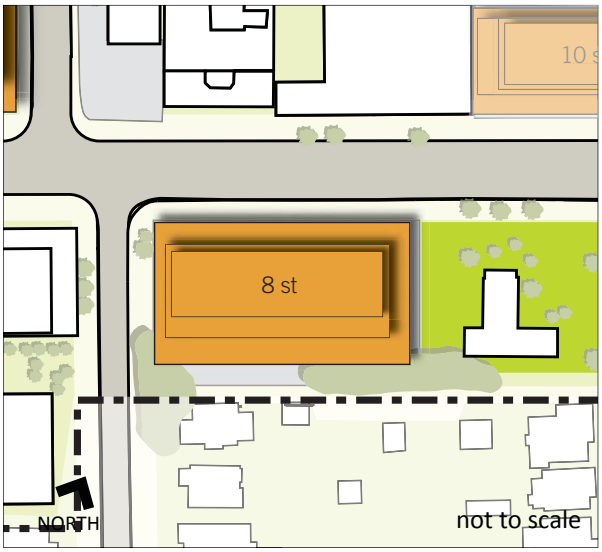
Opportunity Site #4



Units: 89 **Population:** 187 **Retail Employees:** 41

Bloor Street West looking west towards Indian Grove

Opportunity Site 4:

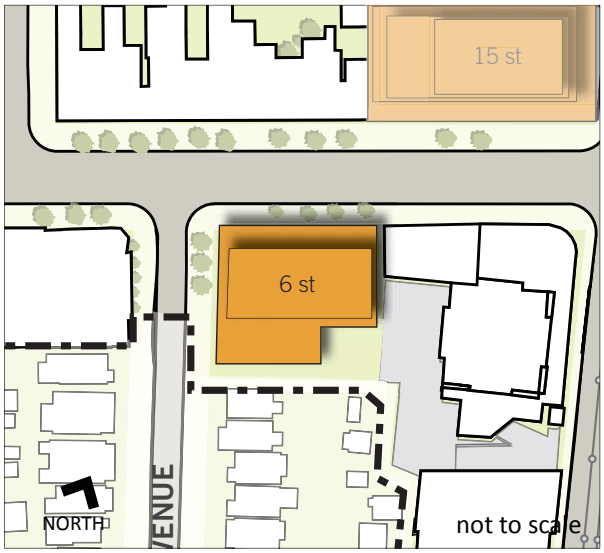
Opportunity Site 4 is located at the southeast corner of Bloor Street West and Indian Grove. The site is approximately 72 metres wide by 40 metres deep and is currently the location for the Saint Joan of Arc church, which has no current plans to relocate.

This is one of only two Opportunity Sites located on the south side of Bloor Street West.

This site is appropriate for an increase in the maximum allowable height because it is deep enough to provide all the necessary setbacks and step-backs and still achieve a mid-rise height. This site is considered an Opportunity Site for two reasons: because of the site's dimensions; and, the topographic condition of Indian Road south of Bloor Street West (slopes upwards), where the perceived height at the rear of the site appears to be less than the actual height. Therefore, this site may be developed slightly above the base height of six-storeys.

- Maximum height should be 25.5 metres (8 storeys)
- Step-backs of 5.0 metres should apply to the Bloor Street West frontage and 2.5 metres to the side street frontage above the podium (side step-backs as per the recommendations in Section 5.2.3).
- The rear 7.5 metre setback and angular plane should apply.
- On the east side of the property, building setbacks are required above the podium, because it is recommended and anticipated that the adjacent property remain as open space. Additionally, the facade should be articulated at all levels.

Opportunity Site #5



Units: 40 **Population:** 83 **Retail Employees:** 24

Opportunity Site 5:

Opportunity Site 5 is located at the southeast corner of Bloor Street West and Alhambra Avenue. The site is approximately 41 metres wide by 38 metres deep and is currently comprised of eight separate residential properties (six fronting onto Bloor Street West, two fronting onto Alhambra Avenue), requiring property consolidation, which makes it unlikely that the redevelopment of this Opportunity Site will occur in the short-term.

The two properties fronting onto Alhambra Avenue were included in this Opportunity Site, because the Mixed-Use land use designation and MCR zoning extends south to the lane on the south side of these two properties.

This is one of only two Opportunity Sites located on the south side of Bloor Street West.

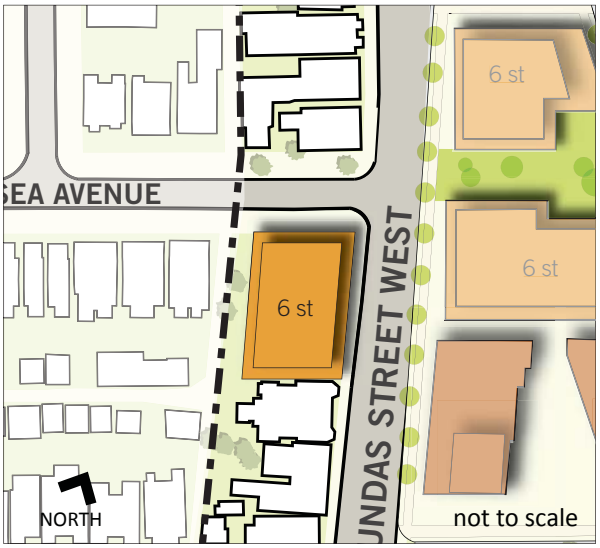
This site is considered an Opportunity Site because the current form and use creates an interruption in the mixed-use, main street character of Bloor Street West. Mixed-use development with retail at-grade would help contribute to the vibrancy of Bloor Street West and create a double-sided retail street, which is important for the viability of retail.

- Maximum height should be 20 metres (6 storeys)
- Step-backs of 5.0 metres should apply to the Bloor Street West frontage and 2.5 metres to the side street frontage above the podium.
- The MCR rear 7.5 metre setback and angular plane should apply.

Bloor Street West looking east towards Dundas Street West

Model view west from the intersection of Bloor Street West and Dundas Street West

Opportunity Site 6



Units: 42 **Population:** 88 **Retail Employees:** 20

Dundas Street West looking south towards Bloor Street West

Opportunity Site 6:

Opportunity Site 6 is located at the southwest corner of Bloor Street West and Chelsea Avenue. The site is approximately 37 metres wide and 30 metres deep and is currently used as a car rental outlet and place of worship.

This is the only Opportunity Site on the west side of Dundas Street West.

This site is considered an Opportunity Site because of its dimensions and the potential to improve upon the largely under-utilized site occupied by the car rental agency.

This entire block has a public rear lane, thereby improving the rear transition to the neighbourhood.

- Maximum height should be 20 metres (6 storeys).
- The rear 7.5 metre setback and angular plane should apply.

Opportunity Site #7

Units: 80 **Population:** 168 **Retail Employees:** 73 **Office employees: 290** *(Assumes office on 2nd and 3rd floor of Dundas Street West frontage)*

Opportunity Site 7:

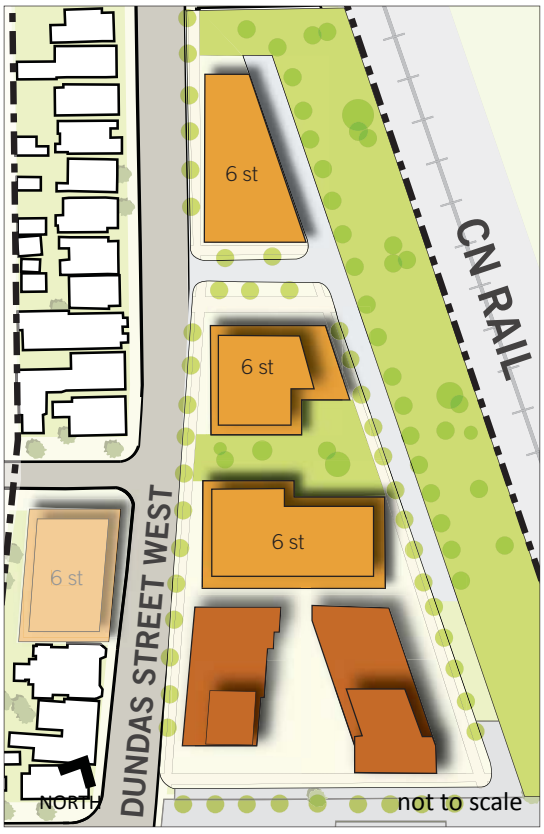
Opportunity Site 7 is an irregularly shaped site located on the east side of Dundas Street West, north of the Crossways. The site is approximately 161 metres wide by 41 metres deep at the north and 98 metres deep at the south. The site is currently occupied by Shoppers Drug Mart and Price Chopper, with a large surface parking lot joining the two existing buildings.

This site is considered an Opportunity Site because the built form and surface parking that creates a void in the urban fabric. The site is quite large and could be comprehensively planned to provide new open spaces, streets and buildings.

The new street network should provide access from the existing signalized entrance and should wrap the buildings at the rear so that individual driveways are not required on Dundas Street West for each building. A vehicular or pedestrian access point could flank the north end of the site.

Residential uses will require a 30 metre setback from the rail corridor. This setback area should be developed as usable green space for residents.

- Maximum height should be 20 metres (6 storeys) to relate to the existing warehouse character.
- Because the buildings in this location can be built with a more “warehouse” type character, no step-backs along the street facade are required, except where necessary to provide for sunlight on the opposite sidewalk.



5.3.4 Opportunity Site 8 - Key Principles

Opportunity Site 8, referred to as the "Loblaws Site", was the subject of much discussion throughout the Avenue Study process. The size of the site, with some consolidation of additional street fronting properties, is approximately 41,000 square metres.

It is important that the City require any development on this site to be part of a comprehensive planning process or application that includes new public streets, a public park, open spaces, and pedestrian connections. New public streets that connect the site to Dundas Street West and the neighbourhoods to the south will allow this site to become part of the overall neighbourhood fabric.

The site should support a wide range of uses, built form and open spaces, making it a self-sustaining neighbourhood that contributes positively to the wider community.

Seven principles for development on this site were developed with the community. The site should:

1. Be a community with its own neighbourhood character.
2. Achieve harmonious integration with the neighbourhood to the south.
3. Include a public space or park that is inviting and commodious, to serve as a gathering/recreational space for the local and wider community.
4. Be based on a framework for development that is appropriate so that it the plan is "defensible".
5. Include a mix of uses for living, working, shopping and recreation in the appropriate locations.
6. Integrate community uses.
7. Be a model of sustainable development.

The above principles are highlighted in the following sections.

1. A community with its own neighbourhood character.

This site has four very different contexts that it must address - the Dundas Street West/Roncesvalles Avenue frontage to the west, Golden-Ritchie neighbourhood to the south, CN Rail to the east and Bishop Marrocco Catholic Secondary School and playing field to the north.

The Dundas Street West frontage should be mixed-use in character and continue the retail frontage that exists on Dundas Street West and Roncesvalles Avenue. Street-fronting buildings will enhance the pedestrian orientation of Dundas Street West.

The Golden-Ritchie residential neighbourhood to the south requires a sensitive transition in built form and use on the site. The school building presents a less sensitive frontage as most of the school's loading and servicing is located on the south side of the building. Therefore, the Demonstration Plan allows for taller mid-rise buildings and less active frontages along this edge.

The CN Rail boundary is also a frontage that does not require sensitivity in terms of shadowing and privacy. There is a requirement for a 30-metre setback from the rail for residential uses. This setback should be developed as usable green space and / or circulation space.

2. Harmonious integration with the neighbourhood to the south.

The scale of buildings at the south edge of the site should be similar to permissions in the Golden-Ritchie neighbourhood itself. The creation of a backyard-to-backyard condition is similar to adjacent neighbourhoods, and also provides a green/amenity buffer at the south edge of the site.

By locating similarly scaled residential buildings that are set back from the southern boundary of the site, privacy will be maintained in the existing neighbourhood. Residential-only buildings are an appropriate use for the southern portion of Opportunity Site 8.

Opportunity Site 8 will be integrated with the existing neighbourhoods through the extension of the public street network from the Golden-Ritchie neighbourhood into Opportunity Site 8. This will help create a seamless integration between the neighbourhoods.

3. A public space or park that is inviting and commodious, to serve as a gathering/ recreational space for the local and wider community.

Through the planning approval process, the City is able to secure up to 15% of the net site area for public park space, which is recommended to be designed as a large, public space, becoming the "jewel" of the community.

The usability of this new park will be enhanced by locating it so that it is visible from Dundas Street West. It should connect to all other adjacent open spaces - the West Toronto Railpath, playing field and rail setback - through wide, tree-lined public streets and sidewalks.

The central location of the park space makes it accessible from both the existing neighbourhood to the south, and the potential new residential population within the Opportunity Site and the wider community.

By surrounding the park with public streets, accessibility is improved, as is visibility. Residential and limited retail uses will line the streets that face the park thereby creating – "eyes on the park", increasing safety and usability.

4. A framework for development that is "defensible".

A variety of building heights are recommended for this Opportunity Site. The location of the different building heights respond to the existing context and frontages of the site.

The increase in the maximum allowable height for this site takes into account all of the desired uses and amenities that can be accommodated on a site of this size.

By incorporating mixed-use and appropriate development, the Demonstration Plan implements the Avenue and Mixed-Use Area policies in the Official Plan.

5. A mix of uses for living, working, shopping and recreation in the appropriate locations.

Proximity to multiple modes of public transit makes this an ideal site for employment uses. Buildings fronting onto Dundas Street West would be desirable locations for office uses above the ground floor.

Retail uses should line Dundas Street West, creating a double-sided main street condition. Parks and open spaces are of a scale that a variety of recreational activities can be accommodated within them. New residential development should accommodate a number of users - families, singles, and seniors.

6. Integrate community uses.

The site should accommodate a range of uses for the community - including day-cares and multi-purpose spaces suitable for programming and public use. These uses do not need to be stand-alone buildings, but could be accommodated in the first floor of mixed-use buildings.

Through agreements between the City and the Toronto District Catholic School Board, the public could potentially take advantage of existing pool facilities at Bishop Marrocco Catholic Secondary School and its playing field. If an agreement is made, the playing field will help to provide visibility and accessibility from Bloor Street West to the new park in addition to public access to the playing field for active recreational uses.

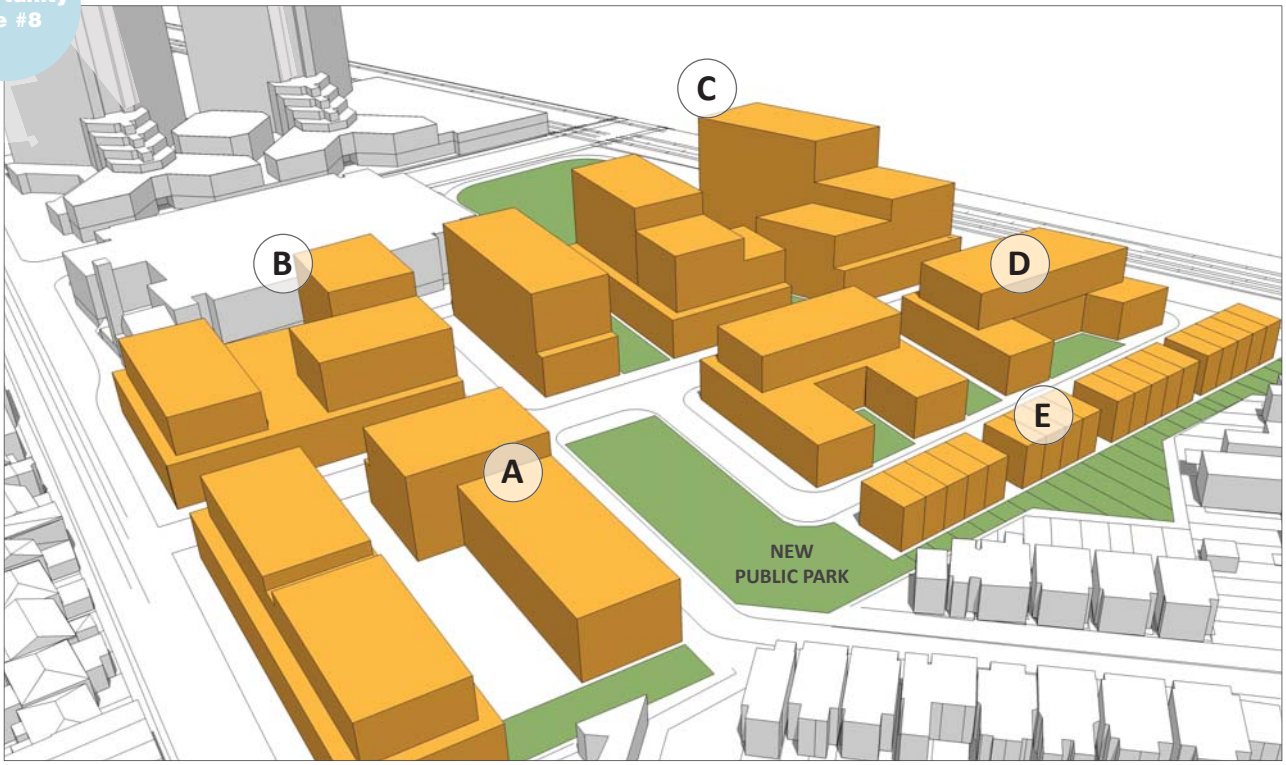
7. Be a model of sustainable development

By nature of its proximity to subway stations, bus and streetcar lines, and GO transit, this site should have reduced parking requirements in keeping with the requirements for Avenues with a subway proposed in the City's new Zoning By-law, and be a model for alternative transportation modes.

New development on this site should be a showcase for sustainable technologies by incorporating sustainable materials, green roofs and alternative energy sources such as geothermal. See Section 5.7 Sustainability for other potential methods of incorporating sustainability.

Opportunity Site #8

Demonstration Plan



Units: 704 **Population:** 1,485 **Retail Employees:** 182 **Office Employees:** 635
(Assumes office on 2nd and 3rd floor of Dundas Street West frontage)

New pedestrian connections will improve access and visibility to community amenities such as the Bishop Marrocco's playing field

Rendering of the proposed West Toronto Railpath

5.3.5 Demonstration Plan

There were a number of iterations of the Demonstration Plan for Opportunity Site 8, illustrating the principles for development. The Demonstration Plan illustrated on the previous page represents the plan that best achieved consensus on these principles, outlined in Section 5.3.4 with the community.

The Demonstration Plan is organized around a new public street network and central public park that help to integrate Opportunity Site 8 with the larger community. The following sections provide a description of the various key components.

1. New Street Network

A new public street network is essential to the development of this site. The creation of "front doors" and a coherent circulation network all rely on this. This street network is recommended to be integrated into the existing street network to the south (Herman Avenue and Ritchie Avenue). The configuration and design of these roads must be studied at the time of an application.

The feasibility of a new traffic signal at the intersection of the new east-west street and Dundas Street West should be considered.

2. Parks & Open Space

A key feature of the Demonstration Plan is the provision of a large, central public park. The City is able to secure up to 15% of the site's net area through planning approvals for large sites. This Study recommends that the public park be located in one consolidated area.

Integral to the functionality of this park is its central location in proximity to Dundas Street West, for visibility, and to the Golden-Ritchie neighbourhood to the south. The Demonstration Plan's network of streets, sidewalks and open spaces connect the park to the new and existing communities, creating a highly-accessible and visible open space.

The 30-metre setback required along the rail corridor should be developed as usable green space that is well landscaped and accessible to promote a positive condition between the site and the rail.

New open space and pedestrian connections should improve on the visibility and accessibility of existing amenities including the Bishop Marrocco school playing field and the West Toronto Railpath.

The Demonstration Plan creates a balance of public park and green space as well as private and semi-public open spaces.

A large, central park should be located in a highly visible location with in the Loblaws site

Wide tree-lined pedestrian connections should be incorporated in the development plan

3. Pedestrian Connections

Wide, tree-lined sidewalks should connect Dundas Street West and the green space along the rail setback.

The primary pedestrian connection will be along a new east-west street from Dundas Street West. This new street should have wide sidewalks with large canopy shade trees, creating a green "spine" through the new development and linking the rail setback, central park space and Dundas Street West.

North-south pedestrian connections, through mews type streets or mid-block breaks, should link the new public park to the school playing field on Bloor Street West.

The redevelopment of this site would allow for significant improvement in the sidewalk conditions along Dundas Street West. Buildings along Dundas Street West should be setback from the property line, where necessary, to create a 4.8 metre wide sidewalk.

4. Focus on Grade-level Uses

New development on this site should provide housing to accommodate a number of users, including families, singles and seniors. The creation of grade-related residential units is key to creating this balance. Buildings in groups C and D, have been configured to accommodate a large number of units that front onto either public streets or pedestrian mews. Building E also creates this condition, whether the built form is a regular or stacked townhouse. See Section 5.3.6 Building Typologies for a description of all building types illustrated in the Demonstration Plan.

5. Parking & Servicing

The Demonstration Plan does not illustrate specific locations for parking, servicing, and loading, but recommends general principles for the positive integration of parking and servicing.

Garage and loading entrances should be located away from residential frontages and park spaces. At the northwest end of the site, these uses should occur internal to any new building adjacent to the school building and accessed from the new north-south street.

The Demonstration Plan illustrates building footprints that would allow for below-grade parking, which would be necessary to accommodate the densities and heights illustrated here. Short-term, on-street parking should be integrated to serve the needs of visitor parking, convenience retailers and other community services such as day-cares.

Also see Section 6.3.4 Servicing & Loading for further guidelines.

5.3.6 Demonstration Plan - Building Typologies

In terms of building mass, the Demonstration Plan is divided into five groups of buildings (A to E). Each building group addresses one or more aspects of the seven development principles.

A. Street-related Mixed-Use Buildings

- The Dundas Street West frontage in this location is quite fragmented in its current condition; including one-storey buildings, wide driveways and multiple curb-cuts that create an unattractive pedestrian realm.
- Building Group A should line the Dundas Street West frontage with mid-rise, mixed-use buildings that retain the character of the Roncesvalles Avenue main street, so that retail uses can create a continuous retail frontage.
- Office or residential uses could be located above the first storey.

B. Street-related Mixed-Use Building with Large Footprint

- Like Building Group A, Building Group B will frame Dundas Street West with a mid-rise mixed-use building. The footprint of this building has been illustrated as a large format building (approximately 4,000 square metres) to accommodate a use such as a grocery store. Floorplate size could vary depending on uses. This could potentially replace the current Loblaws or other large retail stores on one or multiple floors of this building.
- Provide active retail entrances along Dundas Street West and the new public street frontage.

C. Mid-Rise Residential Buildings

- This grouping of buildings would likely be residential-only, with some convenience retail (e.g. dry cleaners, convenience stores, etc.) and / or community space on the ground floor, likely at the corners. Any more substantial retail uses are recommended to be located within Building groups A and B, to improve both traffic circulation and visibility.
- The tallest buildings are recommended in this location. The tallest building is 11 storeys at the farthest northeast corner. A semi-public open space connection runs north-south between these two buildings, creating a link between the new park space and the school playing field.
- Buildings are oriented to frame the new east-west street, and provide a mix of unit size and type.

D. Mid-Rise Residential Buildings with Townhouses

- The uses in Building Group D would be similar to Building Group C, with a residential focus offering a range of housing options. These buildings are six-storeys along the new east-west street and transition down to three-storeys. The three-storey buildings should frame the park, creating an urban setting where the park is in full view at all hours of the day.
- The green spaces created by the C-shaped buildings could be developed as private yard space or semi-public courtyards.
- There is an opportunity for day-care uses in proximity to the public park.

E. Low-Rise Residential Townhouses

- The southern boundary of the site is flanked by three-storey townhouses with backyards at the south edge. This creates a similar transition to the existing neighbourhood to the south. A smaller parkette, which is a continuation of the network of green space, is located next to the townhouses.

A variety of housing forms should be integrated within Opportunity Site 8

Dedicated bicycle lanes

Building setbacks from the property line create wider sidewalks

On-street parking will be maintained where possible on Bloor Street West

5.4 Transit & Street Improvements

Recommendations in Section 5.4 Transit & Street Improvements were developed jointly by BMI/Pace and Poulos + Chung Limited. The consultant team attended several meeting with City divisions involved in traffic, transportation, transit and streetscape decisions, as well as external agencies, including the TTC and GO Transit to discuss recommendations for transit and street-related improvements.

5.4.1 Improved Access to Transit

The need to improve pedestrian access to Dundas West subway station has been identified by the community and City in this and previous studies, as described in Section 3.1.6. One solution, also identified in the Bloor-Lansdowne Avenue Study, is the development of an additional entrance/exit on the east side of Dundas Street West. If feasible, this would help alleviate the problem of mid-block crossing and pedestrian safety in the long-term. This Study reiterates this recommendation. In the interim, there may be other urban design solutions to this, including:

1. **Widen the east-west crosswalk on the north side of the Bloor-Dundas intersection and create a highly-visible, marked walkway with special paving treatments.** This will help to draw pedestrians to the crosswalk rather than crossing to the north of the intersection. Any widening would have to be evaluated against potential delay impacts on streetcar operations.
2. **Widen the west sidewalks on Dundas Street West between Bloor Street West and the Dundas West subway entrance.** The current sidewalk is quite narrow and by creating a wider sidewalk with amenities and trees, pedestrians will be encouraged to use this sidewalk. This will also be an important improvement as the residential population of the area increases.
3. **Improve the visibility of the Dundas West TTC entrance.** By making the TTC entrance visible from all corners of the Bloor-Dundas intersection, pedestrians will be able to choose their path accordingly, preferably using the west sidewalk.

The Keele subway station also suffers from a lack of visibility from the intersection, and the pedestrian realm surrounding the entrance is not particularly attractive. The area surrounding the Keele station entrance and the east sidewalk of Keele Street should be designed with improved pavement markings, amenities and trees. Treatment of the underpass area should also be considered. For example, murals have been used to help beautify underpasses elsewhere in the city.

Existing R.O.W. conditions on Bloor Street West looking west towards Indian Road

Existing R.O.W. conditions on Bloor Street West looking east towards Dorval Road

5.4.2 R.O.W. Recommendations

The preferred right-of-way options developed in this report present options for improving on the identified shortfalls. The Bloor Street West right-of-way is lacking certain amenities that are desired by the local and wider communities. Some of the shortfalls identified through the Bloor Street Visioning Initiative and the Avenue Study process included, a lack of dedicated cycling lanes, no all-day on-street parking, narrow sidewalks and high traffic speeds.

5.4.2.1 Bloor Street West R.O.W.

As part of the design workshop, and throughout the Avenue Study process, participants were presented with a number of options for the reconfiguration of the Bloor Street West right-of-way.

The following right-of-way options were developed in consultation with Poulos + Chung and through discussions with City staff.

SHORT-TERM

The short-term options included modifications that could be incorporated quickly, such as re-striping. Community members stressed the importance of on-street parking to support local businesses and dedicated bike lanes.

LONG-TERM

When road reconstruction occurs over the long-term, further enhancements should be introduced. One of the primary goals is to reduce traffic speeds, and create a safe and welcoming environment for walking and cycling. A key recommendation was to narrow both the pavement width and the number of travel lanes, while including on-street parking and dedicated bike lanes. By narrowing the pavement width, the boulevard width can be increased and utilized for tree planting and street furniture.

Given the preference for a reduction in the number of general purpose travel lanes through the Study Area, a comprehensive traffic needs evaluation should be undertaken, further to the direction identified by this Study. The preferred options are illustrated on the following pages.

Preferred Short-Term Options

Short-Term Op. 1

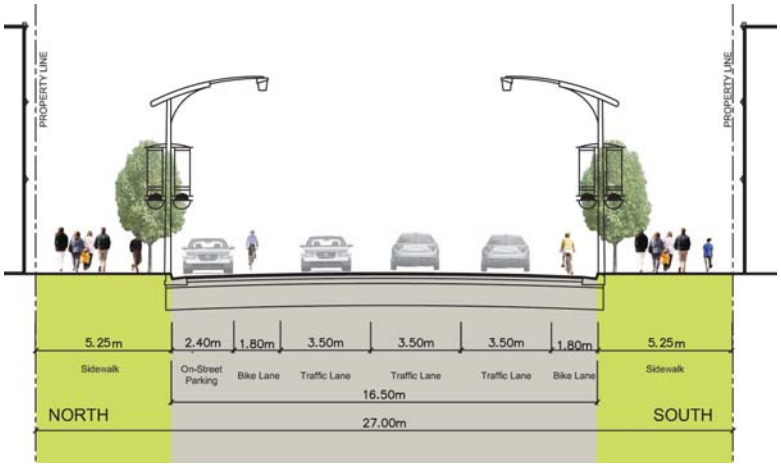
Three lanes with dedicated bike lanes and parking on one side

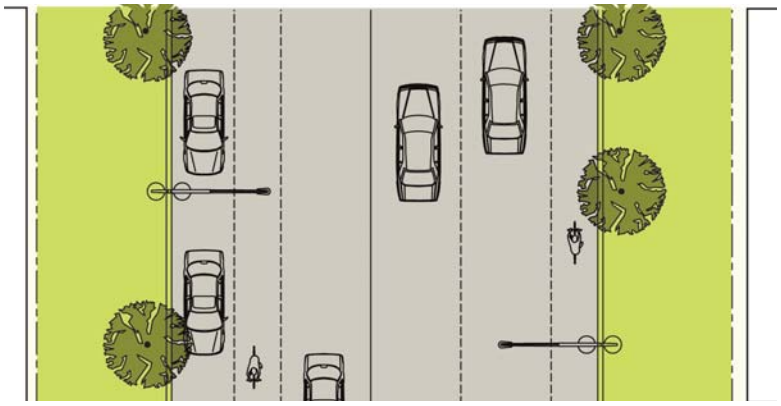
Advantages

- Dedicated, marked bike lanes on both sides of the street
- On-street parking on one side of the street throughout the day
- A reduction in travel lanes (4-3) - traffic calming
- Minimal costs - restriping

Disadvantages

- Asymmetrical road configuration
- Reduced availability of on-street parking (on one side only)
- Reduced vehicular capacity by one lane
- Difficult to transition at intersections at boundary of the Study Area





Short-Term Op. 2

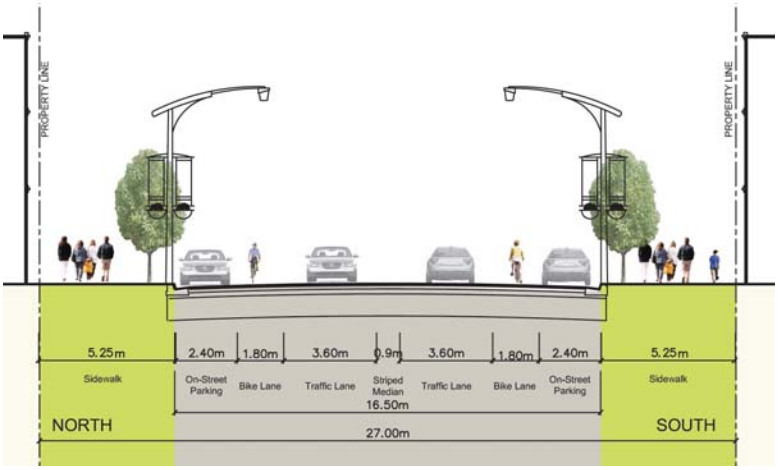
Two travel lanes with striped - median and dedicated bike lanes

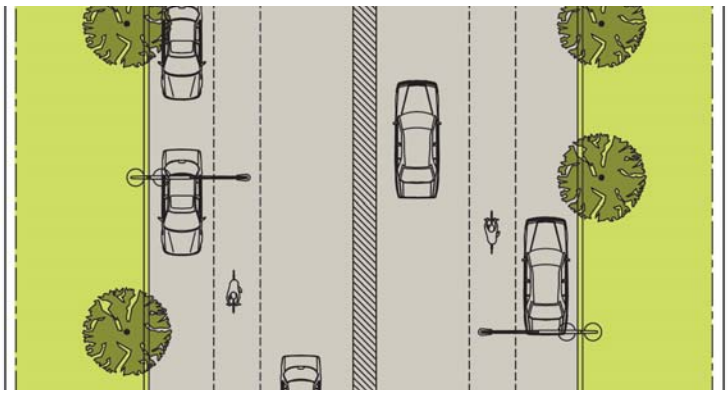
Advantages

- Dedicated, marked bike lanes on both sides of the street
- On-street parking (on one or both sides of the street)
- A reduction in travel lanes (4-2) - traffic calming
- Minimal costs - restriping
- Centre median in the middle of the R.O.W. - traffic calming

Disadvantages

- Painted median may be unattractive
- Potential environmental assessment (timing/cost)
- Reduce vehicular capacity by two lanes

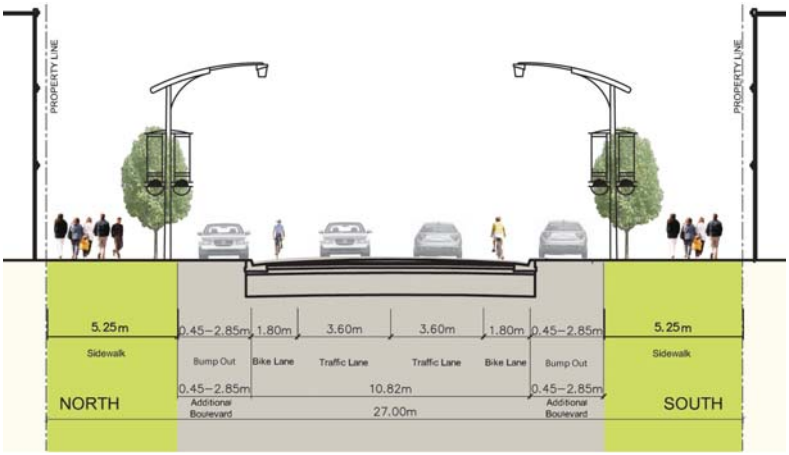


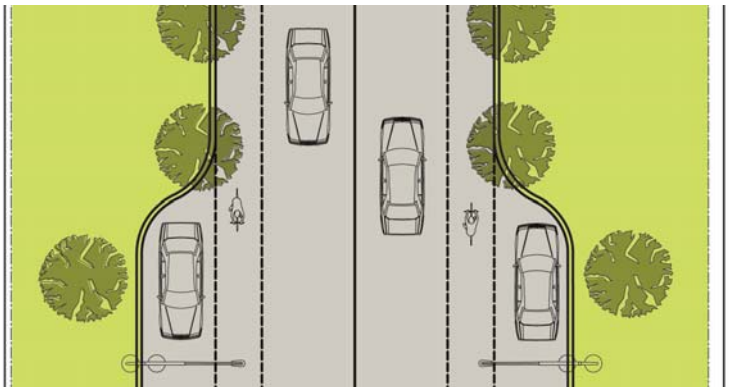


Preferred Long-Term Options

Long-Term Op. 1

Dedicated bike lanes, bump-out parking, widened sidewalks and two-travel lanes





Advantages

- Significant reduction in pavement width and additional boulevard space
- On-street parking is in bump-outs and can therefore be used all day
- Bump-outs can be used for additional streetscaping
- A reduction in travel lanes (4-2) - traffic calming
- Dedicated marked bike lanes on both sides of the street

Disadvantages

- Potential for conflict between on-street parking and bicycles
- Change in cross-section throughout the short distance of Bloor Street West may be confusing to drivers and cyclists
- Potential environmental assessment (timing/cost)
- Snow clearing in bump-outs may be difficult

Long-Term Op. 2a

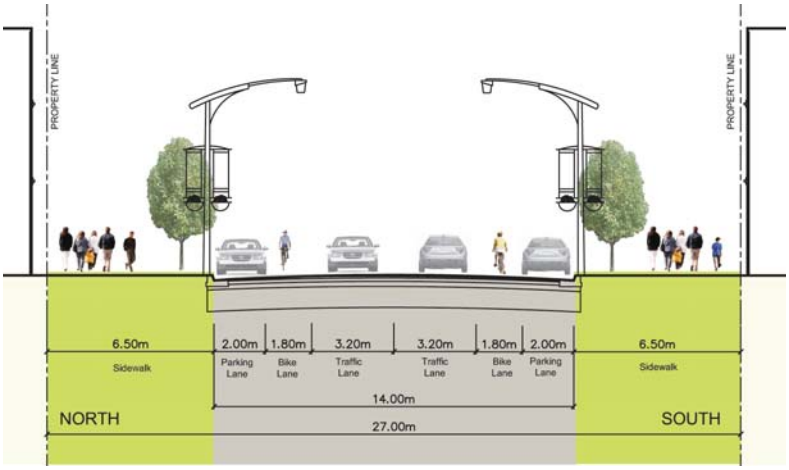
Dedicated bike lanes, all day on-street parking, widened sidewalks and two travel lanes – Symmetrical Boulevard

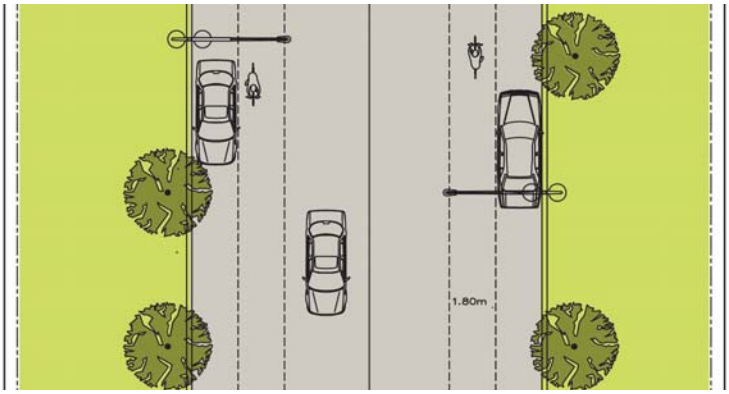
Advantages

- Widened boulevard creates opportunities for greening the street
- On-street parking is maintained on both sides of the street
- Snow can be cleared easily
- A reduction in travel lanes (4-2) - traffic calming
- Dedicated marked bike lanes on both sides of the street

Disadvantages

- Reduced travel lanes
- Potential environmental assessment (timing/cost)
- Separation between bike lane and on-street parking may not be wide enough, increasing potential for vehicle-bicycle conflict

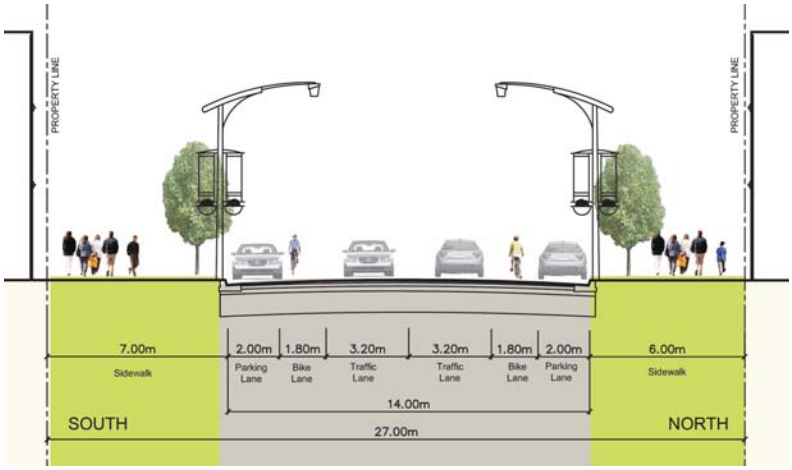


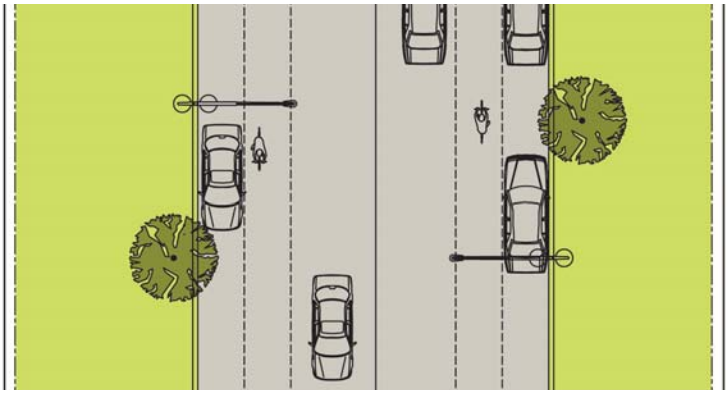


Long-Term

Op. 2b

Dedicated bike lanes, on-street parking, widened sidewalks and two travel lanes – Asymmetrical Boulevard (south sidewalk wider)



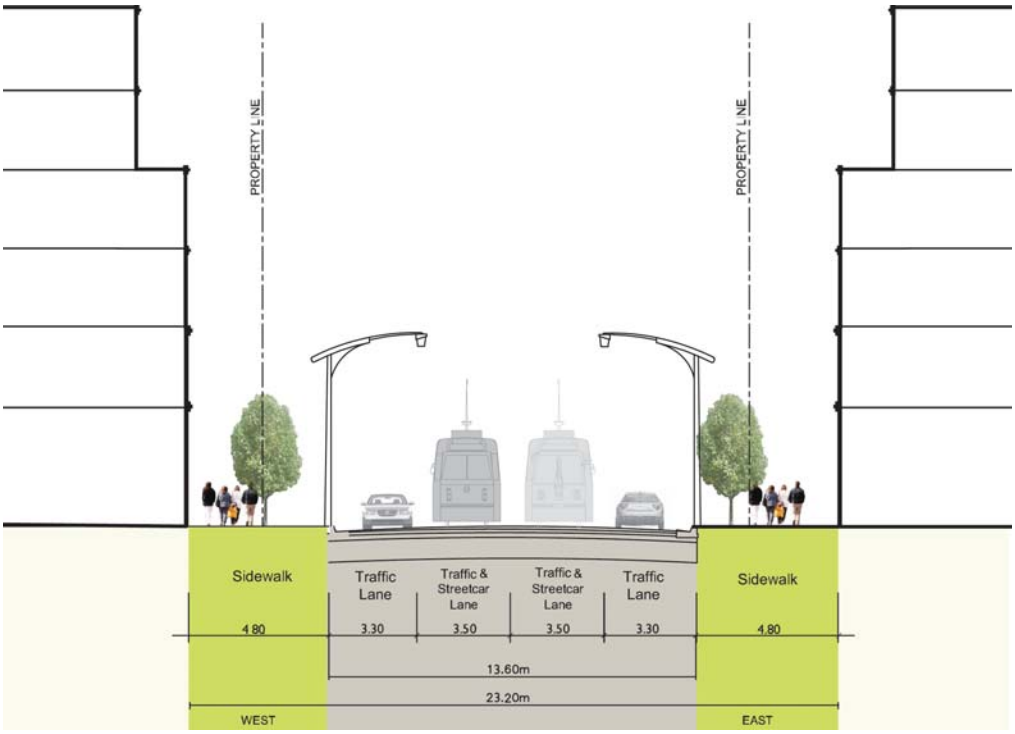


Advantages

- Widened boulevard creates opportunities for greening the street
- Dedicated marked bike lanes on both sides of the street
- On-street parking is maintained on both sides of the street
- Snow can be cleared easily
- Gives prominence to the south boulevard which provides a direct connection to High Park
- A reduction in travel lanes (4-2) - traffic calming

Disadvantages

- Reduced travel lanes
- Potential environmental assessment (timing/cost)
- Separation between bike lane and on-street parking may not be wide enough, increasing potential for vehicle-bicycle conflict



Section through Dundas Street West south of Bloor Street West

5.4.2.2 Dundas Street West R.O.W.

The existing Dundas Street West right-of-way is 20 metres, with streetcar infrastructure for routes travelling south of Bloor Street West. Any redesign of the street layout will need to accommodate the existing streetcars and buses.

Through redevelopment, sidewalk widening should be undertaken by setting buildings back from the front property line. The sidewalk width for Dundas Street West should be a minimum of 4.8 metres wide.

This could be accomplished along the entire east side of Dundas Street West through the redevelopment of only a few large properties. As these large properties redevelop, there will be additional pedestrian volumes in the community and improvements to sidewalks will facilitate pedestrian mobility. On the west side, a 4.8 metre wide sidewalk will be more difficult to achieve because most of the parcel fabric is narrow and under separate ownership.

As noted earlier, the sidewalks on the west side of Dundas Street West, immediately north of Bloor Street West, are particularly narrow and in need of widening to improve pedestrian movement to the TTC's Dundas Street West station.

Existing public sidewalk

New development on Dundas Street West should be setback from the property line to create a wide sidewalk

Existing crossing conditions at Dundas Street West and Boustead Avenue

Improved crossing conditions at Dundas Street West and Boustead Avenue

Existing condition at Dundas Street West north of Boustead Avenue

Improved conditions at Dundas Street West north of Boustead Avenue

5.4.3 Dundas-Roncesvalles Intersection

The intersection of Dundas Street West and Roncesvalles Avenue is problematic for pedestrians. The narrow sidewalk on the west side of Dundas Street West is further constrained by a utility pole, which contributes to an unpleasant walking experience and limits the space for pedestrians waiting to cross the intersection.

The two-stage pedestrian crossing at this intersection is currently the most viable and safest method for pedestrians crossing the street south of Bloor Street West. The following recommendations will improve the pedestrian environment at the Dundas Street West and Roncesvalles Avenue intersection:

- Introducing a bump-out (sidewalk widening) near the intersection north of Boustead Avenue by narrowing the outside southbound travel lane to create a wider waiting area and shorter crossing distance for pedestrians.
- Stagger the stop lines for the two southbound lanes to improve pedestrian visibility of southbound traffic along Roncesvalles Avenue.
- Other methods to improve safety and make the pedestrian crossing more visible including restriping the pedestrian crossing and improving / enlarging signage.

5.4.4 New Street Connections

Due to the historic development patterns of lots adjacent to the CN rail tracks, the finer grain street network was never introduced on the east side of Dundas Street West. This has caused the east-west street grid to end abruptly at, or just before Dundas Street West. The introduction of a consistent street network on the larger sites on the east side of Dundas Street West will increase continuity of the established neighbourhood. New streets will also create smaller lot sizes allowing opportunities for more appropriately-scaled attractive developments.

There are very few controlled pedestrian crossing points in the Study Area. A new pedestrian crossing should be considered along Bloor Street West towards Dorval Road to facilitate pedestrian crossings and retail interaction between both sides of the street.

Redeemer Lutheran Church open space

There is very little vegetation on Dundas Street West

Streetscape conditions on Bloor Street West

5.5 Open & Green Space

As identified in Section 3.1.9, the Study Area lacks public parkland. There are a number of improvements that can be made in both the public and private realm to provide new green space opportunities.

5.5.1 Open Space in New Development

When Opportunity Site 8 redevelops, there is an opportunity to create a large, green public park. This park should be connected to other adjacent open spaces, including the West Toronto Railpath and the playing field. See Section 5.3.5 for further details regarding potential for a public park on Opportunity Site 8.

Opportunity Site 7 is also large enough to incorporate some green open space - which could be public or semi-public.

Any residential developments on the east side of Dundas Street West will require a 30-metre setback from the CN Rail. This space should be developed as usable green space, but should not be the primary green space where there is adequate space on a large site to provide an alternative open space. Planting and fencing should be used to create a buffer between this green space and the rail corridor.

5.5.2 Existing Open Spaces

In addition to acquiring new public parkland through the redevelopment of larger sites, which will gradually occur over a number of years, the Study Area contains two private open spaces with the potential to provide greater public amenity for the community.

The community identified the intersection of Bloor Street West and Indian Road as a focal point for this part of Bloor Street West, making this an ideal location for a publicly-accessible green space. The southwest corner of Bloor Street West and Indian Road is occupied by the small building for the Church of the Redeemer and the associated open space. This open space could be improved upon for public use, should the church ever wish to enter into an agreement with the City.

As described in Section 3.1.9, the Bishop Marrocco playing field could be a great resource to the community. It could accommodate recreational programs and activities outside of school hours. The City should seek to enter into an agreement with the Toronto Catholic District School Board for public use of the playing field.

5.5.3 Streetscape

Through the widening of sidewalks on Bloor Street West, new trees and landscaping treatments should be introduced along the length of the street. Landscaping guidelines are further discussion in Section 6.1.5. Along the south side of Bloor Street West, an enhanced streetscape with large canopy shade trees and a wide sidewalk can create a “green link” to High Park. Well-designed raised or flushed planters should be better integrated with the new landscape treatment.

The R.O.W. allowance on Dundas Street West is not as wide as Bloor Street West and may not be able to accommodate the same treatment. Any landscape treatment on Dundas Street West will have to allow a minimum 2.0 metres clear sidewalk. Improvements should occur at the time of redevelopment of individual sites.

Green spaces should be incorporated in the large developments and should incorporate publicly accessible seating and public art

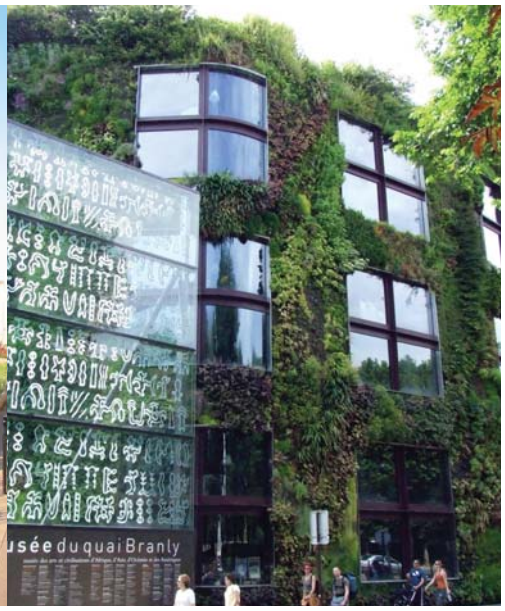
The proposed West Toronto Railpath - Photo courtesy of the West Toronto Railpath

5.6 Community Services & Facilities

Section 3.1.8 highlights City Planning's Community Services and Facilities Assessment for the larger area. To address service and facilities needs, the Assessment recommends that as new development occurs in the Bloor-Dundas 'Avenue' Study area, consideration be given to the provision of the following:

- New non-profit day-care facilities providing licensed child care spaces to serve current and future demand. Infant and toddler (aged 0 to 5 years) space is in particular need.
- Multi-purpose / recreation facilities for a changing array of programs to meet the needs of an evolving and growing population. Further consultation with the service agencies and the City will be required during the application review process for new development to assess their particular needs and ensure that suitable space is obtained.
- Additional public parkland in the immediate area to provide a variety of park types and recreational opportunities for existing and future residents.
- Increased public access to the playing field, as well as the indoor swimming pool located in Bishop Marrocco Secondary School as a means of compensating for the loss of the aquatic programming at Keelemount Public School.

Green roofs minimize water runoff



Precedent of a living wall

5.7 Sustainability

During the Study process, residents identified sustainability as an important objective for new development and the overall community. With the potential for growth in this area, the need to reduce environmental impacts, provide renewable energy generation and incorporate sustainable design into buildings and open spaces, will help in creating a comprehensive and sustainable, mixed-use community.

This section outlines Toronto's approach – through regulations, initiatives and programs for incorporating sustainability into city building practices.

5.7.1 Sustainable Regulations

TORONTO GREEN STANDARD

The Toronto Green Standard (TGS) is two-tiered a set of performance measures that promote sustainable development. The Standard represents Toronto's approach to greening development practices in multi-unit high-rise residential buildings, institutional, commercial and industrial buildings and low-rise residential and non-residential development.

Tier 1 is secured through the planning approvals process and will be validated by the City. Tier 2 is achieved by way of incentives and will be validated by a third party review. A Development Charge Refund of 20 percent will be available for new development that achieves Tier 2. A full launch of the two-tiered Toronto Green Standard is anticipated for September 2009.

There are two guideline documents available which provide design strategies to implement some of the performance measures of the TGS: 'Bird Friendly Development Guidelines' and 'Design Guidelines for Green Surface Parking Lots' (discussed below).

The TGS and the guidelines can be viewed on the City's website: www.toronto.ca/planning/greendevelopment.htm

New development on Bloor Street West and Dundas Street West will have to implement Tier 1 of the TGS. This will contribute towards building a sustainable community.

Green roofs can be designed to be an integral part of a new building (Mountain Equipment Co-op's green roof on left) or be installed on an existing building (410 Richmond on right)

GREEN ROOF BYLAW

The City's Official Plan supports the use of green roofs as an innovative approach to reducing the urban heat island effect in Toronto.

In May 2009, Toronto City Council passed a Green Roof By-law, under the authority of the City of Toronto Act, requiring green roofs on certain types of new buildings and establishing a construction standard for green roofs. Toronto is the only city in North America with a By-law that both requires green roofs and establishes the construction standards for them. The By-law can be viewed on the City's website: www.toronto.ca/greenroofs.

The By-law applies to new development with a gross floor area of over 2,000 square metres in the Study Area. Green roofs can also be installed on smaller developments and can be secured through the City's planning approval process.

RENEWABLE ENERGY GENERATION & DISTRIBUTION

In March 2008, Toronto City Council passed a Zoning By-law Amendment to permit the use of renewable energy (i.e. Solar Energy and Wind Energy Devices) and cogeneration (simultaneous production of heat energy and electrical energy or mechanical power from the same fuel in the same facility) devices in all zones, and to permit the distribution of energy produced by those devices.

Development in the Study Area, particularly on larger sites (e.g. Opportunity Site 8), could incorporate sustainable energy production and distribution systems, and should be considered as part of any comprehensive redevelopment application.

Environmentally sustainable principles can be incorporated into new development in a number of ways

5.7.2 Sustainable Initiatives

There are a number of City-led sustainable initiatives that new and existing developments in the Study Area could benefit from.

TOWER RENEWAL PROJECT

The Tower Renewal Project combines green technology with neighbourhood revitalization projects to make stronger, greener communities across Toronto. The focus of the project is the city's more than 1,000 residential apartment towers. In 2007, four pilot sites were chosen, one in each Community Council area. More information can be viewed at: www.towerrenewal.ca. Existing apartment buildings in the Study Area could benefit from this initiative in the future.

TOWERWISE

TowerWise is intended to support and complement the Tower Renewal Program to improve the energy efficiency of residential high-rise buildings. The TowerWise program works by bringing developers, building managers and residents together to improve the energy efficiency and comfort of both newly built and existing structures. Toronto Atmospheric Fund's (TAF) TowerWise initiative can be used to improve the efficiency of existing apartment buildings in the Study Area. More information can be viewed at: www.towerwise.ca

Green roofs help minimized water run-off

Green roofs can expand the potential usable outdoor space of the site

5.7.3 Sustainable Programs

The City offers a number of programs providing opportunities for existing and new developments to incorporate sustainable infrastructure. Some of these programs are highlighted below.

TORONTO ATMOSPHERIC FUND

The Toronto Atmospheric Fund (TAF) was established in 1991. The goal of TAF is to provide grants and loans for Toronto-based initiatives that combat global climate change. Residents can receive financial assistance through one of TAF's priority interests: FleetWise, LightSavers, Solar Neighbourhoods and TowerWise program. More information can be viewed on the City's website: www.toronto.ca/taf

SOLAR NEIGHBOURHOODS

Solar Neighbourhoods is a joint project between the TAF, Toronto Energy Efficiency Office, Toronto Environment Office and Toronto Hydro. The goal of the project is to implement the use of solar hot water systems across the City. The pilot project was introduced in Riverdale-Ward 30 in 2009. A City-wide solar hot water campaign will roll out in 2010. Larger sites, particularly Opportunity Sites 7 and 8, should be leaders in this initiative. More information can be viewed on the City's website: www.toronto.ca/taf/solar.htm

ECO-ROOF INCENTIVE PROGRAM

The Eco-roof incentive program offers incentives to retrofit existing industrial, commercial or institutional buildings with a green (vegetated) roof or a 'cool' roof. The Program offers $50 per square metre up to $100,000 for a green roof, and $2 per square metre for coating or $5 per square metre for a new roof membrane up to $50,000 for a cool roof. Details can be found at City's website: www.toronto.ca/livegreen/bus_eco-roof.html

Landscape elements should be used to minimized water run-off

Native plant material should be used wherever possible

5.7.4 Addressing Surface Run-Off

The Toronto Green Standard sets out performance measures and implementation strategies for storm water retention and run off, which are derived from the Wet Weather Flow Management Guidelines. New development and reconstruction of the Bloor Street West and Dundas Street West rights-of-way should incorporate the following practices to manage storm-water:

- Landscaped areas should be maximized to increase the total amount of water infiltration. Where there is minimal available area, landscaped green roofs should be employed. Landscape designs should incorporate a wide range of strategies to minimize water consumption, e.g. native species, use of mulches and compost, alternatives to grass and rainwater collection systems.
- Paved areas should be minimized and use permeable pavers to maximize surfaces that absorb water and filter pollutants.
- Parking areas should use permeable pavers to allow infiltration, and be graded to drain into vegetative or grassy swales incorporated in a project or perimeter landscaping. City Planning's Design Guidelines for 'Greening Surface Parking Lots' provides design alternatives to implement the sustainable performance measures of Tier 1 of the Toronto Green Standard. The Guidelines available on the City's website at: www.toronto.ca/planning/urbdesign/greening_parking_lots.htm
- The surface area of streets, driveways and parking areas should be as small as possible within allowable standards.
- Well-drained snow storage areas should be provided on each site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

6

DESIGN GUIDELINES

The urban design guidelines in this section build on the feedback received throughout the course of this Avenue Study and incorporates best practices for buildings and streetscape design.

The design guidelines are intended to improve the appearance and functionality of Bloor Street West and Dundas Street West for local residents, visitors, business owners and patrons. The Urban Design Guidelines in Section 6 should be read in conjunction with Section 5 Community Framework.

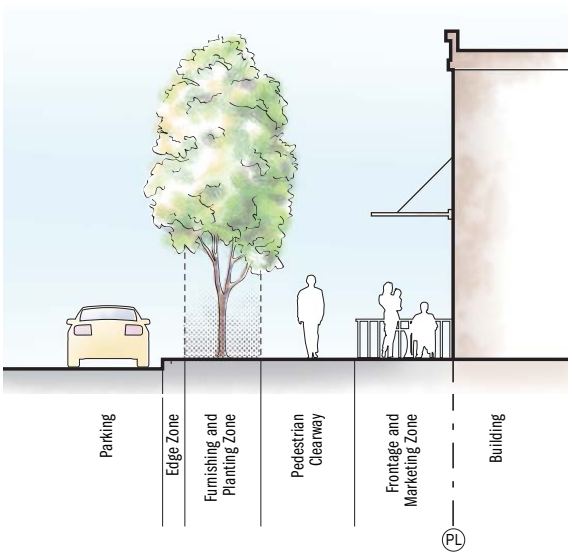
6.1 Public Realm

Improving the public realm for pedestrians, cyclists and transit users will contribute to a livable and animated streetscape. Section 5 Community Framework identified recommendations related to improvement of the public realm through both City initiatives and improvements that can be made through redevelopment of private property. These include changes to the street cross section, integration of large, public open spaces through comprehensive site planning (i.e. Loblaws site) and enhancements to the boulevard to increase tree planting and create wider sidewalks. As properties on Bloor Street West and Dundas Street West redevelop, it will be increasingly important to improve the public realm.

Bloor Street West already has wide sidewalks, and is identified to be resurfaced in 2013 in the City's Transportation Capital Works Plan. Through street reconstruction, the City will be able to incorporate the recommendations for the R.O.W. as identified in Section 5.4 of this document, which includes dedicated, marked bike lanes and wider sidewalks. The importance of Bloor Street West as a pedestrian and cycling connection to High Park should be emphasized through the streetscape design, R.O.W. cross section and landscape treatments. Civilizing the streetscape will occur through wider boulevards and de-emphasizing vehicular traffic.

Dundas Street West has fewer opportunities for streetscape improvements in the public realm because the narrower right-of-way and streetcar infrastructure limit the modifications that can be made to the street cross section. However, because of the significant redevelopment opportunities along the length of the east side of Dundas Street West within the Study Area, numerous improvements can be made through redevelopment of private properties. New building frontages on the Dundas Street West Opportunity Sites will begin to create a continuous street-wall that frames the street and will be set back to create a wider boulevard than what currently exists. Within the larger redevelopment sites (Opportunity Sites 7 & 8) new streets will connect the Dundas Street West frontage to new open spaces located within these sites. These new public streets should be treated in a similar manner to enhancements proposed for Bloor Street West and Dundas Street West, with trees, furnishings and wide sidewalks.

Sidewalks along Bloor Street West and Dundas Street West should be a minimum of 4.8 metres wide



The four zones of a typical Main Street.

6.1.1 Boulevards

Most boulevard improvements will only be possible through redevelopment of the Opportunity Sites (or other sites) or at the time of curb and roadway reconstruction. As mentioned previously, according to the City's Transportation Services Division, Bloor Street West from Keele Street to the CN Rail corridor is planned for resurfacing in 2013 and Dundas Street West from Glenlake Road to Boustead Avenue is anticipated to be scheduled for resurfacing in a 6 to 10 year time frame. Resurfacing work typically consists of repaving the roadway completely, combined with localized "state of good repair" work to damaged curbs, boulevards and sidewalks. These dates are based on City priorities, funding and coordination of work.

The boulevard should be a minimum of 4.8 metres (distance between the curb and the building wall) along Bloor Street West and Dundas Street West. Where this minimum is not achievable within the public R.O.W., buildings may need to be set back at-grade in order to achieve this width.

The City's requirements for boulevards on "Typical Main Streets" in the Vibrant Streets Manual should be adhered to for the redesign of both Bloor Street West and Dundas Street West. The elements of the Typical Main Street includes four zones, described as follows:

FRONTAGE & MARKETING ZONE

- New seating areas and patios that will accompany new mixed-use developments in this zone.

PEDESTRIAN CLEARWAY

- A minimum pedestrian clearway of 1.7 to 2.1 metres is required for all sidewalks.
- May include demarcated areas along sidewalks where vehicles may encounter pedestrians along their route (i.e. at drive aisles, crosswalks and intersections) through the use of accent paving.

FURNISHING & TREE PLANTING ZONE

- Will contain street furniture, street trees, street lighting and other fixed objects.
- Incorporate street trees along all sidewalks and walkways facing streets and open spaces in a 1.8 metre wide tree trench.
- Tree pits may be covered or open pits with plantings.
- Snow storage will likely occur in this area and all elements should be designed to accommodate and withstand snow loading.

EDGE ZONE

- Should be a hard surface contiguous with the grade of the Furnishing and Planting Zone.
- Located next to the curb.

Treatments in the pavement will provide visual cues to pedestrians

Astral Media Outdoor LP's street furniture design

6.1.2 Special Treatments

As part of the enhancement to the boulevard on both Bloor Street West and Dundas Street West, there are many opportunities to create focus areas or call attention to important area amenities, such as High Park and the high level of transit service through two TTC stations.

CONNECTIONS TO HIGH PARK

Bloor Street West provides an important connection to High Park for pedestrians, cyclists and drivers alike. Special paving or signage markers should be designed in conjunction with an enhanced landscape treatment that identifies Bloor Street West as a primary connection to High Park. This may include small scale plaques, pavement designs, or other signage.

ACCESS TO TRANSIT

The usability of the TTC stations in the Study Area is not just about the physical location of entrances, but the visual "cues" to locate the entrances. The appearance and visibility of these access points are just as important. Improvements could include pavement markings, public art, signage, bicycle parking, or façade treatments. Special paving or wide crosswalks should be designed for TTC entrances and intersections adjacent to TTC stations.

6.1.3 Street Furniture

For future boulevard widenings through road reconstruction and/or redevelopment, it will be important to properly locate any new street furniture and amenities to ensure that they not impede pedestrian movement. Street furniture should be placed in the Furnishing and Tree Planting Zone (See Section 6.1.1).

Other guidelines for street furniture include:

- Streetcar stops along Dundas Street West should include a shelter with interior bench and a litter/recycling bin.
- The City should select strategic locations for groupings of furniture that would benefit adjacent retail establishments and the public. For example, litter/recycling bins are appropriate on the sidewalk near food establishments and groupings of benches are welcome near cafes and patios. Furnishings should be placed at regular intervals along Bloor Street and Dundas Street.
- Groupings of benches should be located in new green/park spaces throughout the Study Area. In particular, the central public park in Opportunity Site 8 should have ample seating for local residents and patrons.

Dedicated cycling lanes are recommended for the Bloor Street West R.O.W.

Bicycle racks should be located at subway entrances and along sidewalks in the Study Area

6.1.4 Provisions for Cycling

Bloor Street West is an important east-west route for people commuting by bicycle within the city. High Park also attracts numerous cyclists, as it is an important recreational amenity. Therefore, dedicated cycling lanes will play an important role along Bloor Street West in this area.

This Study recommends on-street cycling lanes for the Bloor Street West R.O.W. within the Study Area. Dedicated cycling lanes can be introduced into the existing paved street through re-striping. The two preferred short-term options for the Bloor Street West R.O.W. include dedicated cycling lanes (see Section 5.4.2). This may eventually become part of a larger cycling network as the City is currently studying the feasibility of bike lanes along the entire length of Bloor Street West.

The accommodation of convenient bicycle parking is an essential element in support of the progressive implementation of cycling in the area. Bike racks should be placed in highly active pedestrian areas, including the TTC subway entrances and where space permits along sidewalks between street trees in the Furnishing and Tree Planting Zone. The placement of racks within the pedestrian realm should not impede pedestrian movement.

New development must also provide substantial bicycle parking facilities for both residents and visitors. Resident bicycle facilities should be located on the ground floor or on the first level below grade of a building, while visitor bicycle facilities should be located on the ground floor in highly visible, weather protected locations. City Planning's Guidelines for the Design and Management of Bicycle Parking Facilities should be followed. Guidelines are available on the City's website at: www.toronto.ca/planning/bicycle_parking_guide.htm#bicycleguidelines

Other guidelines for the placement of bicycle racks includes:

- Bicycle racks should generally be installed at regular intervals along Bloor Street West and Dundas Street West to promote cycling and support new cycling lanes.
- The post-and-ring design constructed of aluminium or galvanized steel is preferred as larger units can impede pedestrian movement and snow clearing.
- The number and configuration of bike racks at any location should be evaluated on a case-by-case basis.

Tree plantings should not impede the pedestrian flow

Free standing planters on private property should be used where tree plantings are not feasible

6.1.5 Landscaping

Greening Bloor Street West and Dundas Street West will create a visual continuity within the Study Area and will reinforce the presence of a significant natural resource just outside the Study Area - High Park. Trees will provide shade and visual enclosure within the boulevards, giving the street a human-scale, even in the presence of potentially taller buildings.

- New landscape treatments should be coordinated with the existing mature trees that line segments of Bloor Street West to create a strong visual green link to High Park. The Bloor Street West long-term R.O.W. options illustrate how a widened boulevard on either side of the street can be accommodated (see Section 5.4.2.1).
- When Opportunity Site 8 redevelops, any new streets that connect Dundas Street West to a central public park and an open space along the rail corridor within the site should be connected by wide, tree-lined sidewalks.
- Street trees should be planted with appropriate soil volume in continuous tree trenches as identified by the City of Toronto's standards, to allow for full growth and to ensure their long-term viability.
- Where occasional compaction of planting soil is anticipated, the use of soil cells should be considered.
- Only species that are tolerant of urban conditions should be used. Mono-cultures should be avoided and tree selection should be context specific, i.e. trees with narrow growing canopies should be selected for areas where mature canopy space may be limited.
- Existing significant trees, tree stands, and vegetation should be protected and incorporated into streetscape design.
- Shrub and ground cover planting should be utilized in open tree pits, provided the minimum pedestrian clearway dimension is available.
- Seasonal appeal, especially for the winter months should be considered for all planting.
- All shrubs and groundcovers should be tolerant of urban conditions, should be noninvasive and be completely non-toxic, appropriate for use in public areas.
- Free standing planters should be considered where below ground planting areas may not be feasible. The existing Bloor by the Park BIA planters should be replaced in the interim (prior to R.O.W. reconstruction) and planted with materials that will flourish in all seasons.

Parks should provide a variety of recreational amenities

6.1.6 Parks & Open Space

New public parks and green spaces of varying scales are recommended throughout the Study Area. There are opportunities for large parks that could include recreational activities and there are locations where building orientation can provide semi-public courtyard spaces. The following is a summary of opportunities for green space that could be accessible to the public:

GREEN CONNECTIONS

Wide sidewalks, tree plantings and/or special paving should be used to link existing and planned open spaces.

- Create and/or enhance visual and physical connections to existing or new open spaces within walking and cycling distance of the Study Area. This will enhance visibility and encourage the use of parks and open spaces and promote accessibility to existing community assets. For example, the Bishop Marrocco playing field should be connected through tree-lined pedestrian paths to any new open spaces within Opportunity Site 8.

PARKS/RECREATIONAL SPACES

Two of the eight identified Opportunity Sites are large enough to integrate parks or open spaces that can serve the neighbourhood. These include:

- Opportunity Site 7 - This site should include some public open space between buildings or in the form of courtyards or forecourts.
- Opportunity Site 8 - This site should be developed through a comprehensive plan that includes new buildings, roads and green spaces. The focus of this large site should be a large public park that is in a relatively central location within the site. This park space should include playground equipment, adequate seating areas for socializing and public art.

On both Opportunity Sites 7 and 8, a 30 metre setback (for residential uses) will be required along the CN Rail. On both sites, this setback should include extensive landscaping and small seating areas. In a strategic location on Opportunity Site 8, there could be a link to the east side of the CN tracks connecting to the West Toronto Railpath.

Public art should be incorporated within parks, parkettes, plazas and development sites

An example of public art that recalls a neighbourhood's heritage (Toronto's Garment district at Richmond and Spadina)

6.1.7 Public Art

Section 3.1.4, Public Art, in the Official Plan states:

"Public art installations, both publicly and privately owned, make walking through the City's streets, open spaces and parks a delight for residents, workers and visitors alike. Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site's history. It creates a landmark and celebrates the cultural diversity and creativity of our communities. A partnership between the public and private sectors is to be nurtured to transform Toronto into a large public art gallery with installations throughout the City."

The areas surrounding Bloor Street West and Dundas Street West have a rich industrial heritage. The area has been largely shaped by this history. In particular, the alignment of the CN Rail, the presence of High Park and the varied topography all contribute to the Study Area's character.

Recognition of these elements should be expressed through public art. This may include the retention of the warehouse building murals on Dundas Street West, or new elements within the public realm that share or interpret the history of the area.

Public art can be secured through the planning approvals process for new development in keeping with the Official Plan. The City's Percent for Public Art Program recommends that a minimum of one percent of the gross construction cost of a significant development be contributed for public art. Public art can be installed in a publicly visible location on a development site, or installed on public lands (e.g. a park). The City's Percent for Public Art Program Guidelines are available on the City's website at: www.toronto.ca/planning/urbdesign/public_art_guidelines.htm

Larger-scaled public art installations may be appropriate within proposed civic spaces and parks. Specific locations for these include:

- Northwest corner of Bloor Street West and Dundas Street West (provided there is adequate space for pedestrian movement);
- Northeast corner of Bloor Street West and Keele Street;
- Within any of the Parks and Open Spaces identified in Section 6.1.6 that are visible from the street; and
- In new open spaces within Opportunity Site 8.

Other opportunities for public art include subtle treatments within the public realm including special pavement plaques or patterns. See Section 6.1.2 for Special Treatment Opportunities and for related public art recommendations.

Building entrances should be clearly identified

6.1.8 Signage

The quality of signage is of great importance in creating a positive and attractive image for a neighbourhood. Low quality signage can undermine the general appearance of an area despite efforts made to improve buildings and the public realm. Just as important as the "look" of signage, is the placement of these elements. Signage should never impede pedestrian circulation or overwhelm the visual character of the streetscape.

- All permanent and temporary advertising, business, directional, incidental and identification signage associated with all new and existing buildings and developments within the area will be subject to the City of Toronto Sign By-law.
- All signage should be considered to be an amenity of the streetscape and enhance the streetscape. Efforts should be made to avoid 'cluttering' by prohibiting certain types of signs such as pylon signs, inflatable signs, non-retractable, non-fabric awnings, obsolete or unsafe signs, handwritten signs, digital, electronic, neon or otherwise internally illuminated signs, except for small "open for business" signs in retail windows.
- Any signage that has a heritage character (i.e. murals on the warehouse buildings on Dundas Street West, north of Bloor Street West) should be preserved.
- As part of the City's Urban Design's 1:50 Elevations Program, all signage for new developments should be shown on submitted drawings illustrating how it will be integrated with the design of the facade.

6.1.9 Safety & Accessibility

Safety and accessibility for the Study Area can be addressed through the following recommendations:

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

All publicly accessible areas, including streetscapes, parks, parkettes, mid-block connections, forecourts and patios, should conform to the provisions recommended through CPTED (Crime Prevention Through Environment Design). The application of CPTED principles should address items such as:

- Providing clear views to sidewalks and public areas.
- Taking advantage of passing traffic surveillance as a deterrent for unwanted activities.
- Identifying point of entry locations.
- Placing amenities such as seating and lighting in areas where positive activities are desired and expected.

ACCESSIBILITY

Accessibility is essential in reinforcing a pedestrian environment that provides excellent facilities for transit and cycling. The key to providing a high quality public realm is making accessibility universal to all people. The guidelines and requirements in the following documents will provide more detailed information on how to create and promote accessible environments and should be referred to in the design of all public spaces including sidewalks:

- Ontario Building Code
- Ontarian's With Disabilities Act
- City of Toronto Accessibility Plan & Accessibility Design Guidelines
- Principles of Universal Design

As well, recent changes to the Planning Act enable the City to secure facilities designed to have regard for accessibility for persons with disabilities through Site Plan Control.

WINTER ACCESS

Public realm design should address winter maintenance by addressing the following:

- Provide surfacing materials and position furnishings and other ground mounted elements in a manner that will facilitate snow and ice removal.
- Design areas for snow storage and snow melt capture.

Built form should complement the existing character of the area

Building height can be mitigated by incorporating step-backs

6.2 Private Realm

Built form guidelines for new development can be used by the City staff and the development community to guide the built form character of the area, establish criteria for building orientation and layout, height and massing, façade articulation, materials and details. They will be used to evaluate development proposals in the Bloor-Dundas 'Avenue' Study Area.

Community input throughout the Avenue Study process with regards to built form was extensive. While building height was a contentious issue, the community did recognize that the impact of building heights and massing can be mitigated by stepping building mass away from streets, adjacent residential areas, and public spaces. The guidelines in this Section, along with the recommendations for built form outlined in Sections 5.2 and 5.3, will promote a built form that is sensitively integrated within the existing context.

Buildings should step down to transition towards adjacent low-rise residential neighbourhoods

New development should be setback to maintain a generous sidewalk width

6.2.1 Building Orientation & Layout

The orientation of buildings and overall site layout are key considerations that when designed correctly, will enhance the existing character of the street. This is achieved by relating buildings to the street and pedestrian activities, and positioning buildings to frame and preserve desirable views.

The existing continuous street façade found along segments of Bloor Street West is an important and desirable part of the Study Area's character. This built form characteristic should be maintained where it exists and replicated as new development occurs along both Bloor Street West and Dundas Street West. The following guidelines should be applied throughout the Study Area:

FRONT ALIGNMENT & SETBACKS

- All new buildings and developments should be located parallel to the street-edge to frame the abutting streets and create a continuous street-wall. Exceptions to this include buildings on larger or deeper sites (i.e. east side of Dundas Street West) where buildings may be organized to frame courtyards and open spaces.
- Frame private open space with buildings appropriately scaled to the purpose of the space. A courtyard designed for recreational amenity may be framed with a lower built form edge.
- Parking areas should never be located between the front building façade and public sidewalks.
- Setbacks may be required where sidewalks are too narrow (less than 4.8metres). Please refer to section 5.2.8 Front Property Setback for specific recommendations.

REAR TRANSITION & SETBACKS

- Building setbacks at the rear should be a minimum of 7.5 metres to provide a rear lane and/or landscape buffer. Where a public rear lane exists, the 7.5 metre width will include the lane. Please refer to section 5.2.6 Rear Transition for specific recommendations.

Step-backs help minimize the appearance of the overall building mass

6.2.2 Building Height & Massing

Sections 5.2 and 5.3 outline the recommendations for a maximum allowable building height within the Study Area as well as the eight Opportunity Sites that may be permitted an increase in height above the maximum base height. Please refer to Section 5.3 for specific recommendations for building height and massing for specific Opportunity Sites.

For all buildings, including the Opportunity Sites, a context sensitive approach to height and massing must be considered that respects the scale of existing built form and the public realm.

The following guidelines for building height and massing should apply:

MINIMUM HEIGHTS

- All new buildings and developments in the Study Area should be a minimum of 10.5 metres (approximately three storeys).

MAXIMUM HEIGHTS

- The maximum allowable building height on Bloor Street West must be no more than 20 metres (approximately 6 storeys) with the exception of the Opportunity Sites identified in Section 5.3.3 Demonstration Plan. The maximum allowable building height on Dundas Street West is 20 metres (approximately six storeys).

MASSING & STEP-BACKS

Step-backs should be used to minimize the appearance of the overall building mass, create a building podium, and provide opportunities for usable outdoor spaces such as terraces and green roofs.

The following guidelines should be used to define the location and depth of building step-backs:

- On Bloor Street West, buildings that are taller than four-storeys should have a step-back. The first step-back on the principle façade above the building base should be a minimum of 5.0 metres deep.
- North of Bloor Street West on Dundas Street West, buildings may be a full six-storeys without a step-back.
- South of Bloor Street West on Dundas Street West, the first step-back on the principle façade above the building base should be a minimum of 2.5 metres deep.
- All step-backs on façades above the building base that face the side street should be a minimum of 2.5 metres.
- Upper level step-backs (above the podium) will vary with the location and design of the building.

Please refer to Sections 5.2.2 Building Podium & Step-backs, 5.2.3 Side Step-backs, and 5.2.4 Step-backs at Upper Floors for further details on Podiums and Step-backs.

Example of a traditional main street with narrow retail bays articulated through multiple entrances, window displays, materials and signage along Bloor Street West (at Keele Street)

6.2.3 Building Façade Articulation

In addition to a context appropriate approach to height and massing, the overall design of a building can greatly improve the sensitive integration of buildings into an existing context. A well-designed building will respond to the existing built form and streetscape conditions through its architectural expression.

The following guidelines for building façade articulation will promote buildings that are responsive to the existing context.

FACADE ARTICULATION - BUILDING PODIUMS

Some of the most cherished blocks along Bloor Street West are the traditional main street type buildings. New podiums should reflect the scale and design features of this building type without replicating them exactly. The design and articulation of building podiums are crucial to creating a vibrant and human-scaled streetscape.

- Expansive glazing and multiple entrances at-grade will add to the visual interest and to improve functionality and legibility of retail uses.
- Building podiums with frontages exceeding 25 metres should be strategically divided into functionally and visually smaller units through the use of façade articulation. This will create a similar urban fabric to the main street form that exists in much of the Study Area (see photograph above). The storefronts in the Study Area are generally between 5.0 - 7.0 metres in width. This dimension should be used as a guide for "breaking up" long facades.

FACADE ARTICULATION - UPPER STOREYS

- All building façades facing (or visible from) streets and public spaces should be varied in both the horizontal and vertical plane through functional building elements and/or architectural details (e.g. friezes, canopies, glazing details and/or overhangs), use of materials, openings in the façade, and projections and recessions.
- Buildings should not have blank façades. Where buildings are prohibited from using windows, e.g. where future adjacent development is anticipated, the side façades should still incorporate a minimum level of articulation. This may include detailed brick work or ornaments. This also applies to facades facing subway or rail tracks, because the facades can still be viewed from both the adjacent neighbourhoods and passing subway cars.
- All new buildings and developments that occupy a corner site should acknowledge the corner condition through architectural expression and should feature fully developed façades along both frontages.
- All new buildings and developments should integrate building elements such as vents or rainwater leaders within the wall plane or other façade features to prevent any potential negative impacts on public and pedestrian areas.
- All new larger buildings and developments should be designed with continuous street façades that incorporate appropriately-scaled and well-designed 'breaks' featuring opportunities for public open space, mid-block pedestrian walkways and/or private rear lane access. This will be particularly important within Opportunity Sites 7 and 8, as well as redevelopment sites that span an entire block.

Building materials should be harmonious with existing context

6.2.4 Building Materials & Details

The choice of building material is integral to the appearance of new buildings. Particular attention must be paid to the building's podium as this is the portion of the building most visible from the pedestrian's perspective. Through the City's Site Plan review process, new development needs to provide drawings depicting the exterior design, including materials, as part of Urban Design's 1:50 Elevation Program.

In reviewing a project through Site Plan Control, the City can now consider the exterior design including exterior architectural details and materials, which influence a projects character, scale, appearance and how it relates to adjacent developments.

- All new buildings and developments should utilize building materials chosen for their functional and aesthetic qualities. All exterior building finishes should demonstrate a high quality of workmanship, durability and ease of maintenance.
- The ground floor façade should incorporate a minimum of 60% transparent glazing (see Section 6.2.3 for further detail on Building Façade Articulation).
- Building materials and finishes/accents on building façades facing onto or visible from streets and public spaces should not include synthetic siding systems, mirrored/heavily tinted glass panels and unadorned concrete block.
- Blank walls or "unfinished looking" materials along property lines where new taller developments are adjacent to existing parking or smaller-scaled buildings should be avoided.
- Mechanical penthouse design should be integrated into the overall building form and clad with the same high quality materials used on the primary facades.

Access to below-grade parking should be located off side streets and lanes to reduce curb-cuts on Bloor Street West and Dundas Street West

Parallel on-street parking should be maintained on Bloor Street West

6.3 Vehicular Movement

To maximize the quality of the public environment, vehicular access points should be integrated in a way that does not impede pedestrian movements or safety, and contributes to an attractive streetscape.

6.3.1 Vehicular Access

Vehicular access for new development will need to be reviewed on a site-by-site basis and should address:

- Access to parking, laneways and servicing and loading areas.
- Potential vehicle / pedestrian and cyclist conflicts.
- Elimination of or consolidation of curb-cuts on Bloor Street West and Dundas Street West.
- Vehicles using local neighbourhood streets for through trips.

BLOOR STREET WEST

- Vehicular access should be from side streets and rear lanes rather than Bloor Street West.
- Wherever possible, the introduction or extension of rear lanes should be implemented.
- Where side street or rear lane access is not possible, there should be no more than one driveway per block. Driveways should be a maximum dimension of 7.0 metres, inclusive of a pedestrian pathway.
- Shared access between individual properties should be encouraged.

DUNDAS STREET WEST

- On the east side of Dundas street West, there are no rear lanes or side streets, therefore, existing driveways should be consolidated through redevelopment.
- New public streets should extend the existing street network onto large sites.
- On the west side of Dundas Street West, new development should use side street / rear lane access.
- Street grid networks and traffic impact studies should be conducted at the time of a redevelopment applications.