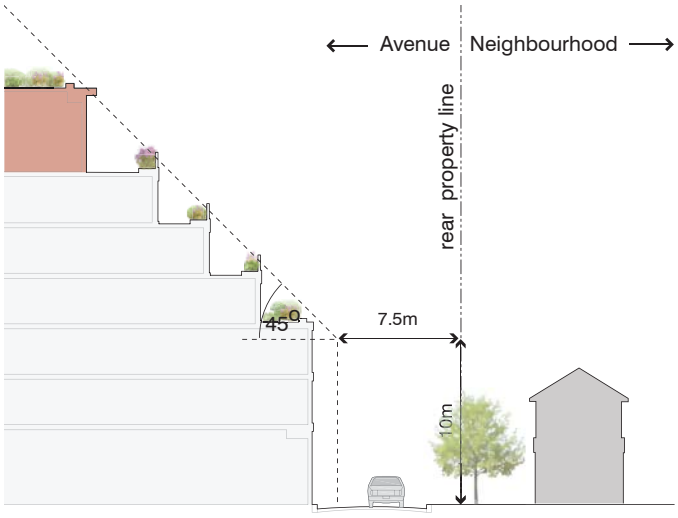
The ground floor use along Dundas Street West south of Bloor Street West should be retail to continue the frontage that exists on Roncesvalles Avenue.

The ground floor use along Dundas Street West north of Bloor Street West should be a combination of retail and office use.

The minimum floor to ceiling height recommended for the ground floors of mid-rise buildings is 4.5 metres to allow for flexibility of uses and loading/ servicing to be internal to the building.



Rear transition to Neighbourhoods



Example of mechanical penthouse placement within all angular planes

5.2.6 Rear Transition

The City's Official Plan policies are very strong in their intent to protect Toronto's neighbourhoods. The existing MCR zoning that applies to most properties within the Study Area defines a building envelope that transitions between mid-rise buildings on the Avenues and low-rise residential neighbourhoods to the rear. The 10 metre height of buildings at the rear, as applied in the existing MCR Zoning, is an appropriate scale for buildings adjacent to residential houses.

The MCR zoning's setback and angular plane protect abutting neighbourhoods and provide for privacy, sunlight, sky-views and space for a rear-lane.

Recommendations

MCR Zoning regulations for rear transitions adjacent to a neighbourhood or open space land use should continue to be utilized in the Study Area.

Where an Avenue-facing property backs onto a utility corridor or transit use, the 7.5 metre setback should apply to allow for a public rear lane and the angular plane should be taken from the closest neighbourhood property to the rear. However, the overall height is regulated by maximum allowable height recommendations in Section 5.1.1. Height and Massing and 5.2.3 Opportunity Sites.

Within the rear setback of 7.5 metres, a two-way lane (6.0 metre) and landscape buffer (1.5 metres) should be included. In the instance where a property abuts a public lane, the lane will be included within the 7.5 metre setback. This setback encourages the creation of a continuous rear lane system for segments where none currently exists.

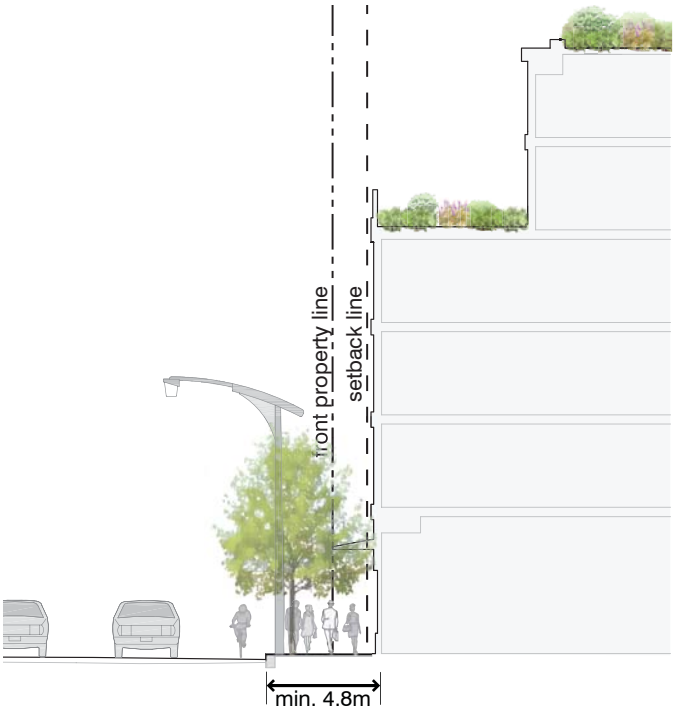
5.2.7 Rooftops

Roofs can provide additional opportunities for amenity space or achieving sustainability objectives (e.g. green roofs). The roof should also be considered an important element as part of the overall building design.

Recommendations

Rooftop uses and mechanical penthouses should be incorporated into the architecture of the buildings. This includes quality exterior cladding consistent with the rest of the building.

Mechanical penthouses or other rooftop structures should not exceed the maximum allowable height by more than 5.0 metres, penetrate rear angular planes, or create additional shadow impacts on the street.



Buildings shall be built to the front property or setback to provide additional space where the sidewalk is already narrow or additional boulevard is desirable

5.2.8 Front Property Setbacks

There is a strong street-wall on the north side of Bloor Street West east of Indian Road. New buildings should maintain the established "build-to" line and be built right up to the front property or setback line. West of Indian Road, this street-wall is currently fragmented, but new developments should re-establish this consistent street-wall by building to the front property or setback line.

Minimal setbacks should be permitted for one of three conditions:

- To create a minimum 4.8 metres sidewalk;
- To allow for outdoor display, cafes, and landscaping; and,
- High pedestrian volumes on the west side of Dundas Street West to the subway station may warrant greater setbacks.

Generally, Bloor Street West has adequate sidewalk widths, and achieves the minimum 4.8 metres. Two blocks on Bloor Street West that are slightly less than the 4.8m include the north side blocks between Keele Street and Indian Grove and between Dundas Street West and Alhambra Avenue. As well, Bloor Street West east of Dundas Street West has less than adequate sidewalk widths, but this will be much harder to improve because of the underpass, Crossways complex, and the retaining wall for the school playing field.

On Dundas Street West, there are currently no sidewalks that achieve the 4.8 metre width. Front property setbacks will be particularly important along Dundas Street West, where these conditions are much more constrained, particularly on the east side. The sidewalks along Dundas Street West are very narrow and the R.O.W. is 7 metres narrower than Bloor Street West.

Recommendations

Bloor Street West - Sidewalk widening will be achieved through right-of-way reconfiguration and building setbacks where required. New developments should be set back to create a minimum 4.8 metre sidewalk width where required.

Dundas Street West - Sidewalk widening on the east side of Dundas Street West will be achieved through the creation of additional setbacks on private properties. New developments should be set back to create a minimum 4.8 metre sidewalk width.

The existing conditions of the Loblaws/Zeller's site

5.3 Opportunity Sites

5.3.1 Typical Conditions

Property depth plays an important role in the ability of a site to be developed at a mid-rise (or taller) height, because of angular planes and setback requirements, i.e. the deeper the site, the easier it is to comply with the regulations and still achieve a feasible building envelope. Property depths in the Study Area are typically between 30 metres to 45 metres. This excludes the larger properties on the east side of Dundas Street West (adjacent to the CN Rail tracks) with depths ranging from 41 metres at the narrowest and 280 metres at the widest.

Property width also plays a role in redevelopment potential, but to a lesser extent than depth, because consolidation is possible, although expensive. Property and building widths are generally narrow creating a rhythmic pattern of storefronts and/or residential building entrances on Bloor Street West and portions of Dundas Street West. There are several exceptions on both sides, particularly along the east side of Dundas Street West. Likewise, building footprints are typically located at the front property line in the Study Area, although some land uses – car repair shops, grocery stores, the gas station, churches, community centres, etc. – have large setbacks from the front property line.

Building heights are predominantly two to three storeys with limited examples of six to ten storeys and one 13-storey building. The two 29-storey towers at The Crossways complex are an anomaly in the Study Area.

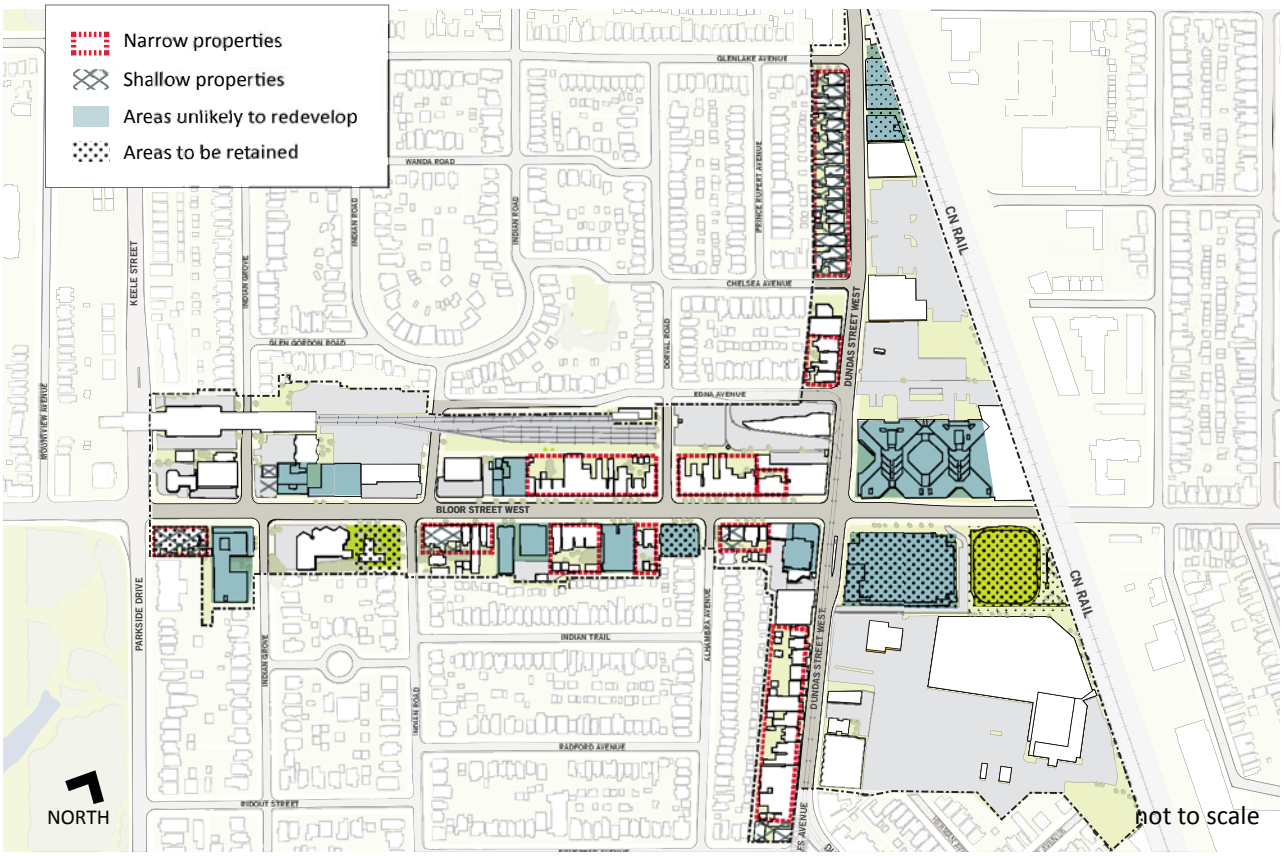
A number of properties should be excluded from future development due to their contribution to local heritage character and value (see Section 3.1.2).

5.3.2 Selection Process

By identifying the sites that have short to medium-term development potential, the Avenue Study can anticipate the development potential of the area, including projected population, employment numbers and transportation needs.

The Bloor-Dundas 'Avenue' Study Area is relatively small, and there have been two development applications made within the last two years. Prior to these development applications, there has been little or no change in the area over the last few decades.

A property-by-property site analysis was conducted to gauge which sites may have development potential in the short to medium-term, either as stand-alone sites or as part of consolidation(s). Input was also provided by the public through the LAC and at the Kick-Off Public Meeting. These "Opportunity Sites" were identified in order to understand the impacts of the recommendations on the Study Area as a whole.



Areas/properties in the Study Area that should not be included in the Opportunity SIte selection

By identifying the site characteristics, properties with little or no development potential can be eliminated from consideration as an Opportunity Site. The following criteria were used to determine which sites may be subject to development interests and which would be less likely subjects of interest:

1. **Property Depth**: An analysis of lot depths, as measured from the front property line to the rear property line. Generally, properties with less than 30 metres in depth are a challenge to provide below grade parking structures necessary for mid-rise buildings as well as all setback and angular plane requirements. These sites were eliminated from the selection process.
2. **Property Width**: A large number of lots within the Study Area are too narrow to develop at heights taller than a low-rise building. Properties less than 10 metres in width, unless consolidated, are difficult to develop. Consolidation of multiple narrow properties is possible, but likely to be difficult and expensive and could take many years.
3. **Special Sites**: There are several buildings/sites that the City, consultants and community, feel contribute to the area's character and amenity and therefore should not be redeveloped.
4. **Large Buildings:** Existing taller buildings and/or buildings with a larger footprint are not likely to redevelop in the short to medium-term.
5. **Rental Housing**: Protection of rental housing is a City priority. Buildings with numerous rental housing units are less likely to redevelop than other buildings because of the City's Rental Replacement By-law which requires the replacement of rental units on-site.
6. **Lot Ownership**: Sites that were large enough, without consolidation, or sites that require minimal consolidation, are more likely to redevelop in the short-term.
7. **Existing Lot Use:** Redevelopment of sites that have an automobile focus or plaza setback from the street would improve the streetscape and these were a high priority for Opportunity Sites.
8. **Likelihood of Current Use Being Redeveloped**: In some instances, due to the nature of existing uses, redevelopment will be unlikely in the short-term. For instance, churches that serve the community are unlikely to redevelop in the short-term. Some of these uses are included in the Opportunity Sites primarily because of physical characteristics.

Based on the criteria listed above, eight potential Opportunity Sites were identified. The following table identifies the properties and parcel characteristics for each opportunity site. Refer to the map on pages 46 - 47 for the location of the Opportunity Sites.

BLOCK		SITE DIMENSIONS (m) FRONTAGE	DEPTH	SITE AREA (m^2)	STOREYS
Opportunity Site 1 - Plaza and Gas Station					
1750	BLOOR ST W	32.0	33.7	1,236.8	1.0
1730	BLOOR ST W	36.5	32.3	1,189.1	1.0
		68.5		**2,425.9**	
Opportunity Site 2 - MIDAS					
1660	BLOOR ST W	53.0	30.0	1,677.3	1.0
		53.0		**1,677.3**	
Opportunity Site 3 - Northwest corner of Bloor Street West and Dundas Street West					
1540	BLOOR ST W	31.0	Irregular	2,012.5	2.0
1542	BLOOR ST W	7.9	23.4	185.8	2.0
1546	BLOOR ST W	5.0	23.5	116.8	2.0
1548	BLOOR ST W	5.1	23.5	119.2	2.0
1550	BLOOR ST W	4.8	23.4	121.5	2.0
1552	BLOOR ST W	8.8	23.4	204.3	2.0
		62.6		**2,760.8**	
Opportunity Site 4 - St. Joan of Arc Church					
1701	BLOOR ST W	72.5	41.1	2,982.0	2.0
		72.5		**2,982.0**	
Opportunity Site 5 - Southeast corner of Bloor Street West and Alhambra Avenue					
1547	BLOOR ST W	6.7	36.8	250.8	2.5
1549	BLOOR ST W	6.7	36.8	250.8	2.5
1551	BLOOR ST W	6.7	7.61	204.3	2.5
1553	BLOOR ST W	6.7	22.5	148.6	2.5
1555	BLOOR ST W	6.7	22.5	157.9	2.5
1557	BLOOR ST W	7.1	22.6	160.5	2.0
63	ALHAMBRA AVE	8.7	24.3	157.9	2.0
61	ALHAMBRA AVE	7.4	24.2	160.5	2.0
		56.8		**1,566.9**	
Opportunity Site 6 - Budget and Kingdom Hall					
2393	DUNDAS ST W	17.9	30.4	557.4	1.0
2401	DUNDAS ST W	19.5	30.4	594.5	1.0
		37.4		**1,151.9**	
Opportunity Site 7 - Shoppers Drug Mart and Price Chopper					
2382	DUNDAS ST W	16.7	110.6	1,858.0	1
2388	DUNDAS ST W	16.9	103.3	1,740.1	1
2440	DUNDAS ST W	162.2	49.5	11,151.8	1.5
		195.8		**14,749.9**	
Opportunity Site 8 - Loblaws / Zeller's					
2238	DUNDAS ST W	50.0	39.9	1,995.3	3.0
2252	DUNDAS ST W	14.0	30.4	448.0	3.0
2264	DUNDAS ST W	9.1	42.1	296.2	2.0
2280	DUNDAS ST W	Irregular	Irregular	17,317.0	1.0
2288	DUNDAS ST W	41.1	60.9	2,842.7	1.0
2290	DUNDAS ST W	32.0	Irregular	17,390.8	1.0
		146.2		**40,290.0**	

Note: Data / information for general reference only

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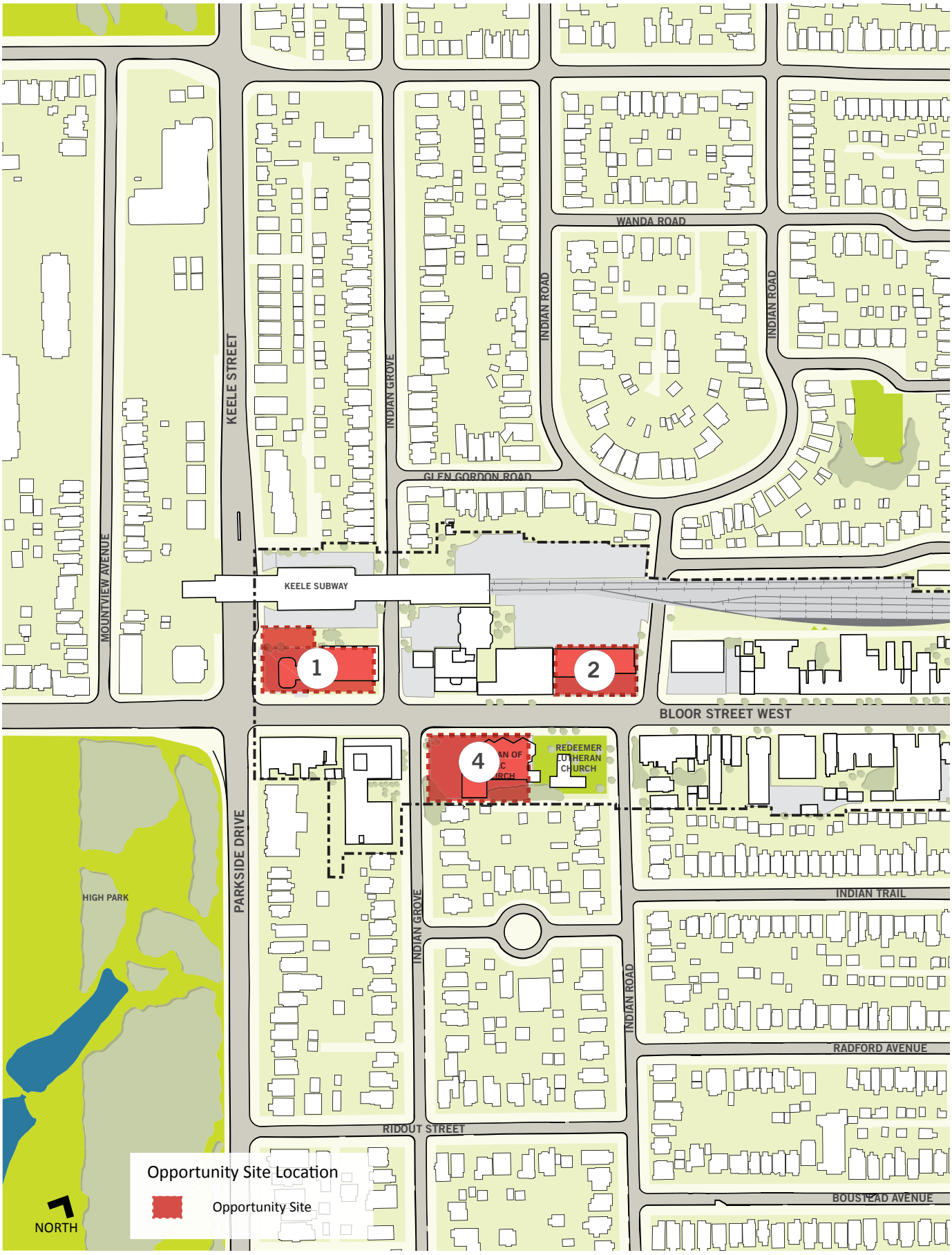
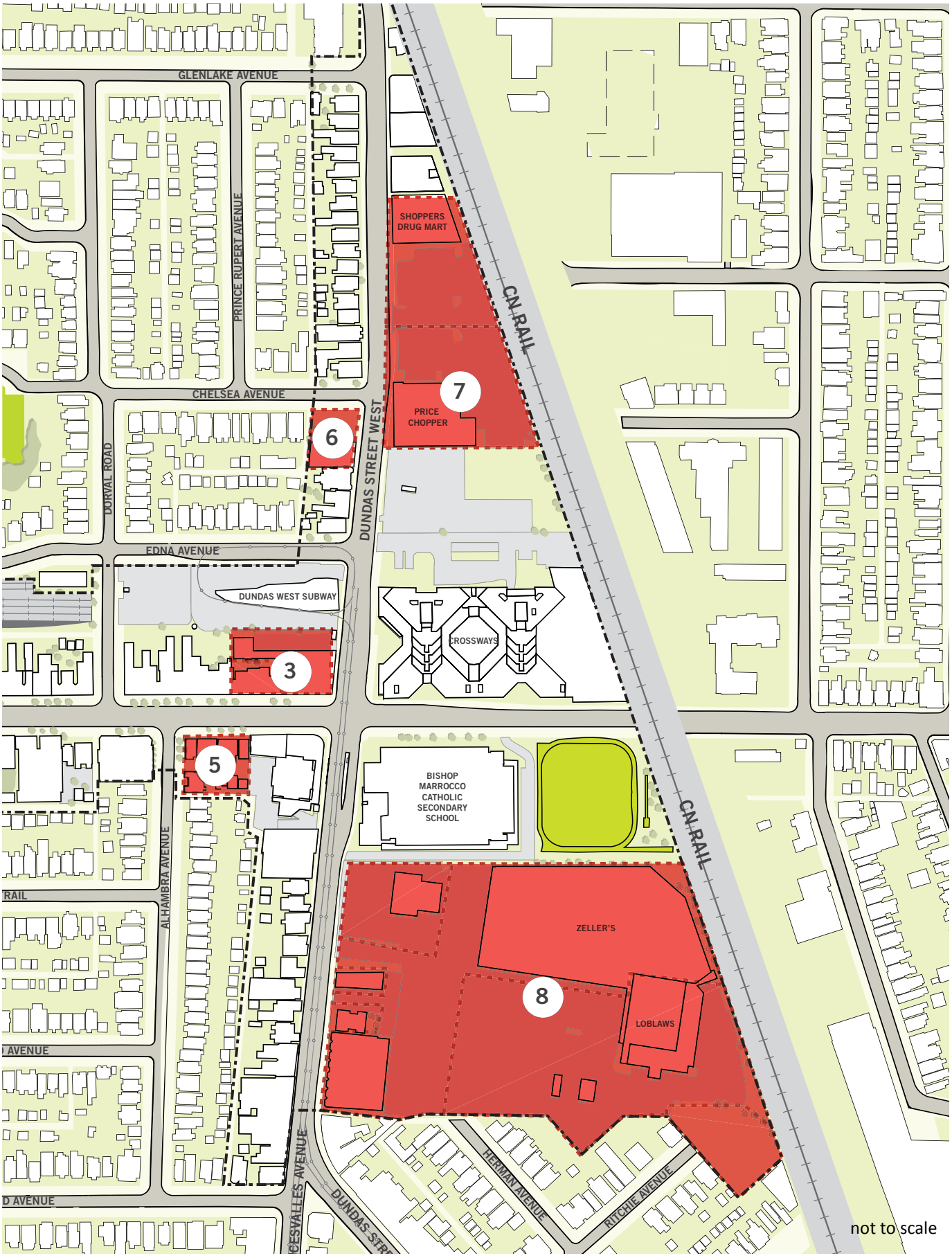
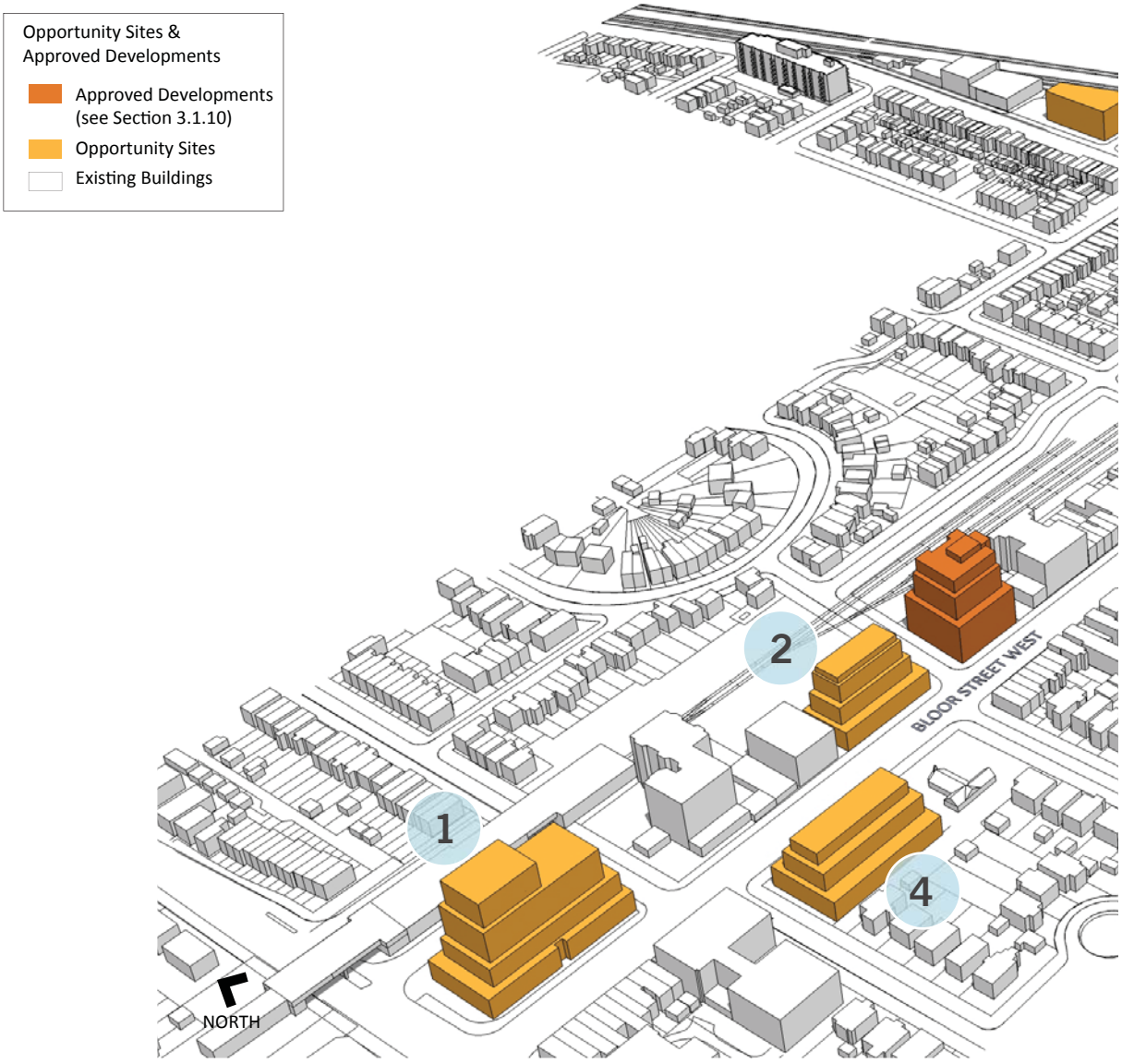


Opportunity Sites within the Study Area


GLENLAKE AVENUE
PRINCE RUPERT AVENUE
CHELSEA AVENUE
DORVAL ROAD
EDNA AVENUE
DUNDAS WEST SUBWAY
DUNDAS STREET WEST
SHOPPERS DRUG MART
PRICE CHOPPER
CROSSWAYS
CN RAIL
BISHOP MARROCCO CATHOLIC SECONDARY SCHOOL
ALHAMBRA AVENUE
ZELLER'S
LOBLAWS
HERMAN AVENUE
RITCHIE AVENUE
3
5
6
7
8
not to scale



Opportunity Sites and approved developments

5.3.3 Demonstration Plans

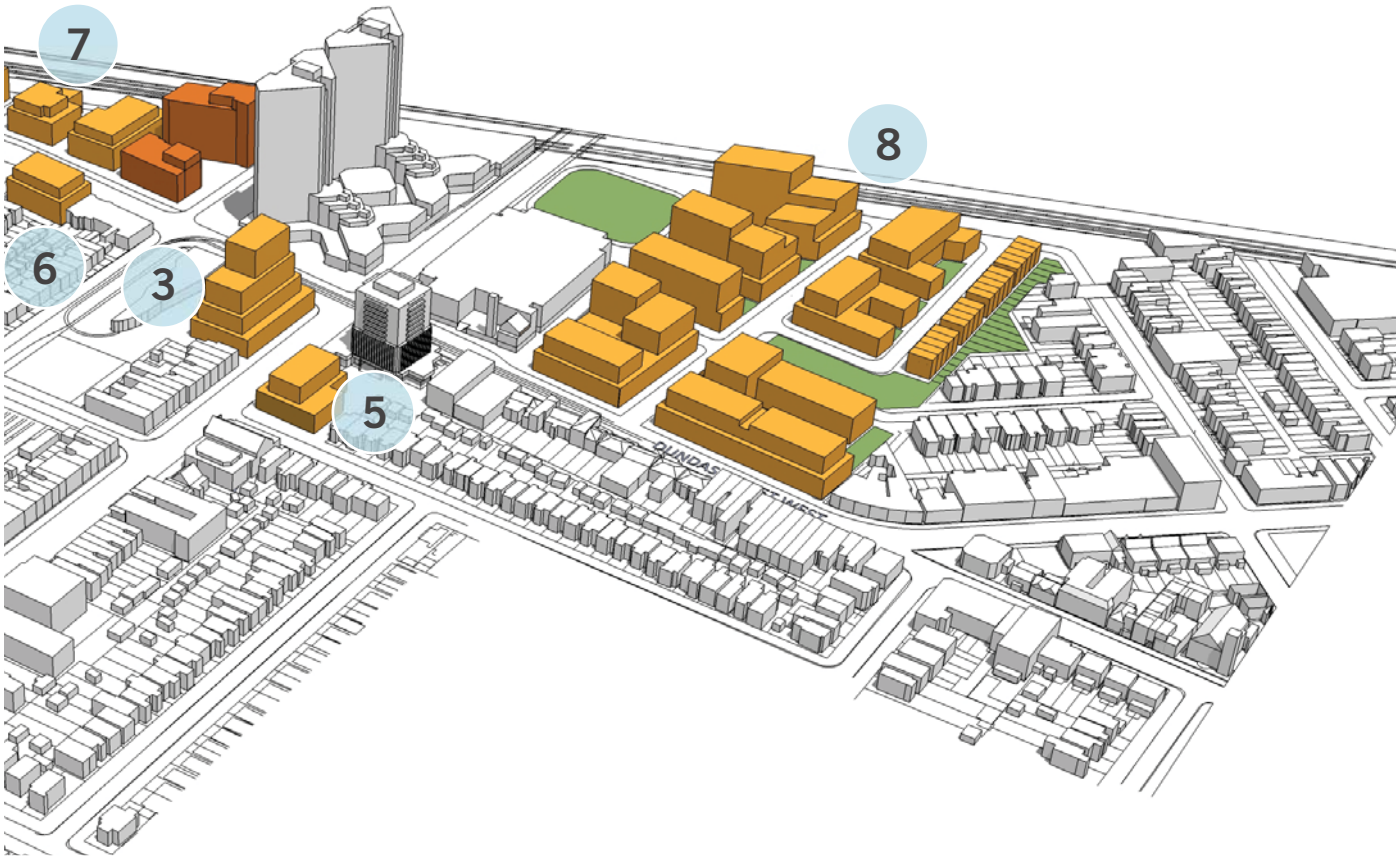
This section provides conceptual demonstration plans illustrating a maximum built form envelope for each of the eight Opportunity Sites. It is important to recognize that the built form envelope shown for each Opportunity Site represents the maximum extent of the building mass according to the recommendations in Section 5, but neither represents a building design nor entitlement to a specific density.

The built form envelopes were determined by applying the recommendations that evolved over the course of the Study in consideration of the objective of accommodating additional appropriate intensification (see Section 5.2). The envelopes address site specific factors including site orientation as it relates to sunlight and shadow, adjacent land uses, existing built form and the width and type of the adjacent streets.

The built form envelope for each Opportunity Site assumes the following:

- 4.5 metre ground floor height for retail/commercial office uses, and
- 3.0 metre residential floor height for the floors above the ground floor.

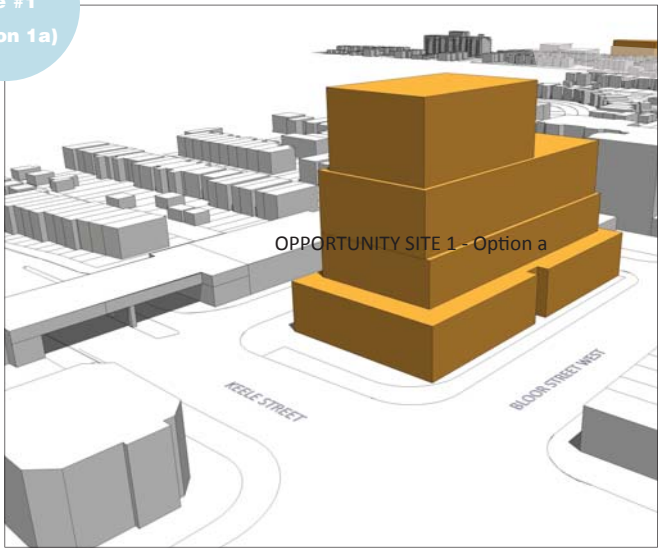
As described in Section 5.2.1, there are some sites that may, upon further analysis, be able to accommodate taller mid-rise buildings. These sites are included as Opportunity Sites. However, it should be noted that a number of these sites would require consolidation to achieve their full development potential, therefore redevelopment in the short-term is unlikely.

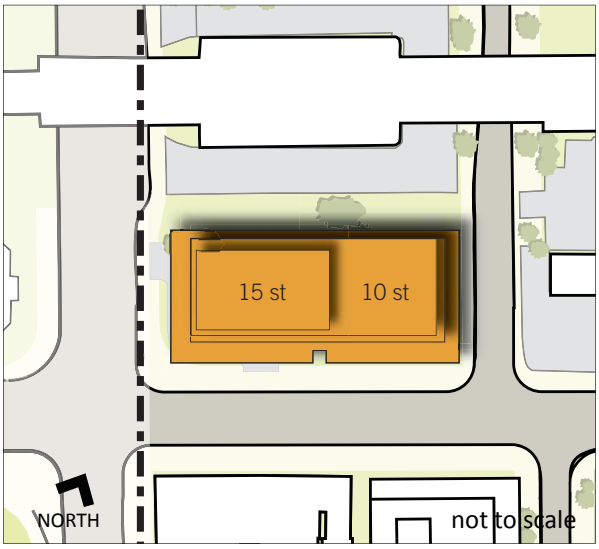


Opportunity Sites and approved developments

not to scale

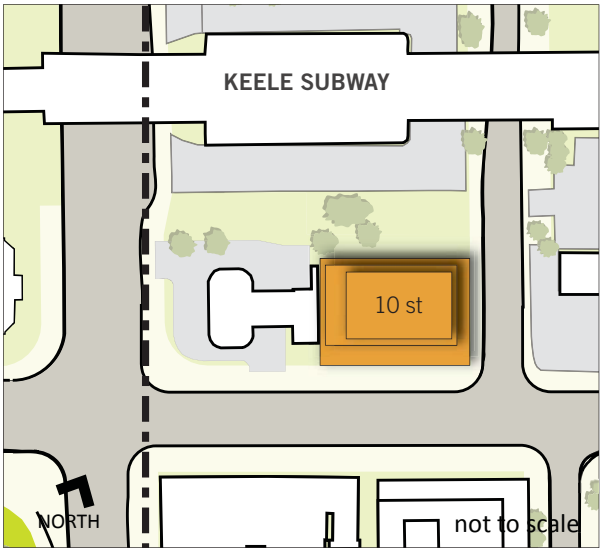
Opportunity Site #1 (Option 1a)





Units: 194 **Population:** 407 **Retail Employees:** 51

Opportunity Site #1 (Option 1b)



Units: 52 **Population:** 109 **Retail Employees:** 20

Opportunity Site 1:

Opportunity Site 1 is located at the northeast corner of Bloor Street West and Keele Street and is currently occupied by a gas station and strip plaza. The sites is approximately 68 metres wide by 32 metres deep.

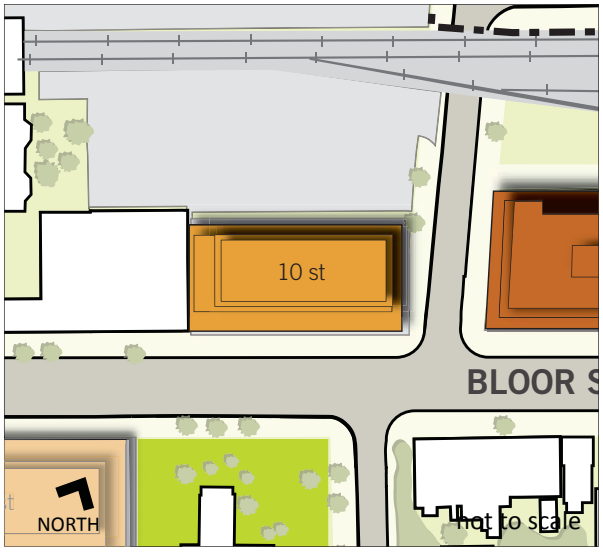
Any redevelopment proposal for this site should improve the pedestrian environment by lining the street frontages with buildings and locating parking and access from Indian Grove. The podium height should make reference to the existing built form adjacent and across from the site.

Two options were developed for this site, because there was a general consensus that the gas station is an important local and community amenity. Option 1A considers the site as a consolidated development parcel, and Option 1B retains the gas station site and considers the plaza as a single site.

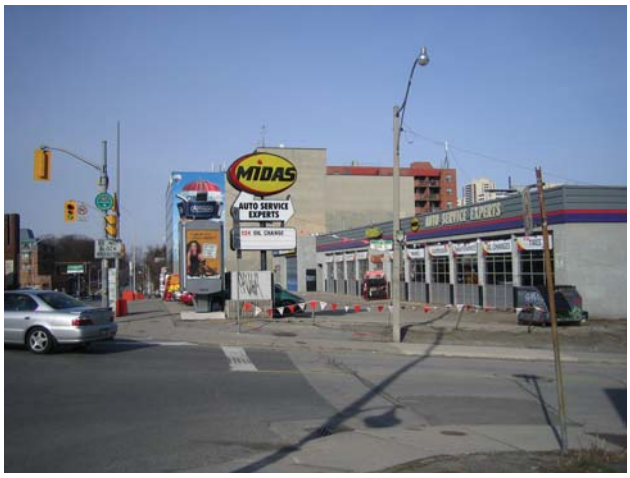
This site is appropriate for an increase in the maximum allowable height because; it is buffered by the Keele subway station to the north, it marks a major intersection and there are no shadow impacts on the Bloor Street West sidewalk.

- Maximum height at the corner of Bloor Street West and Keele Street West should be 46.5 metres (approximately 15 storeys).
- Maximum height at the corner of Bloor Street West and Indian Grove is 31.5 metres (approximately 10 storeys).
- Step-backs of 5.0 metres should apply to the Bloor Street West frontage and 2.5 metres to all other street frontages above the podium (side step-backs as per the recommendations in Section 5.2.3).
- The rear 7.5 metre setback should apply.
- Due to the proximity to the TTC station entrance at this location, vehicular access and servicing must be located so as not to impede transit service and pedestrian movement.

Opportunity Site #2



Units: 76 **Population:** 160 **Retail Employees:** 27



Northwest corner of Indian Road and Bloor Street West

Model view east from the intersection of Bloor Street West and Keele Street

Opportunity Site 2:

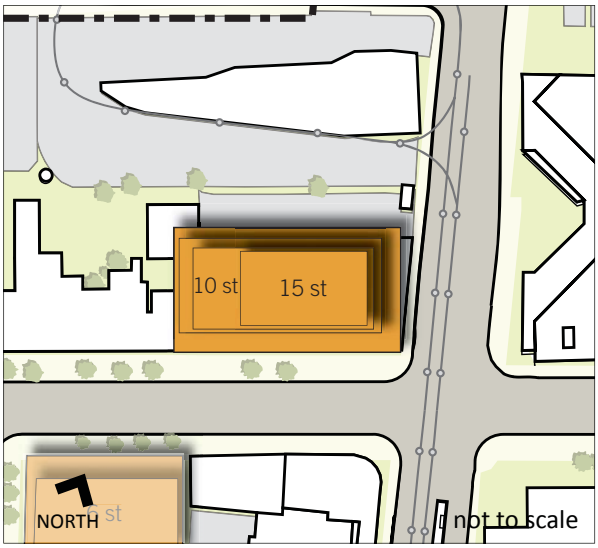
Opportunity Site 2 is located at the northwest corner of Bloor Street West and Indian Road. The site is approximately 53 metres wide by 30 metres deep and is currently occupied by a muffler shop.

Similar to Opportunity Site 1, the pedestrian realm in this location could be greatly improved with a more urban built form that frames the street and restricts front driveways that cross the public sidewalk.

This site is appropriate for an increase in the maximum allowable height because it is buffered by the TTC tracks to the north, which are above grade at this location. As with all properties on the north side of Bloor Street West, there are no shadow impacts on the Bloor Street West sidewalk.

- Maximum height should be 31.5 metres (approximately 10 storeys).
- Step-backs of 5.0 metres above the podium (10 metres) should apply to the Bloor Street West frontage and 2.5 metres to the side street frontage (side step-backs as per the recommendations in Section 5.2.3).
- The rear 7.5 metre setback should apply.

Opportunity Site #3



Units: 154 **Population:** 325 **Retail Employees:** 39

Opportunity Site 3:

Opportunity Site 3 is located at the northwest corner of Bloor Street West and Dundas Street West. The site is approximately 62 metres wide by 23 metres deep.

There is currently a development application for 1540 Bloor Street West. Opportunity Site 3 as defined in this Study includes several properties to the west of 1540 Bloor Street West. By incorporating additional properties, Opportunity Site 3 provides for an improved condition that allows for full development potential without compromising neighbouring properties, as well as the ability to extend the rear lane.

Because of the proximity of the Dundas West station entrance, vehicular access and servicing for Opportunity Site 3 must be located so as not to impede transit services and pedestrian movement. With the inclusion of the properties to the west, access from the rear lane is possible.

Northwest corner of Bloor Street West and Dundas Street West

The consolidated Opportunity Site would be appropriate for an increase in height above the maximum allowable height, because it is at a major intersection and there are no shadow impacts on the Bloor Street West sidewalk. The height limit references the existing 13-storey mixed-use building at the southwest corner of Bloor Street West and Dundas Street West.

- Maximum height at the corner of Bloor Street West and Dundas Street West is 46.5 metres (15 storeys), stepping down to 31.5 metres (10 storeys) on the western portion of the site.
- Step-backs of 5.0 metres should apply to the Bloor Street West frontage and 2.5 metres to the side street frontage above three storeys (side step-backs as per the recommendations in Section 5.2.3).
- Because of the proximity to the TTC station entrance at this location, vehicular access and servicing must be located so as not to impede transit service and pedestrian movement.
- The rear 7.5 metre setback should apply.