Access to structured parking should be well integrated into the overall building design and be located away from the public realm.

Access points to underground parking should be located on side streets or off of a public lane

6.3.2 Structured Parking

New developments will require below grade parking to accommodate parking requirements.

- All new below-grade structured parking should be accessed from side streets or from rear lanes to minimize curb cuts and reduce conflicts with pedestrians on Bloor Street West and Dundas Street West. Vehicular entrances should not be located on the Bloor Street West or Dundas Street West frontages.
- Pedestrian access to structured parking should be clearly demarcated, highly visible and incorporated into the overall design of the building.
- Structured parking located within new developments could include some short-term public parking available for retailers and customers. This should be coordinated with the Toronto Parking Authority.

6.3.3 Surface Parking

Surface parking between the public sidewalk and building façade is prohibited. Where surface parking can not be contained within the built form, or is required to meet the needs of short-term parking, the following guidelines should be used:

- All new developments should locate all surface parking areas at the rear of buildings to ensure that sidewalks/pathways and building façades effectively define the street edge. Parking areas should be appropriately screened from view.
- The design of surface parking lots should adhere to guidelines set out in the City's "Design Guidelines for Greening Surface Parking Lots" and the "Toronto Green Standard".

6.3.4 Servicing & Loading

Retail-oriented streets, such as Bloor Street West and Dundas Street West, require the provision of service and loading facilities. As sites get developed, combined servicing and loading facilities must be easily accessible to ensure organized deliveries and pick-ups. In order to ensure a safe and pedestrian-focused public realm, it is essential that these functions be located out of sight of the public realm.

- In all new developments, the required service areas should be located within the buildings and accessed from rear service lanes or side streets.
- Service areas in new developments should not be visible from streets, public spaces, landscaped open spaces and/or amenity areas.
- In all new developments, utility facilities and spaces for the storage of goods and refuse should be internal to the main building(s).
- Where service areas require screening, the building materials used on the screening enclosure should be similar and/or complementary to those of the building's exterior materials and finishes. Landscaping treatments, providing year-round screening capabilities, may be considered suitable adjunct to other screening devices. Building materials not suitable for service area screening include: unfinished wood, metal cladding and concrete block.

7

Implementation Recommendations

7.1 Implementation Recommendations

7.1.1 Zoning By-law Amendments

The development potential for the Bloor-Dundas Study Area is strong given the number of underdeveloped sites, increased demand for city living, existing neighbourhood amenities and services, excellent public transit and proximity to the downtown. Recent development applications for the area applied for heights and densities that far exceed than what is currently allowed. Therefore, it is essential that an up-to-date framework, that has been prepared with significant community input for the area, is implemented.

This Study recommends updates to the City's zoning by-law to reflect a more appropriate, and therefore defensible, framework for the Study Area. Appropriate, context-sensitive built form that also reflects feasible development will improve conditions for property owners and provide the community with a level of certainty as to what their community will look like in the future. The recommended Zoning By-law Amendments for Bloor Street West and Dundas Street West are as follows:

Increase maximum allowable height to 20 metres (approximately six-storeys) for properties fronting onto Bloor Street West and Dundas Street West. (Section 5.2)
All sites may be developed to a maximum height 20 metres, provided they meet all other built form recommendations outlined in Section 5.2 (Note: not all properties may be able to achieve the built from criteria set out, and therefore will not be able to achieve the maximum height).

Incorporate Built Form Criteria to regulate building mass (Section 5.2)
In addition to the maximum height permissions, sites must comply with requirements for building setbacks, upper level building step-backs and angular planes, which work together to define a zoning building envelope.

Require a minimum building height of 10.5 metres (up to three-storeys) on Bloor Street West and Dundas Street West. (Section 5.2.1)
At a minimum, all sites should be developed to 10.5 metres to create an efficient model of development for this Avenue.

Require a minimum ground floor height of 4.5 metres and active non-residential ground floor uses for buildings on Bloor Street and Dundas Street West (Section 5.2.5)
Ground floor uses such as retail, commercial, office or for community use, will help create vibrant, pedestrian main streets in the community. A minimum ground floor height will accommodate a variety of uses.

Secure Minimum Building Setbacks along Dundas Street West (Section 5.2.8)
Require new development to be setback from the Dundas Street frontage in order to secure a minimum 4.8 metre wide sidewalk.

Increase allowable height for certain Opportunity Sites (Section 5.3.3)
The maximum allowable heights for Opportunity Sites 1,2,3 and 4 should be included in an updated Zoning By-law.

7.1.2 Official Plan Amendment

Redevelopment of Opportunity Site 8 requires a comprehensive planning process given its potential to provide a wide range of uses, built form, a public street network, a public park and open spaces, and contribute to the wider community. This potential also applies to the Loblaws lands on their own, which form the majority of Opportunity Site 8 (i.e. without consolidation of some additional properties on the Dundas frontage).

To guide the site's redevelopment, the Avenue Study process identified a number of principles for development. An amendment to the Official Plan should incorporate these principles thereby requiring any future proposal to address these principles as part of a comprehensive planning application.

Prepare a Site and Area Specific Official Plan Policy for Opportunity Site 8 (Section 5.3.4)
Incorporate the principles for development identified for Opportunity Site 8 into a site and area specific policy in the Official Plan to guide the future redevelopment of these lands through a comprehensive planning process.

7.1.3 Other Recommendations

Playing Field at Bishop Marrocco (Section 5.5.2)
Investigate the possibility to enter into an agreement with the Toronto Catholic School Board for greater public recreational use of the playing field.

Improved Access to Transit (Section 5.4.1)
Request the Toronto Transit Commission to investigate the feasibility of an additional entrance/exit to the Dundas West station on the east side of Dundas Street West. Immediate measures to improve pedestrian access including widening of sidewalks and intersection crosswalks, and enhanced signage for both the Dundas Street West and Keele Street stations.

Bloor Street Right-of-Way (Section 5.4.2)
Provide the preferred short-term and preferred long-term options for the Bloor Street West R.O.W. to Transportation Services for incorporation and further analysis as part of its work program.

Dundas – Roncesvalles Intersection (Section 5.4.3)
Provide the two recommendations to improve the pedestrian environment at the intersection's northwest corner, north of Boustead Avenue, to Transportation Services for incorporation into the on-going work on the Roncesvalles streetscape renewal.

Pedestrian Crossing near Dorval Road (Section 5.4.4)
Provide the pedestrian crossing recommendation on Bloor Street West towards Dorval Road to Transportation Services for analysis.

Improvements to existing Public Realm Open Space (Section 5.5.2)
Consult with the Church of the Redeemer and appropriate City Divisions regarding opportunities to provide publicly-accessible green space at the southwest corner of Bloor Street West and Indian Road.

Community Services and Facilities (Section 5.6)
Secure space in new developments for non-profit daycare facilities, multi-purpose / recreation facilities and additional public parkland.

Adopt the Urban Design Guidelines (Section 6.0)
To ensure the character and built form of new development is in keeping with the community's vision, the City should adopt Urban Design Guidelines for the Bloor-Dundas Study Area.

7.2 Community Involvement

The Bloor Street Visioning Initiative and Bloor-Dundas 'Avenue' Study have involved extensive community consultation. During the Avenue Study process, community meetings and workshops were conducted to solicit feedback from stakeholders and provide updates on the Study's progress along with postings on the Study's website. Public participation and feedback indicates strong interest and commitment in determining how the community will grow. Moving forward, community involvement and awareness should continue to be a key part of any review process. Regular communications, community meetings and partnerships with local community groups will be useful tools for maintaining community engagement.

7.3 Ongoing Monitoring & Evaluation

This document will be made available to the LAC and the public in an effort to continue to make this process transparent. This report will be forwarded to the Community Council with the staff implementation report.

It is essential that a monitoring process be established to review the success of each new development project upon its completion. This review should inform the implementation of the next project to ensure that new buildings respond to changing conditions in the area.

Appendix a
Workshop Summary

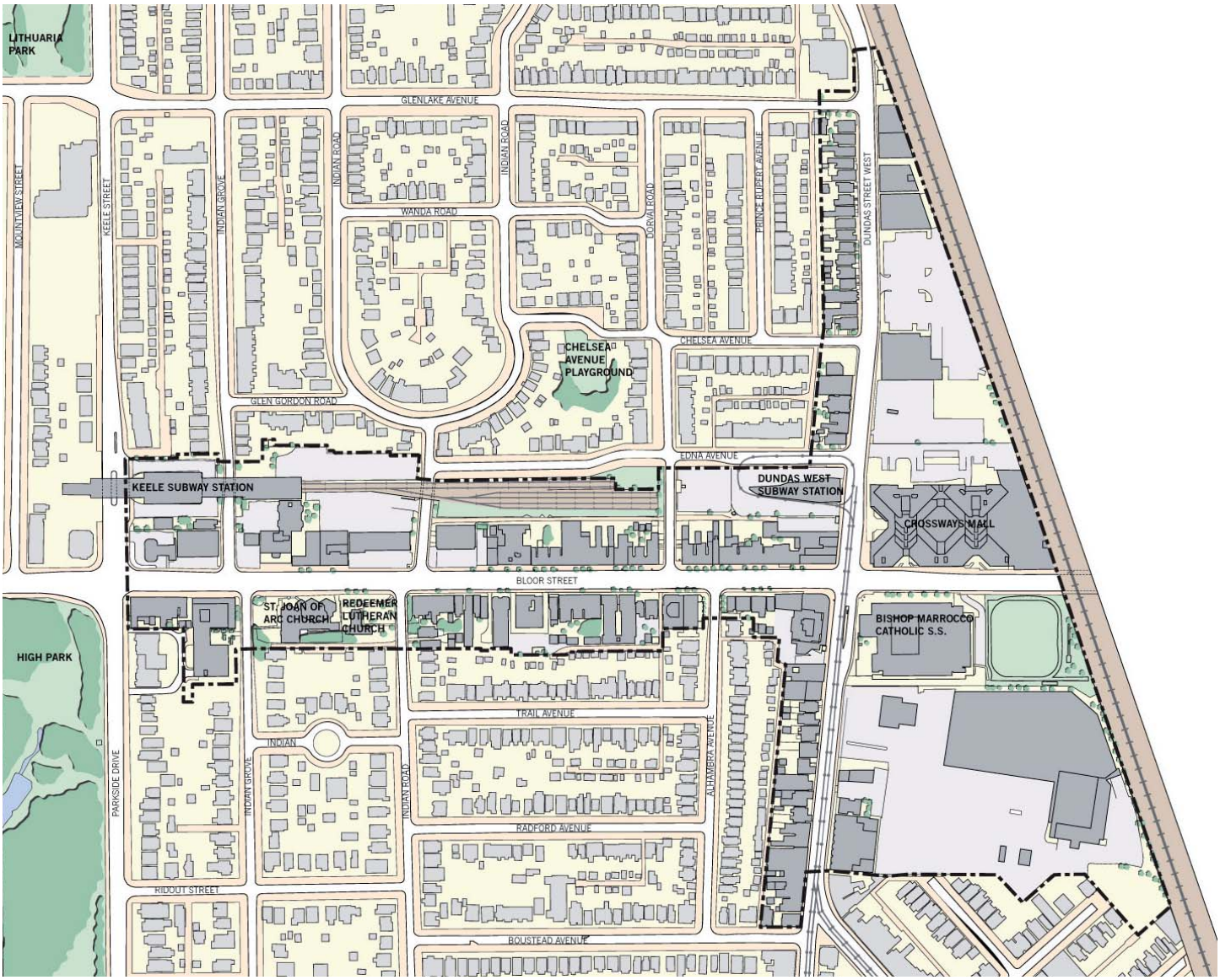
Bloor Dundas Avenue Study

Design Workshop Summary

September 20th, 2008

TORONTO

bmi|pace


LITHUARIA PARK
GLENLAKE AVENUE
MOUNTVIEW STREET
KEELE STREET
INDIAN GROVE
INDIAN ROAD
WANDA ROAD
DORVAL ROAD
PRINCE RUPERT AVENUE
DUNDAS STREET WEST
CHELSEA AVENUE PLAYGROUND
CHELSEA AVENUE
GLEN GORDON ROAD
EDNA AVENUE
KEELE SUBWAY STATION
DUNDAS WEST SUBWAY STATION
CROSSWAYS MALL
BLOOR STREET
HIGH PARK
ST. JOAN OF ARC CHURCH
REDEEMER LUTHERAN CHURCH
BISHOP MARROCCO CATHOLIC S.S.
TRAIL AVENUE
INDIAN
ALHAMBRA AVENUE
PARKSIDE DRIVE
RADFORD AVENUE
RIDOUT STREET
BOUSTEAD AVENUE



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Appendix A - Bloor R.O.W. Options





1.0 Introduction

1.1 Design Workshop Outline

On Saturday, September 20th, the City of Toronto, in conjunction with the consulting team of Brook McIlroy Planning + Urban Design/Pace Architects (BMI/Pace) hosted a Public Design Workshop. The objective of this workshop was to gather design input from a variety of stakeholders, including residents, business owners, and members of the Local Advisory Committee (LAC).

The morning began with an introduction from Councillor Gord Perks and Corwin Cambray, Senior Planner, followed by a PowerPoint presentation by BMI/Pace and Nick Poulos. This 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:

- Exercise 1: Bloor Street West R.O.W.:
  Participants to discuss a variety of short, and long-term options for the Bloor Street West R.O.W.
- Exercise 2: Area Precincts and Focal Points:
  Participants to discuss the different precincts derived from the July 8th Kick-off Public Meeting.
- Exercise 3: Built Form Principles and Opportunity Sites:
  Participants to discuss a strategy for built form and began to flesh out this strategy using trace paper and model pieces.

Participants were asked to sit at one of five tables for group discussions. Each group was asked to select a member of their table to present the highlights of their discussions.

1.2 Who Came to the Public Design Workshop?

Approximately forty-five members of the community attended the design workshop. These participants included a mix of residents, property and business owners, and representatives from the LAC. Staff from the City's Planning, Transportation Services and Parks Divisions were present to help facilitate the design workshop and answer questions. A BMI/Pace staff or City Staff member was present at each table.

1.3 What was Presented?

To introduce the Avenue Study, and to assist with the workshop exercises, there was a brief PowerPoint presentation, which served as an introduction to the Bloor-Dundas Avenue Study. Topics included:

- Introduction of the Consultant Team
- Background - Avenue Studies
- Bloor Visioning and Guiding Principles
- Feedback from Previous Open House
- Today's Activities
- Transportation Summary (By Nick Poulos, Poulos + Chung)
- Exercise # 1 - Bloor R.O.W. Options
- Exercise # 2 - Community Services in the Bloor Dundas Area (By Paula Prieditis, Community Policy Planner, City of Toronto)
- Exercise # 3 - Explanation and Background
- Consultation Strategy and Work Plan

Note: The presentation can be seen in full on the City's website: www.toronto.ca/planning/bloordundas.htm

2.0 Design Workshop Exercises

To initiate discussion and community input during the design workshop, three exercises were designed to gather feedback on a range of issues, including the use of the Bloor Street West R.O.W., location and need for community uses, and built form opportunities. A brief outline, as well as a summary of the findings, is provided for each of the exercises below:

2.1 Exercise # 1: Bloor Street West R.O.W.

From the Bloor Street Visioning and Avenue Study Open House #1, there has been public support for enhancements to the Bloor Street West R.O.W.

From this direction, and in co-ordination with the City's Planning and Transportation Services, BMI/Pace developed a series of options for the Bloor Street R.O.W. that balance the functional requirements of Bloor Street West with improved cycling and pedestrian infrastructure. The other driving factor in the options for the R.O.W. is the need to "green" the corridor, which will likely occur in the boulevard through narrowing of the pavement, as well as optional planted medians or bump-outs.

The community also expressed an interest for immediate change. Because this section of Bloor Street West is not scheduled for reconstruction for some time, the short term options maintain the existing curb to curb dimensions, while redesigning or reallocating lanes. Long-term options would be feasible when overall reconstruction occurs.

General Advantages & Disadvantages

Short-term Options (maintain the existing 16.5m curb to curb paved area)

- No increase in the boulevard or pedestrian space
- Minimal cost, short term implementation
- All options are designed to be flexible – little or no construction/planting to keep long-term options open
- Trade-offs with regards to cycling, vehicle lanes and on-street parking

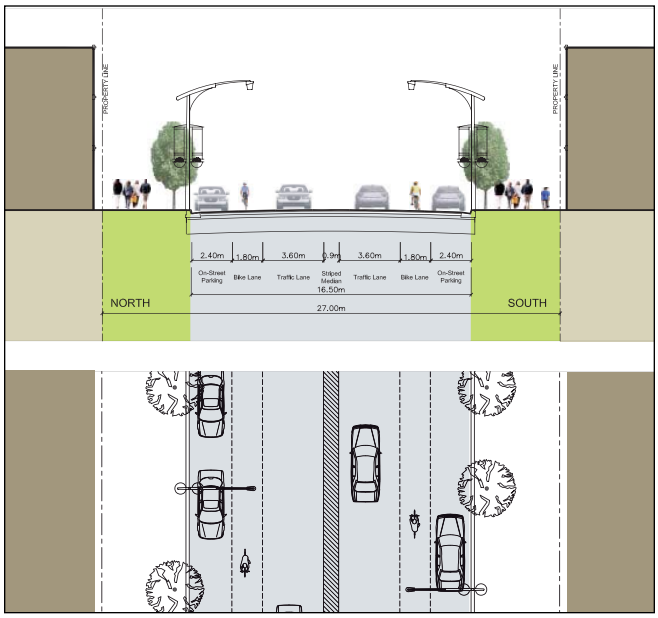
Long-term Options (reconstruction of the existing 16.5m curb to curb paved area)

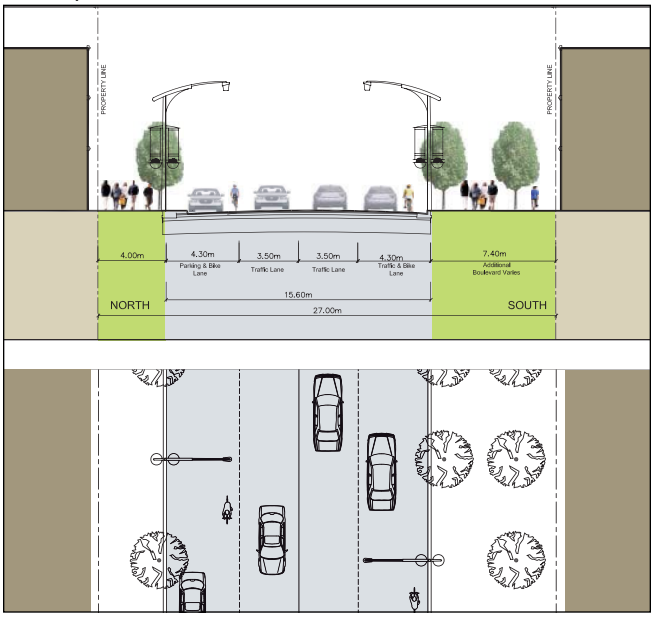
- General increase in the boulevard or pedestrian space
- High cost of full curb reconstruction, long term implementation
- Trade-offs with regards to cycling, vehicle lanes and on-street parking

Exercise Objective: Review the R.O.W. Options package at you table, and consider:

- What is the preferred short-term option?
- What is the preferred long-term or "ideal" option?
- What would you change?
- What components of the street are necessary?

Exercise Description: In this exercise, each group was given a set of short and long-term R.O.W. options for Bloor Street West (see Appendix A). In the questionnaire, 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 are required.





Short-term option 4 (left) and Long-term option 5 (right)

Bloor Street West R.O.W. Exercise Findings

After the discussions, each group presented a summary of their conclusions. The general consensus was that short-term options 3 and 4 were most desirable as Bloor Street West should have dedicated cycling lanes, and ensure that parking is available to support local businesses, but also to slow traffic. The group conclusions are summarized in greater detail below:

Group 1

- Stressed the importance of the pedestrian experience on Bloor Street West and Dundas Street West, and therefore sidewalk width and character is very important
- Cycling lanes are needed and should be clear and consistent
- On-street parking is needed to slow traffic and support local businesses
- The Bloor by the Park area should have a strong connection with High Park
- Most desirable was a modification of short-term option 4 which reduced travel lanes to 3.3m to slow traffic and increase striped median width. The median could be painted in the short-term and become a raised planted area in the long-term
- Option 5 was also considered because of the possibility for a double row of trees

Group 2

- Reiterated Group 1's thoughts on the importance of parking, cycling lanes and traffic-calming
- Considered in the long-term whether the pavement could be narrowed to 20m to match the Bloor Street West R.O.W. east of Dundas Street West and help create a constant traffic flow.
- Preferred either short-term option 3 or 4

Group 3

- Favoured dedicated bike lanes and on-street parking
- The group overwhelmingly favoured bike solutions that eliminated conflicts with traffic and parked cars.
- The group supported a reduction of the roadway to two lanes
- On street parking on both sides, if possible, was seen as an important amenity that would preserve the viability of the Bloor Street West businesses
- Favoured the short-term option 4
- Favoured long-term option 3, but with the profile flipped from north-south, so that the bike lanes would be separated from parking on the south

Group 4

- Focused most of their discussion on the short-term options, favouring short-term options 3 & 4 because they provide for both bikes and parking
- Supporting local businesses is a top priority, therefore all options must have on-street parking

Group 5

- Wanted to make simple changes to the street for ease of construction
- Favoured dedicated bike lanes
- Focused on enhancing the pedestrian experience, especially at key intersections
- Wished to see a continuous street wall, with a variety of activities
- Supported an increased sidewalk width on Bloor Street West and Dundas Street West
- Recommended a second subway entrance to improve pedestrian connections from the east side of Bloor Street West and Dundas Street West

Note: Most groups did not get to discuss the long-term options in detail. Most groups however did come to consensus regarding some general principles for the R.O.W. design. All groups stressed the importance of on-street parking (one or both sides of the street) to support local business, bike lanes and wider sidewalks. These recommendations will be carried forward and will inform the selected R.O.W. options for the short and long-term.

2.2 Exercise # 2: Area Precincts & Focal Points and Exercise # 3: Built Form Principles & Opportunity Sites

Exercise #1 generated considerable and additional discussion time therefore Exercises 2 and 3 were combined to allow for efficient use of the group's time and effort was devoted to developing a comprehensive vision for the study area.

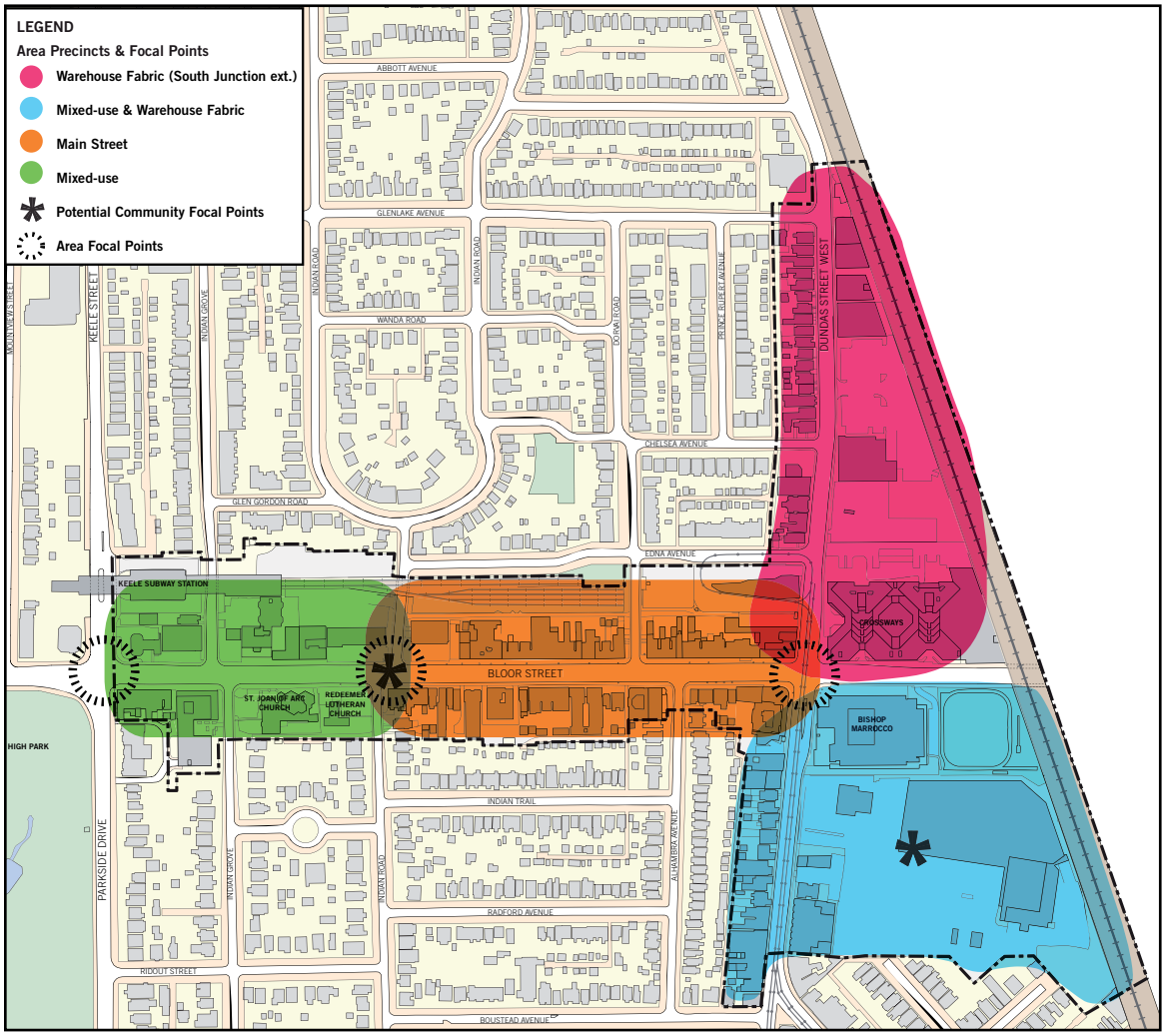
Exercise # 2: Discuss and clarify the different "precincts" within the study area, and define a realistic and defensible framework for built form that responds to the short and long-term opportunity sites and area as a whole. To begin, the questionnaire instructed participants to further discuss the "precincts" identified at the July 8th kick-off public meeting and Bloor Street West Visioning Study. They were asked what defines the character within each precinct of the study area and how will the built form and streetscape respond to these different conditions. Specifically, each group was asked to consider the range of uses and activities, where the focal points are, and where opportunities for special places are located.

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 skyviews & creating enclosure
- How does lot depth and transitions to adjacent low-rise factor in?
- Where are taller buildings appropriate?
- Important characteristics of good buildings?

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

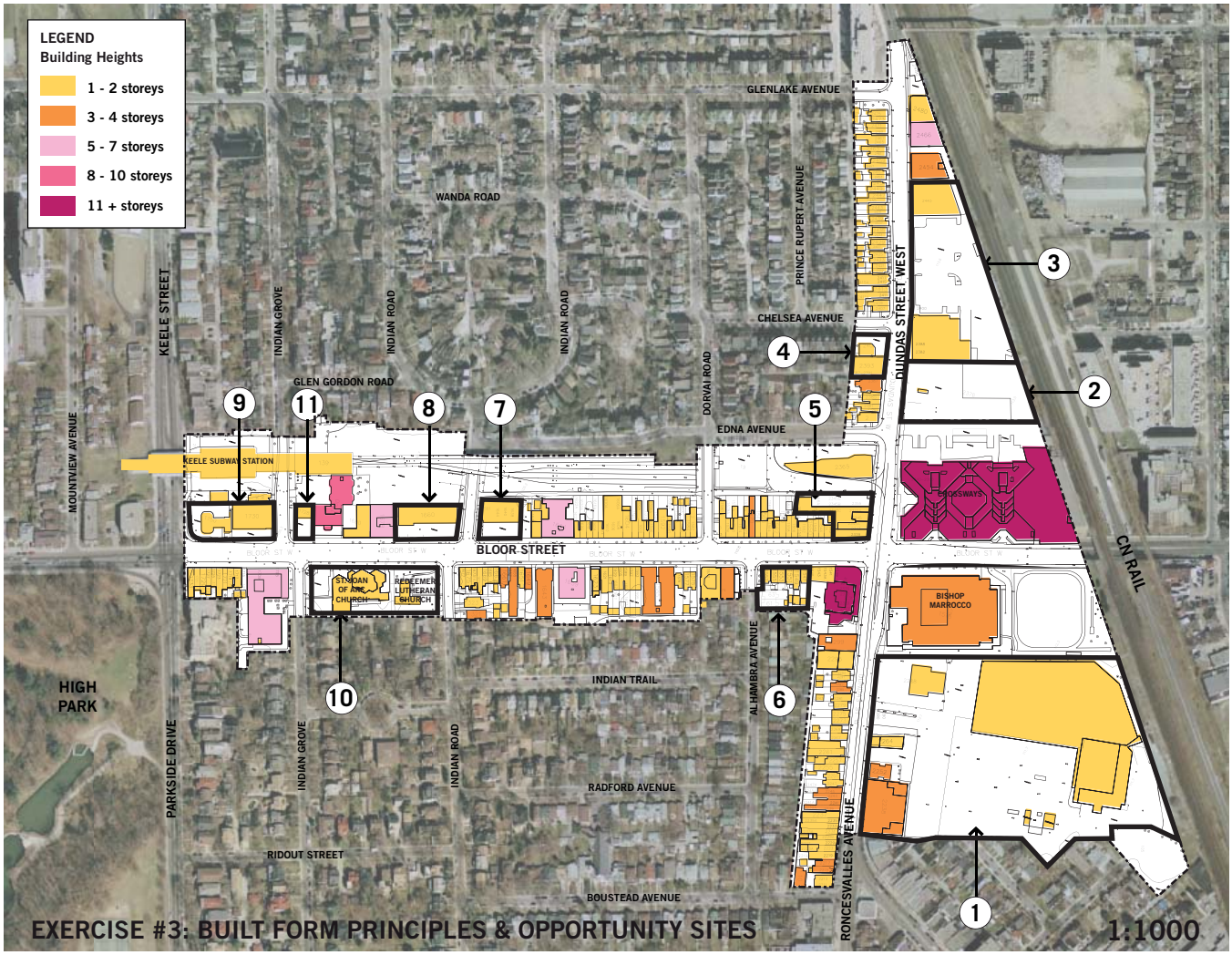
At the end of each exercise, each group chose a representative to present the group ideas to the entire room. A special thanks to our presenters - Harry, Joey, Vic and Chris, David, and Abbey.



Sample Districts Map

Area Precincts & Built Form Exercise Findings

As the groups began to build-out the opportunity sites, there was a variety of suggestions for Bloor Street West and Dundas Street West, as well as strong focus on the Loblaws site (Site # 1).



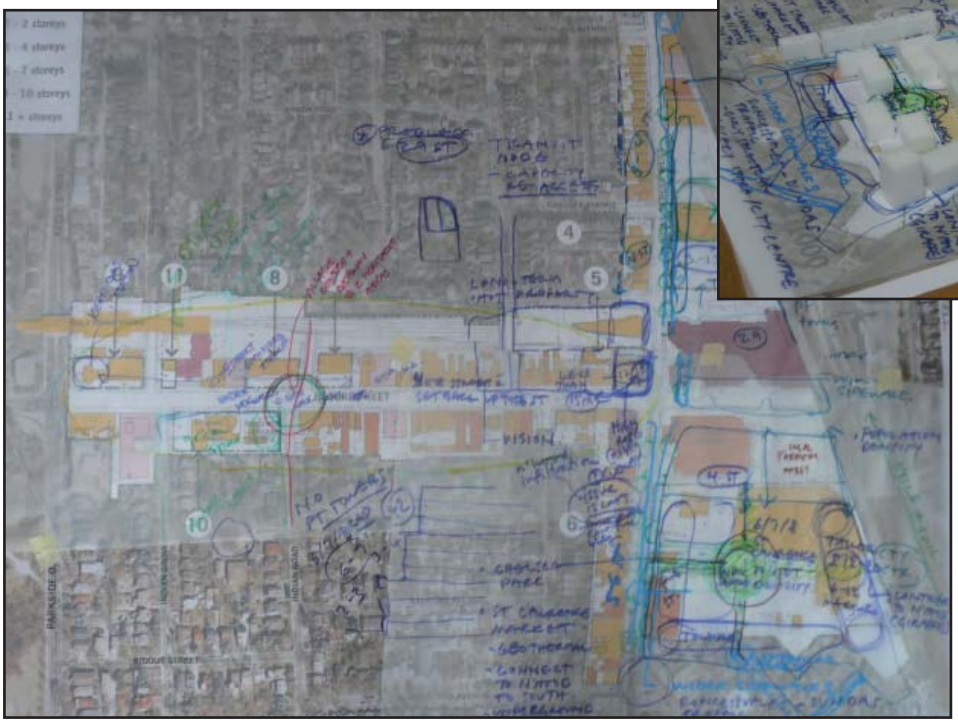
Group 1:

- Bloor Street West - Along Bloor Street West, Group 1 wanted to create a mid-rise "village." The group focused on neighbourhood amenities, including the historic church at Indian Road, where it was recommended that the existing green space be preserved, and should not be overshadowed by surrounding development. The intersection of Bloor Street West and Indian Road was seen as the centre of the "village," and should be re-designed to promote this.

- There were concerns about whether transit would be able to support development along Bloor Street West and it was suggested that Bloor Street West (as well as other transit nodes) should be innovative and disallow any vehicles within the node. In addition, there were concerns about the parking that will be required with development at the Giraffe (application for 29-storey mixed-use condominium building at the NW corner of Bloor Street West and Dundas Street West), and that it should be reduced. The group also felt strongly about retaining the gas station at Bloor Street West and Keele Street because this is a transit hub.

- Loblaws Site - Group 1 envisioned the Loblaws site as a low to mid-rise "village" with a unique identity, but integrated into the surrounding communities of Golden-Ritchie and Roncesvalles to the south (similar to the St. Lawrence area). To avoid too much height at the street, it was recommended that taller buildings (12-20 storeys, not point towers) be incorporated in the east portion of the site, and mid-rise (5-6 storeys) at the street. To enhance the "village" feel, there were a number of suggestions made, including the development of a focal point on the Loblaws site, recreation/community centres, and controlled access into the site. Improved circulation would be essential for this development. Dundas Street West requires wider sidewalks and more parking for retail, and to support businesses on the west side.

- Dundas Street West - Group 1 wanted this area to have a smaller scale (3-4 storeys) "village" feel, characterized by focal points at Glenlake Avenue and Chelsea Street. Dundas Street West is currently characterized by fragmented built form, significant surface parking areas and dangerous, fast-moving traffic. To reduce traffic speeds, it was suggested that street trees and widened sidewalks could be incorporated on the east side of Dundas Street West to Glenlake Avenue. This could be accomplished if existing warehouses were maintained, but street parking would need to be eliminated to make room for sidewalk widening.



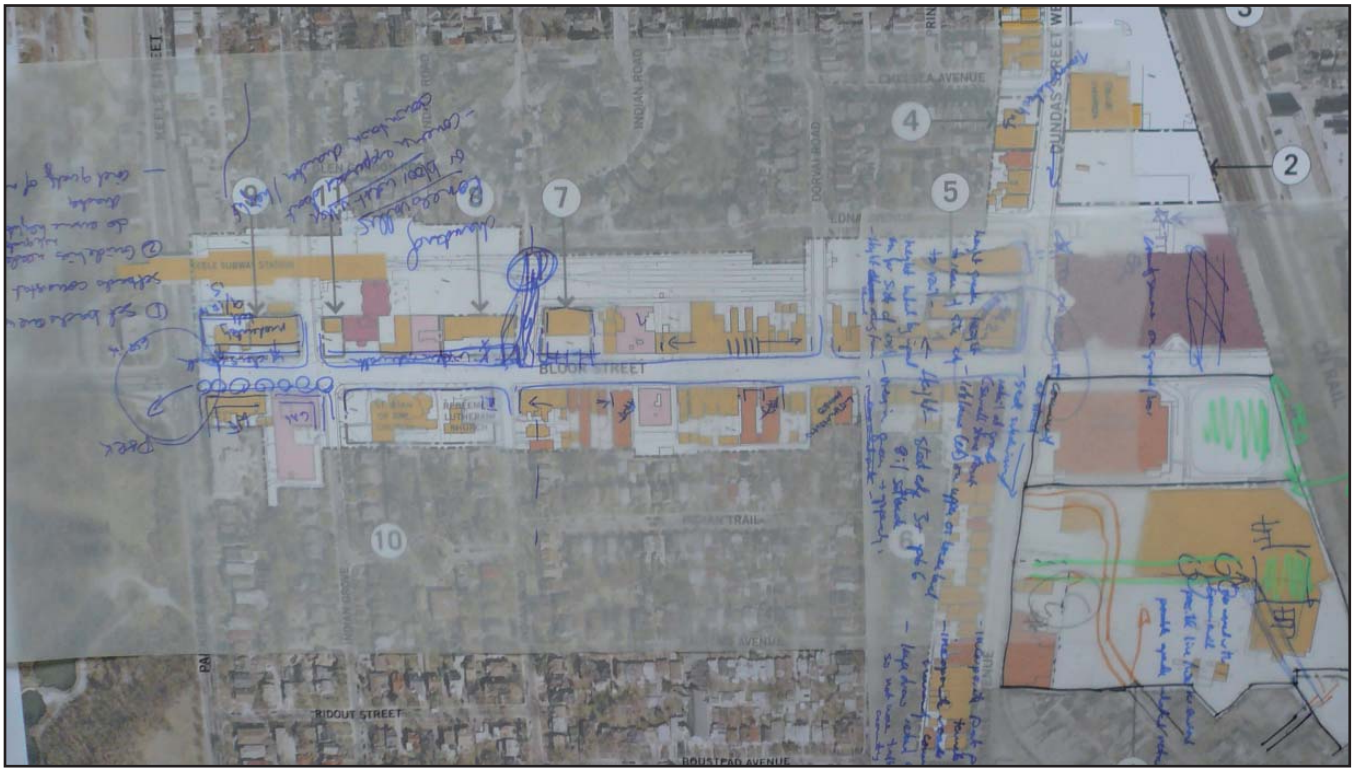
Group 2:

- Bloor Street West - Group 2 saw Bloor Street West as a mid-rise, mixed-use (commercial/residential) area, that would include retail at the ground level.
- Bloor Street West has different character east and west of Indian Road, with major redevelopment happening more on the eastern portion.
- Residential uses would bring more people to the street throughout the day and could make the area feel safer. Other street-related uses, such as pubs, cafes, etc. would help to create a vibrant streetscape and could be encouraged by creating a wider setback at the base of buildings. Building articulation at the ground floor was very important as it contributes greatly to the character of the area.
- New retail development should mimic the rhythm of traditional storefronts, and murals can be incorporated along blank walls to deter graffiti. The TTC lot at Keele was also recognized as a potential redevelopment site.

- Loblaws Site - Group 2 saw the Loblaws site as a mixed-use (retail/residential) development, with higher buildings in the centre and along the northeast corner of the site, taking into consideration potential impacts (e.g. shadowing, built form) on the Bishop Marrocco field, and a central public recreational green space. This green space could be connected to the Bishop Marrocco field to ensure it is large enough for multiple fields and recreation, and visible from both Dundas Street West and Bloor Street West. Along Dundas Street West, building facades should be consistent in character but not one homogenous building (Bloor Street West Village is a good example). Also, to ensure it is accessible to new development on-site, the GO Station should be relocated south of Bloor Street West.
- Dundas Street West - Group 2 noted that warehouse type buildings are appropriate along Dundas Street West, but stressed that they would also like to see redevelopment of the parking lots. The street should have grade-level retail and continuous frontages. In addition, Group 2 would like to see connections from new developments link with the West Toronto Rail Path.

Group 3:

- For Bloor Street, the group would like to see the area's character enhanced to more closely resemble that of Roncesvalles or Bloor West Village. Although they did see an opportunity for buildings that could achieve a height of 6 storeys stepping back to possibly more (8 or 10, depending upon location and impacts) they do not want the area to feel like the downtown. They admire and want a finer grain of buildings/retail, to provide interest and variety at the street. Guidelines for the neighbourhood should be created to secure high quality architecture and materials that will enhance the character of the neighbourhood.
- Setbacks at grade and at upper levels should be applied to create a consistent building form character that works with existing buildings.
- The corner of Keele and Bloor Street may provide an opportunity for buildings taller than elsewhere, possibly as tall as 15 storeys.
- The group would like to see the character of High Park spill out onto Bloor Street with widened sidewalks on the north side secured through lower level setbacks, and a green median on the south side of Bloor Street.
- The Loblaws site could be organized to have streets that would service the neighbourhood and connect with existing streets to the south east. Within the neighbourhood there could be a mix of residential and live/work buildings, with some retail scattered throughout, in the manner seen on Sorauren Avenue, to provide vitality and interest.
- Heights within the neighbourhood would generally be low to mid-rise but could rise upward towards the railway corridor if the base of these buildings fit in with the generally lower character of the neighbourhood and there was sufficient space around the towers to provide sunlight and skyviews. The height of the tallest buildings would be limited by the impacts they would have on the residential community on the far side of the railway tracks.
- The Dundas Street edge should be lined with small store fronts consistent with those elsewhere in the neighbourhood. The Loblaws could be located behind these stores, above them or below them, but accessed via a door from Dundas Street West. The site should be organized to have traffic generating uses, such as Loblaws, adjacent to Dundas Street, so that large amounts of traffic would not infiltrate into the neighbourhood.
- The overall character of the area would be green with tree lined streets, with a park as a focal point, possibly visible from Dundas.



Group 4:

- Bloor Street West - Group 4 saw Bloor Street West as a single precinct, with little distinction between the areas. Their vision had residential apartments above at-grade retail, which would wrap onto the side streets to be more accessible to subway traffic. Within this neighbourhood, Group 4 recognized the potential for a public focal point at Indian Road and Bloor Street West as well as in the church building.
- Greening of the area through new tree plantings and landscaped area is encouraged.
- Loblaws Site - Group 4's vision was of a low to mid-rise (9-10 storey) "Main Street." Along this new main street would be retail uses at grade, with residential above. To enhance circulation, it was recommended that the existing street grid in the Golden-Ritchie neighbourhood extend north, and new streets connect with existing neighbourhoods. New buildings on the Dundas frontage would maintain a street-wall consistent with the immediate area.
- To increase accessibility, it was recommended that pedestrian and cyclist access to the eastern neighbourhoods be provided via a pedestrian bridge/ connection from the Loblaws site.
- The school's sports field could become an amenity for new communities within the redeveloped Loblaws site. Smaller green spaces could also be introduced within this larger site and would provide pedestrian connections between these new open spaces.
- A daycare could be also be introduced in this location.

Group 5:

- Bloor Street West - Along Bloor Street West, Group 5 envisioned a balance between old and new. The character of Bloor Street West was identified by the rhythm of storefronts along the street. These smaller shops that occur more frequently need to be protected in the same way heritage buildings are protected for their contribution to area character. It was noted that old housing forms, affordable housing and existing green space should be preserved. Also, cheaper rent could allow existing businesses to improve creatively.

- For new development, it was recommended that higher density be located at the intersection of Bloor Street West and Dundas Street West and should step-down west to transition towards Keele Street. Specifically it was noted that development on the north side of Bloor Street West should be 6-8 storeys, while the south side should be lower. The TTC parking lot at Keele Street was also recognized for its redevelopment potential.

- Loblaws Site and Dundas Street West - Group 5 recognized the potential for the Loblaws site to become a recreational centre for the community. Their suggestion was to connect the existing field to more passive recreation and ensure that the green spaces can be seen from Dundas Street West.

- New 4-6 storey buildings could front onto wide sidewalks along Dundas Street West and step up to 20 storeys in the centre of the block. To be a fully integrated community, increase pedestrian traffic, and ensure activity on the site, it was recommended that new entrances be located along Dundas, and that an entrance to the Dundas subway be provided on the east side. At the southern edge of the Loblaws site, it is important that new development transition towards the Golden-Ritchie neighbourhood.

3.0 Consultation Process

To date, the consultation process has included:

- LAC #1 (June 26th)
- Kick-off Public Meeting - Open House #1 (July 8th)
- LAC #2 (September 3rd)
- Design Workshop – Open House #2 (September 20th)

The findings of this workshop will form the basis of the Design Alternatives for the Avenue Study. Other consultation activities include:

- On-going meetings with the LAC
- On-going updates to the City's website
- On-going consultation with other stakeholders
- Public Open House #3 (date TBD) to present workshop findings and preliminary study recommendations
- Public Open House #4 (date TBD) to present final study recommendations
- Updated materials on City's website www.toronto.ca/planning/bloordundas.htm

Appendix b
Feedback from Community Meetings

Bloor Dundas 'Avenue' Study

Consultation Summary:
Kick-Off Public Meeting
July 8, 2008.

1.0 Introduction:

On Tuesday, July 8, 2008, the City of Toronto, in conjunction with the consulting team of Brook McIlroy Planning and Urban Design/ Pace Architects hosted a Kick-Off Public Meeting at Saint Joan of Arc to introduce the Bloor Dundas 'Avenue' Study. This was the first meeting in a series of meetings as part of the public engagement process for the study.

1.2 Purpose:

The purpose of the Kick-Off Public Meeting was to introduce the 'Avenue' Study and commence community discussion on the future of this stretch of Bloor Street and Dundas Street.

1.3 Who Came to the Kick-Off Meeting?

Over 75 people attended the meeting including residents, property owners, business owners, representatives of community groups and members of the Local Advisory Committee. The meeting was also attended by the Ward Councillor, Gord Perks, who gave a brief introduction to the study.

1.4 What was Presented?

Corwin Cambray, Senior Planner with the City, started the evening with an introduction to the Bloor Dundas 'Avenue' Study. A presentation by Brook McIlroy/Pace Architects followed and included:

- Introduction of the Study Team
- Introduction to 'Avenue' Studies
- Phases and Process of the Bloor Dundas 'Avenue' Study
- Draft Vision & Guiding Principles from the Bloor Street West Visioning Initiative
- Description of the "Working Stations"

The presentation is available on-line at the web address listed below.

2.0 Community Input Exercise

Participants were invited to give feedback at three "Working Stations":

1. Community Mapping: Participants identified areas of interest, areas in need of improvement and pedestrian connections.
2. Street Design and Transportation: Participants ranked various street design and transportation recommendations, and decided between different preferred methods of

Retail Vitality


Green Streets


Industrial Heritage


Cultural Uses


Streets for People

The meeting materials are available on-line at:
http://www.toronto.ca/planning/bloordundas.htm

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implementation for select recommendations.

3. Visual Preference Survey: Participants chose precedent images of built form they liked and identified where they would like to see placed in the study area.

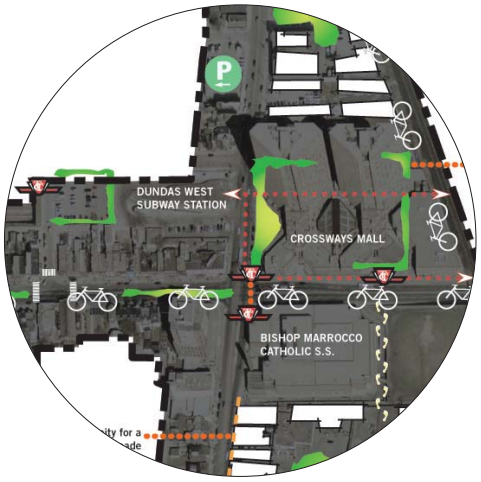
Working Station material is available on-line at the web address below.

Working Station 1: Community Mapping
Comments from the Community Mapping are summarized into three general themes:

1. Traffic and Parking
   a. Traffic moves too fast through the area
   b. More stop signs/traffic lights should be incorporated into this stretch
   c. Large bump-outs at intersections to allow large trees, benches, and patios
   d. Remove private parking that abuts Bloor Street

2. Building Form and Massing
   a. Building height should be more uniform
   b. Limit building height through Zoning
   c. Taller buildings should be transitional and placed away from stable residential buildings

3. Pedestrian Crossings should to be improved at:
   a. Indian Grove
   b. Dundas Crossway to TTC
   c. Dorval



A summary map of the participants' Community Mapping is available on-line at the web address listed below.

Working Station 2: Street Design and Transportation Recommendations
The general comments from Working Station 2 are summarized into four themes:

1. Dundas Street West TTC Access + GO Station
   a. Access to Dundas Street West should be provided off Edna Street
   b. There should be a TTC connection from the Crossways
   c. At-grade pedestrian access should be improved
   d. Provide a pedestrian tunnel or connection between the subway and GO station

2. Calming Traffic on Bloor Street
   a. Place a median in the centre of Bloor Street
   b. Widen the sidewalks on Bloor Street and Dundas Street, and narrow the road lanes.
   c. Make Bloor Street one lane in both directions

The meeting materials are available on-line at:
http://www.toronto.ca/planning/bloordundas.htm

d. Provide on-street parking

3. Improving the Pedestrian Realm
   a. People should be considered first in designing public spaces
   b. Street furniture needs to be updated and consistent
   c. Provide continuous landscaping on Bloor and Dundas through street trees and other planting
   d. Provide visually pleasing retail signage
   e. Extend High Park into the neighbourhood

4. Traffic Regulations
   a. Facilitate left turns at Bloor and Dundas
   b. Improve/realign Indian Road Intersection
   c. Improve the Roncesvalle/Dundas Street West intersection
   d. Provide improved taxi stands that are safe for pedestrians
   e. Prevent taxis from doing U-turns (i.e. a central street median)

Specific comments included:

- Transit and pedestrian amenities ranked highest as areas of importance.
- Wide sidewalks should be incorporated into the design; however restaurant patios should not obstruct pedestrian space.
- Designated bike lanes were preferred over wide curb lanes with "sharrows" (wider outside curb lane).
- Hatched/textured pedestrian crossings are ideal for this area. The construction of these needs to be carefully considered as they will be heavily used.
- The two conditions for on-street parking (bump-outs vs. no bump-outs) were equally desired.

A summary of the participants' Visual Preference Survey is available on-line at the web address listed below.

Working Station 3: Visual Preference Survey

Low-rise buildings, and open space and streetscape examples were the favored typologies by community members. Most notable were the three-storey Montreal building and Port Credit Village built form typologies, and the urban plaza in Yorkville and the Cloud Garden on Richmond Street between Yonge and Bay Streets.

Some additional comments included:

- The current Loblaws site is large enough to create park space and a building transition. Taller buildings should be placed next to the rail or in the middle with lower buildings surrounding them.
- There needs to be more consistency in terms of height and design.
- Five or six storey buildings would be ideal for the study area

The meeting materials are available on-line at:
http://www.toronto.ca/planning/bloordundas.htm

Bloor Dundas 'Avenue' Study

3.0 Questions and Answers

The evening ended with a short Q&A. These questions included:

Q: In the past there was a lengthy process with the Loblaws lands. Will we have to go through it again?
A: Yes. This will give us a fresh look at the area as a whole.

Q: What is the current population density of the study area?
A: We do not have that type of information as the boundaries that Census Canada uses to collect data are not the same as the study area. The new Official Plan does not prescribe densities, it considers what buildings should look like in context.

Q: What is the optimal density for the neighbourhood?
A: The 'Avenue' Study will help to define what buildings should look like from a massing, height and articulation perspective and will then be able to estimate potential density based on proposed building envelopes.

Q: What is the difference between a step-back and set-back?
A: Setbacks refers to the distance between the public right-of-way or property line and the face of a building. Setbacks may occur at the front, rear or sides of properties.
Stepbacks refers to the setting back of the building facade at an interval above the building base to provide appropriate separation between adjacent buildings, streets and/or open spaces

We can put a glossary on the website explaining the difference.

Q: Will the Airport Link be completed? And will there be a connection between the GO station and TTC station?
A: The City will be meeting with TTC and GO soon to discuss these matters in the context of the study.

Contact Information:

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tel: (416)397-0244
email: ccambra@toronto.ca

The meeting materials are available on-line at:
http://www.toronto.ca/planning/bloordundas.htm

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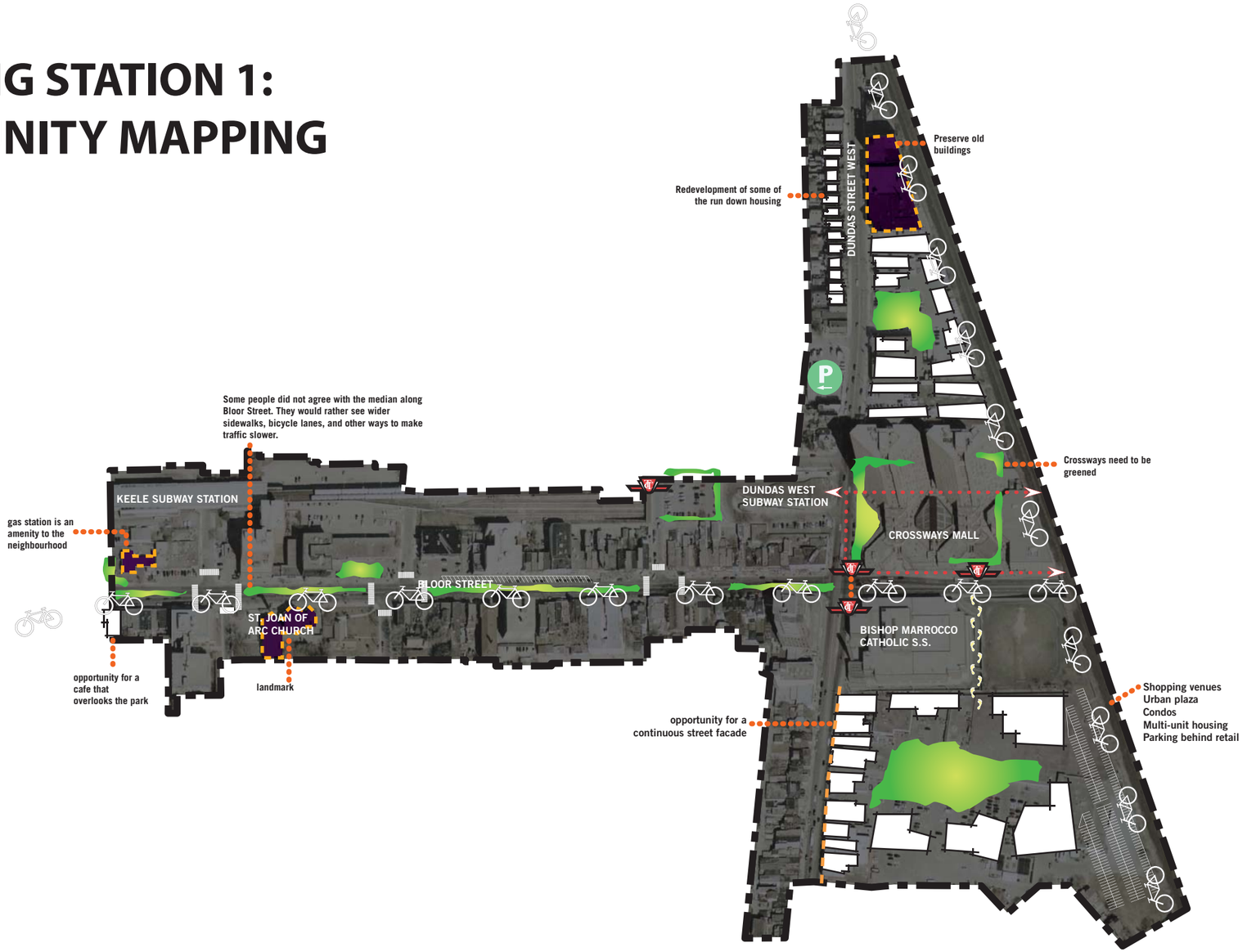
WORKING STATION 1: COMMUNITY MAPPING

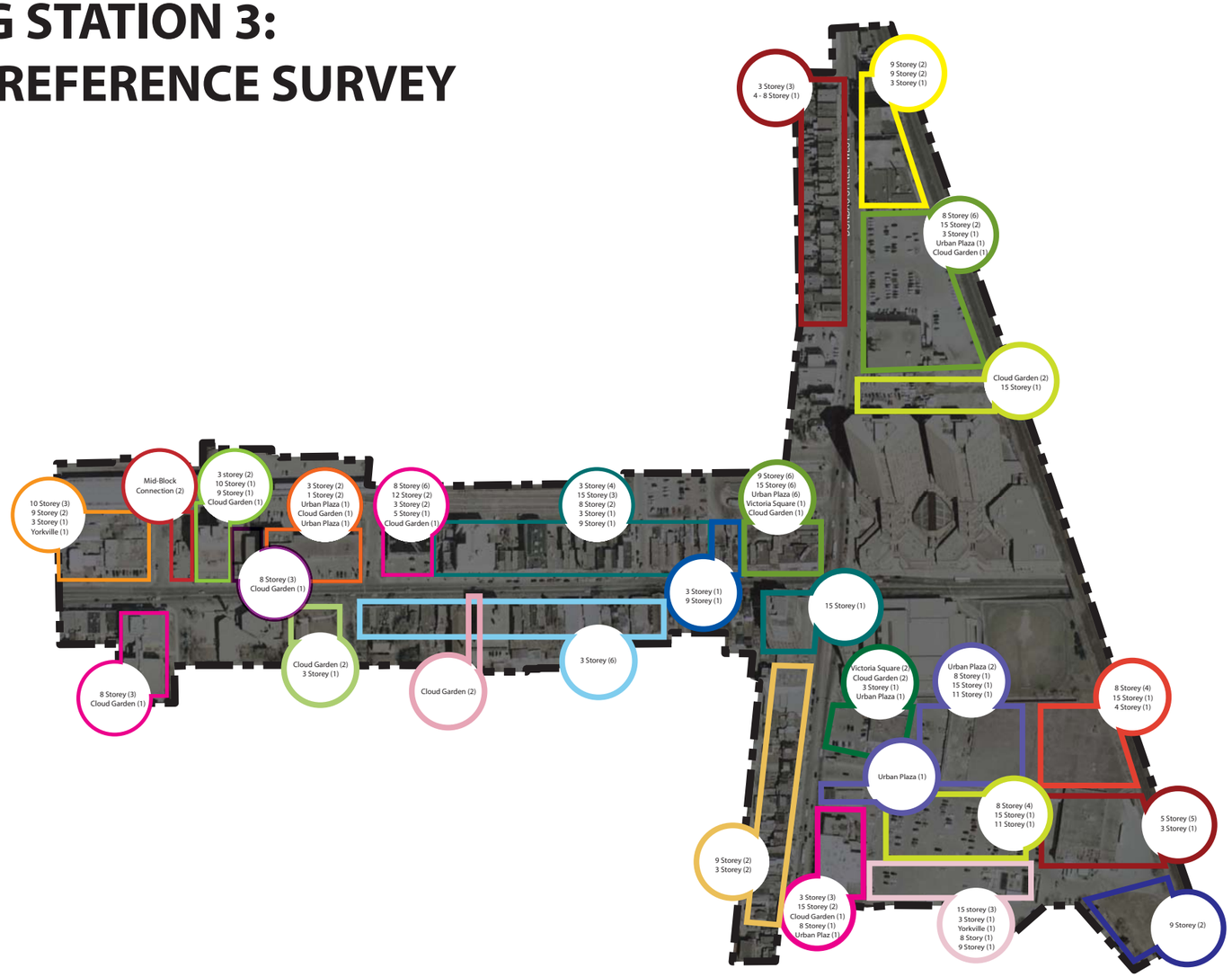


LEGEND

- Parking
- Crosswalk
- Potential new development
- Bike trail/lane
- Green space
- Pedestrian connection
- New TTC entrance
- Access to TTC and GO
- Green P parking

Review this map in conjunction with the Community Mapping Handout for Working Station 1 on-line at: http://www.toronto.ca/planning/bloordundas.htm

WORKING STATION 3:
VISUAL PREFERENCE SURVEY



LEGEND

8 Storey (4)
15 Storey (1)
4 Storey (1)

number of times the typology was identified by participants

approximate built form foot print

Review this map in conjunction with the Community Mapping Handout for Working Station 3 on-line at: http://www.toronto.ca/planning/bloordundas.htm

Bloor-Dundas 'Avenue' Study
Open House Meeting #3

Date & Time: November 18, 2008 @ 7:00 pm
Location: Saint Joan of Arc – Gymnasium (1701 Bloor Street West)
Attendance: Approximately 35 members of the Local Advisory Committee and general public
Councillor Gord Perks, Shana Almeda
City Staff: Corwin Cambray, Kevin Edwards, Andrea Old
Consultant Team: Anne McIlroy & Shima Mirkarimi, Brook McIlroy Planning & Urban Design/Pace Architects

1. Introduction

On Tuesday, November 18, 2008, the City of Toronto, in conjunction with the consulting team of Brook McIlory Inc./Pace Architects hosted an Open House in the Gymnasium of Saint Joan of Arc for the Bloor Dundas Avenue Study. This was the third meeting in a series of meetings as part of the Bloor Dundas 'Avenue' Study, Public Engagement Process.

1.2 Purpose

The purpose of the meeting was to present the feedback from the design charrette on September 20, 2008 and meetings with the LAC representatives and to continue the community discussion on the future of this stretch of Bloor Street and Dundas Street.

1.3 Attendees

Over 35 people attended the meeting including residents, property owners, business owners, representatives of community groups and members of the Local Advisory Committee. The meeting was also attended by the Ward Councillor, Gord Perks, and the Member of Provincial Parliament, Cheri DiNovo.

1.4 What was Presented?

Councillor Gord Perks and Corwin Cambray, Senior Planner with the City gave an introduction to the study summarizing the process to date and what to expect as the study moves forward. A presentation by Brook McIlroy/Pace Architects followed and included:

1. Community Priorities
2. Design Workshop Results – Exercises #2 & 3
3. Emerging Area Framework
    - Open Space & Connections
    - Character Areas & Constraints
    - Built Form
    - Opportunity Sites & Conceptual Urban Design

Note: The presentation did not include a discussion of the Bloor Street West R.O.W. due to time constraints. However, the slides and boards related to the R.O.W. options are posted under the "Community Meeting - Tuesday November 18, 2008" section on the study's web page at http://www.toronto.ca/planning/bloordundas.htm

2.0 Community Input / Q & A Summary

The evening's presentation allowed for two discussion breaks where attendees were given a chance to ask questions. The following section is a summary of the questions and comments that were raised during the presentation.

Q: Board 3 proposed the occasional high-rise. What sorts of heights came out of the previous meetings?
A: Taller buildings have been defined as anything higher than a mid-rise building. On Bloor Street this would be buildings that are taller than 7-8 storeys. On Dundas Street these are buildings taller than 5-6 storeys.

Q: What do you mean when you say "we"? Is it the City? The consultant team? The developers?
A: That includes all of us in the room. These findings are based on what we have heard from residents, property owners, business owners, representatives of community groups, members of the LAC, City of Toronto Planning staff etc.

Q: The Giraffe proposal does not adhere to the 1:1 ratio. What assurances do we have that proposals like that won't win at the OMB in the future?
A: The reason developments come forward with proposals like the Giraffe is because this type of Avenue Study work has not been done before for this stretch of Bloor Street West. The completion of this Avenue Study will set the rules for developments in the future.

Q: What is the process of introducing streets in areas like the Loblaw's site that do not have any streets? Will they line up with adjacent streets?
A: Since these lands are privately owned with a number of owners, any application that comes forward will have to consider how it will work with the rest of the adjoining properties.

Q: Is it possible to put some guidelines in place for future development to follow?
A: The Avenue Study report will include Urban Design Guidelines.

Q: High-rise and mid-rise should be defined clearly in terms of number of storeys.
A: High-rise and mid-rise are dependent on the right-of-way width.

Q: How do recommendations impact the final decisions? How does an Avenue Study work?
A: The Avenue Study will be produced based on the public consultation process and conversations between City staff and the consultant team. Council will then have to vote on the consultant's report. If adopted, the Avenue Study will direct the City's updated zoning by-law provisions for the area.

This process will allow us to think about what we want as a community and what we think will work in the neighbourhood and what won't. However, this doesn't preclude individual owners from putting in an application for a building that is taller than the Study's recommendations. However, with an Avenue Study in place, the City will have the tools and the regulations to argue for development that is designed to fit within the neighbourhood context.

Q: First of all, thank you for incorporating our comments. The green lines on Dundas what does that actually mean? They are smaller than the ones on Bloor Street. What kind of boulevard will be there?

A: Bands of green on Bloor Street versus Dundas Street reflect the right-of-way width. It does not mean the treatments will be different, but sidewalks are narrower. There will be some constraints that determine how much and what can be done in those areas such as the narrower sidewalks.

Q: Will there be any new space added to the Bishop Marroco Playing field? (The green space needs to be visible from Dundas)
A: We've repeatedly heard that you want a strong park identity. Unfortunately we can't design what it will look like exactly but connectivity and linkage is all very important and will be raised in the final Study document.

Q: When the Study is completed, the City will propose a change in the zoning by-law. Any property owner can raise an objection and go to the OMB if they want. This will especially be a problem because now we've highlighted areas that can accommodate taller buildings. The community has entered into a risky process since we've put these properties on the table.
A: Yes, you are right in a sense. When you start a conversation people will come forward but before we didn't have a tool. Avenue Studies are identified in the Official Plan as a tool for directing and managing growth in certain areas of the city. We are using the best tool in the tool box. If we don't do this, then developers can argue that since the Official Plan has identified this area as an Avenue (an area of intensification) than they can go ahead and build any where they want. This is our chance in advance of developers coming in and proposing inappropriate development to identify what we value and what we want our neighbourhood to look like.

Q: One of the concerns we have had all along with the 1:1 ratio is that on the north side of Bloor because of the train tracks buildings can be taller and there will be an over development of the north side. We should take that into account as development should relate to the south side of Bloor Street.
A: In general, there needs to be a balance street wall on the north and south. Because of the relationship to adjacent neighbourhoods, the north side of Bloor Street does have opportunity that the south side does not. It is important though that meaningful setbacks and step-backs at the podium level and above are achieved.

Q: The statements you are making are they statements from you? The community? The City?
A: The statements in the presentation are taking what we have heard and presenting them in a format that could potentially be recommendations in an Avenue Study.

Comment: The Loblaw's site is the largest site. A new community can be developed. The City of Toronto wants to encourage families to move to the downtown. Families want front doors not apartments. This site provides an opportunity for a front door neighbourhood. We should maximize the use.

Comment: Buildings taller than three-storeys should provide the same square foot space as their ground floor for public use. Buildings should step out starting at the base (i.e. an inverse step-back).

Q: I have hostility for tall buildings. I'm scared of this neighbourhood turning into St. James Town.
A: In the City's Official Plan, Avenues are identified as areas of intensification. In the Avenue Study we can decide what we value about this community and in doing this we have to be realistic. However, "taller" doesn't necessarily mean towers. Taller buildings can be

accommodated if the context is right. There needs to be some trade-offs. Opportunities will be wasted if we recommend single-family houses here.

Q: How can we engage in this process so that great architecture can occur instead of bad architecture? How do we ensure it?
A: Good architecture is something we can't ensure. However we can provide a chance for better architecture and the right framework might attract better architecture. The Urban Design Guidelines can also support the City when considering applications.

Q: Taller buildings are a good opportunity for green roofs.
A: The Loblaw's site can be a good pilot project to demonstrate green technology.

Q: On the slide there are taller buildings next to the single storey homes on the Loblaw's site. Central location of tower buildings is a mistake. Maybe taller buildings are not necessary. Maybe buildings with larger bases are better. Can buildings with larger bases be realistic?
A: Mid-rise buildings may or may not be good enough to achieve the density.

Comment: Who is going to be living in these single family homes? We don't have any transitional housing to accommodate people who can't necessarily afford a single family home in downtown Toronto. There are arguments to be made for more diverse demographics. What we need to ask ourselves is what sort of neighbourhood we will be looking for in the next 10 years.

Q: This area is a neighbourhood with kids. If we are preserving the distinct character of the neighbourhood, these large sites can provide single family housing.
A: Seventy-five percent of Toronto is not within the intensification/growth area (i.e. Avenues and Centres). We need to put on a lens of reality, entirely low-rise development on a large site such as the Loblaw's site is not realistic.

Comment: We should decide what we actually want. If we make concessions it would be nice to know we'll get them.

Comment: We need to crank this as far as we can. Neighbourhoods can be diverse. People can age in place. Front door accommodation can be triplexes. We need to look at more alternatives for this site to accommodate density. If we need to accommodate them or else there will be sprawl. If we want density, we need to find ways to accommodate it.

Comment: Our area is screaming for development, there are a lot of people for development in the neighbourhood. The six-storey scale of development is good for families.

Comment: There is a huge difference between six and twelve-storeys.

Comment: Why do the high-rises have to come here?

Comment: Wish the existing buildings were shown. Need more contexts to understand the plans on the Loblaw's site.

Produced by Brook McIlroy Planning & Urban Design/Pace Architects

- END -

Bloor-Dundas 'Avenue' Study
Open House Meeting #4

Date & Time: January 26, 2009 @ 6:30 pm
Location: High Park Baptist Church – Lower Auditorium (9 Hewitt Avenue)
Attendance: Approximately 80 members of general public
Councillor Gord Perks, Shana Almeda
City Staff: Corwin Cambray, Kevin Edwards, Andrea Old
Consultant Team: Anne McIlroy, Shawna Bowen & Shima Mirkarimi, Brook McIlroy Planning & Urban Design/Pace Architects

1. Introduction

On Monday, January 26, 2009, the City of Toronto, in conjunction with the consulting team of Brook McIlory Planning + Urban Design, hosted an Open House in the Lower Auditorium of High Park Baptist Church for the Bloor-Dundas 'Avenue Study'. This was the fourth meeting in a series of meetings as part of the Bloor-Dundas 'Avenue' Study, Public Engagement Process.

1.2 Purpose

To present refinements to the draft recommendations based on feedback from the public open house on November 18, 2008, and provide an opportunity for further community discussion and feedback on the Avenue Study directions, including examples of built form scenarios for sites and sub-areas.

The meeting started with an open house at 6:30 p.m. providing an opportunity to review information boards, ask questions and provide comments. A presentation followed at 7:15 p.m. The information boards were posted on the study's web page on Wednesday, January 21, 2009 to facilitate community feedback.

1.3 Attendees

Over 80 people attended the meeting including residents, property and business owners, representatives of community groups and members of the Local Advisory Committee (LAC). The meeting was also attended by the Ward Councillor, Gord Perks, and Shana Almeda from the Councillor's office.

1.4 What was Presented?

Councillor Gord Perks and Corwin Cambray, Senior Planner with the City gave an introduction to the Study, summarizing the process to-date and what to expect as the Study moves forward. A presentation by Brook McIlroy Planning & Urban Design followed. The agenda of the presentation included a discussion of the following topics:

1. Overview of Consultation
2. Planning Framework
3. Key Community Directions
4. Key Recommendations by Precinct
5. opportunity sites
6. The Avenue Study

The presentation is posted under the "Community Meeting – Monday, January 26, 2009" section on the study's web page at www.toronto.ca/planning/bloordundas.htm

2.0 Community Input / Q & A Summary

The presentation was followed with an opportunity for questions and comments from the attendees. The following is a summary of the questions and comments raised during the presentation, and answers when applicable.

Q1a: How did you come up with the population per number of units? Are they the same for all the scenarios?
A1a: The ratios used to calculate the population based on the number of units is from the 2006 Statistics Canada data. They are as follows:

- Apartment, duplex = 2.83 people per unit
- Apartment, building that has five or more storeys = 2.11 people per unit
- Apartment, building that has fewer than five storeys = 2.15 people per unit
- Employment ratios = 250 sq.ft. per employee/office & 500 sq.ft. per employee/retail

(The number of units was calculated based on the gross building area divided by an average unit size of 100 square metres)

Q1b: Do we have similar numbers for the GTA?
A1b: No

Q2: The opportunity site at Bloor Street West and Keele Street is shown as "up to 15 storeys" on the boards. Will it be in writing in the final report that only elements of the development can be 15 storeys?
A2: Corner sites that can accommodate the extra height have been identified, including Bloor Street West and Keele Street. All recommendations will be explained in detail in the report, including where this height is appropriate.

Q3: There is a strong desire to keep the gas station where it is (northeast corner of Bloor Street West and Keele Street) but your diagram overrides that. Can we keep it?
A3: Lots of people see the gas station as an essential service. The plans do not override the desire for it to be kept. Because this is a major intersection, we want to anticipate what its potential is over the long term. If the gas station isn't needed in this location in 20-30 years, for example, then the site could accommodate this type of building/massing.
At the start of the study Petro Canada contacted the City and advised that they have no desire to move, as this location is one of their most profitable in the downtown and they made a large investment on this site not too long ago. But the City has to be prepared that in the future the site may not be desirable as a gas station any longer.

Q4: There are a few things I do not agree with in the Key Community Directions: You speak about affordable and family-oriented housing but what you have proposed is not in keeping with that. These mid-rise buildings with retail on the ground floor, office space on the second and third floors and residential above are not appropriate as family units. At the last meeting some people expressed a desire for the Loblaw's site to be all townhouses, but we don't see that reflected in any of the options presented tonight.

A4: Both options for the Loblaw's site have a low-rise edge and have multiple opportunities for "front door units" which are considered "family-oriented". We have also heard from the community meetings that it's important for buildings facing onto Dundas Street West to have a retail / employment edge, as it would help to create a vibrant streetscape and better connect Bloor Street West and Dundas Street West to Roncesvalles Avenue. As you move further into the site, there are more family-oriented buildings. We think it is important to illustrate the potential for a range of building types and uses.

Q4b: The mixed-use buildings with retail and office space on the first two storeys and residential on top go against all the criteria of family housing.
A4b: We are showing both types of built form. Some buildings are all residential on the interior portions of the Loblaw's site while others have a mix of uses.

Q5: If you thought the gas station at Bloor Street West and Keele Street would be there for many years and that there is a possibility that they would not be able to consolidate the adjacent lots then why not show us an option based on those realities?
A5: If in the future, the lands were consolidated and the owners were to express development interest, the City wants to be proactive about what this important corner will look like.

Q6: Could we look at a sub-option for opportunity site #1, which considers the gas station staying and only the strip plaza redeveloped?
A6: Yes, we can do that.

Q7: What is the status of the Giraffe development (1540 Bloor Street West)? In your presentation the building on that site is 15 storeys. They are proposing something much higher.
A7: The City has raised a number of concerns, such as access, scale and shadow impacts, regarding this development. The developer is working at their response to these concerns. The City is currently working on a Staff Report for this development.

Q8: Does the City have any idea about the TTC's future planning projects? Has there been any talk about building on top of the subway stations (Keele or Dundas West)?
A8: In some of the City's negotiations for the Giraffe, the City asked the developers to look at building on top of the TTC station but because of the way the tunnel and station operates it would take a lot to structurally anchor the building and the cost would be prohibitive. The developer would essentially have to building four 20-storey buildings to cover the cost of building on top of the TTC Station.

Q9: The opportunity site boundaries at the northwest corner of Bloor Street West and Dundas Street West are not the same as for the Giraffe development. Could you show an option with the existing site boundaries and no consolidation?
A9: Yes, we can consider that.

Q10a: The opportunity sites appear where there are currently churches. Could you please clarify how you picked these sites?
A10a: At the start of the process the community was asked to identify opportunity sites. The St. Joan of Arc church was one of the sites the community asked us to take a closer look at, to consider if they were to redevelop at some point. The other site was the Budget Rental site and the Jehovah's Witness temple on Dundas Street West and Chelsea Avenue.

Opportunity sites were also analyzed based on their physical dimensions, for example, are they deep enough and wide enough to accommodate a mid-rise building?

Q10b: It appears that all the opportunity sites were picked based on the idea that people will stop going to churches or they will stop driving. How realistic is that?
A10b: We've seen former churches in the city being sold to developers and being converted into lofts or torn down. The same thing could happen to these sites.

Q11: What impact does this study have on future sites?
A11: An Avenue Study helps support the City's position on future applications. It indicates a strong and comprehensive community consultation process on the part of the City, which helps greatly at the Ontario Municipal Board.
Collectively we have a better chance of dealing with new development where an Avenue Study is in place. It is important to note that a lot of the opportunity sites are sites that might stay in their current use/configuration for a long time.

Q12: The RFP requested skills to implement mid-rise development in the area before any community input. No surprise then that mid-rise buildings are being proposed. There is a potential loss of tenant housing. The existing stores on the Loblaw's site provide important services for the neighbourhood and if you get rid of them, where will people go to take care of their basic needs? Similarly, the warehouses north of Bloor are well used and their redevelopment would replace affordable with costly space.
A12: The Avenue Study process is to create a framework so that development is not dealt with in a "piecemeal" process. It's a comprehensive public process to hear from you. It is not realistic to expect only one type of building or low-rise buildings. There will be a number of building types. The day-to-day services that Loblaw's and Zellers provide are important for the community and will be encouraged to be retained within the community through redevelopment.

Q13: My concern is with the massing of the buildings on the Loblaw's site. The proposed buildings located in the southern most portion of the site are right beside 2-storey buildings and are too tall for that context. You should consider buildings that are a maximum of 5-storeys. How did you come up with the 2.5 and 2.7 density numbers?
What is the density in other parts of the city, such as St. James Town or Liberty Village and how does it compare to the Loblaw's site. We need to see examples of other comparable precedents to what you proposed.
A13: The exercise for the Loblaw's demonstration plans started by looking at an appropriate built form, not a density number. The gross density is simply a result of the massing shown on the demonstration plans. Once the roads and the 30-meter setback from the railway, the allowable building area is quite low.
The density of St. Lawrence is around 2.7. Liberty Village is a large area with many existing warehouse-style buildings and is zoned industrial, so it is not comparable.
What we have been hearing through the Public Open Houses is that everyone expects the Loblaw's site to deliver a lot of things: a range of building forms, at-grade entrance, large public green or open spaces, retail uses, etc. In order to achieve these things on this site, there will have to be some trade-offs with height and densities on the site. The demonstration plans consider how the buildings, open spaces and roads can be configured on the site and what the resulting built form is. It would be unrealistic to expect a developer to deliver public amenities without achieving a certain density.

Comment: The southeast corner of the Loblaw's site needs to be considered carefully as it will directly impact the neighbourhood south of the site. The Official Plan addresses impacts on adjacent neighbourhoods and the importance of protecting them. We are fine with the low-end of mid-rise, for example, 5-storeys or less. South of the new east-west street should be no more than 3-storeys.

Comment: Thank you for an excellent presentation. There are lots of good ideas here. We should increase the potential for public space on the Loblaw's site. A third demonstration plan could show more publicly-accessible open space, not contained within courtyards to buildings.

Comment: We live on Golden Avenue. We appreciate the previous suggestions about lowering the building heights on the Loblaw's site closer to the residential buildings to the south. We'd like to also see the green space moved next to the residential neighbourhood instead of the school.

Q14: What about the "roadscapes"? Have you given it much thought?
A14: The Bloor Street West right-of-way (R.O.W.) and streetscape has been dealt with comprehensively during most of the previous Public Open Houses. We have spent a lot of time discussing it and there has been general consensus on the direction for these, which is why it has not been discussed again tonight.

Q15: I live in a house south of the Loblaw's site. With all the new roads that connect to the existing residential streets, it seems like a lot of traffic will come through the Loblaw's site.
A15: There are streets traversing the site, but we have not determined whether they will be one-way streets, reduced lanes, etc. It is important that this site be integrated into the community and not be "land-locked". A detailed traffic analysis is required when a development application is brought forward for this site.

Q16: The rear lane behind the proposed building on opportunity site #6 is extremely narrow. The shadow from that building will not be contained within the site and will affect the neighboring houses.
A16: The MCR zoning requires a 7.5 meter rear setback. However, there may be some incremental shadowing to the north and on the east and west side and on Dundas Street West.

Q17: What will the traffic patterns be like? Will there be underground parking? Will there be a light at Loblaw's?
A17: There will be exits and entrances for parking and there will have to be consideration for a traffic light at the entrance to the Loblaw's site. Once we generate the unit counts and population numbers, Nick Poulos from Poulos + Chung Transportation Engineers (part of the Consultant Team) will look at the scenarios in terms of impact. All of the opportunity sites assume below-grade parking.

Q18: What is the rear setback? The Chelsea Avenue site is not very large.
A18: It is 7.5 metres from the rear property line, and this may include a laneway.

Q19: I have a question about the site at Alhambra Avenue and Bloor Street West - the lane runs east-west here. Is the building shown right next to the lane? And is the City suggesting that they tear down building for that property?

A19: The two houses on the flanking street are zoned as MCR (Mixed Commercial Residential) and therefore part of the Avenue Study. With an MCR zoning, these sites could already be developed as mixed-use buildings. There are very few instances within the Study Area where this happens, but it does happen sometimes. Based on the existing zoning a developer could redevelop these properties today or consolidate them with the properties fronting Bloor Street West.

Q20: It seems best to anticipate the worst case scenario. It would be productive to talk to the owners of the Loblaw's site before they propose a development scenario, like what has happened at 1540 and 1638 Bloor Street West.
A20: Loblaw's has been invited and have attended meetings. The Councillor's office calls them every 6 months to see what their immediate plans are and each time we call they have said that they are not moving yet. The Councillor's office wants to start the conversation with the developers before the application comes through. And this has been possible in the past.

Q21: Congratulations to the planning team. The identified opportunity sites have been identified and discussed. I understand that these sites may come into the market eventually but what if another site comes up. Will it be harder to apply those rules on these non opportunity sites?
A21: The report will have regulations that guide development throughout the rest of the Study Area. We are using opportunity sites to test out these scenarios.

Q22: With respect to Dundas Street West north of Bloor Street West, rather than setting back the buildings to create wider sidewalks the extra space should be taken from the existing road space. This will create a narrower street and will help slow down traffic and prevent cars from racing through this area.
A22: That is something we could ask the City's transportation staff to consider.

Q23: Which sites have been approved so far?
A23: Two sites have been approved so far: 1638 Bloor Street West (northwest corner of Bloor Street West and Indian Road) and 2376-2388 Dundas Street West (north of the Crossways Mall).

Comment: To have an 8-storey property adjacent to the existing neighbourhood would ruin the fabric of the street – particularly at Alhambra Avenue.
Follow-up: Do you have a sense intuitively of what height you could see at that site?
A: Anything beyond 4 storeys would be too high.

Comment: No matter what you want to do, if Loblaw's doesn't come through nothing will develop on that site. There are some things that can happen fairly quickly though, like the TTC station that could be improved. There is already a 30-storey building. Surprised that nothing is happening to the TTC station, especially with the potential Giraffe development. Bloor Street West and Dundas Street West is a speed trap, and it's a good idea to narrow the street.

Q24a: Tonight we've seen a number of proposals and we've heard comments from people that disagree with proposal. We're not ready for a final report without bringing it back to another meeting.
A24a: When report is written you have a chance to make comments. You still have time to provide comments about this meeting until mid-February.

It is important to note that the consultants provide their report to Staff; Staff then take their own report to Community Council. At that point anyone can come and make a presentation in front of Community Council.

Q24b: A lot of people do not feel comfortable making a presentation in front of Community Council.
A24b: The Councillor and Corwin are available to discuss the Study with any individual who does not feel comfortable making a presentation.

Q24c: We are not ready to move the process over to the City Staff. We need another meeting.
A24c: We could have another meeting but we can not bring back the consultants. At some point we need to get comments from you. There have already been numerous meetings.

Q25: Why is the Lutheran Church not an opportunity site?
A25: It wasn't identified by the community and people felt there was the heritage character of the green space and building should be retained.

Comment: The street configuration in Precincts 3 and 4 appears to be a suburban cul-de-sac. New streets should connect to existing streets, so that the new communities are integrated, rather than creating "closed' communities" that are isolated through a single access roadwork. Safety may be compromised with dead-end streets. This is especially a concern for women. Single points of access on Dundas Street West should be avoided. In Precinct 3, the street on the east side of the street should connect to create another intersection on Dundas Street West, at the north end. In Precinct 4 the road network is much better, with connections to the existing neighbourhood to the south. Other streets within this block should avoid "dead ends".

Comment: The massing of buildings should be higher in the northeast corner of the Loblaw's site. Heights should be lower along the south edge to ensure a better fit with the existing community.

Meeting Summary produced by Brook McIlroy Planning & Urban Design.

- END -

Appendix c
Transportation Report

Bloor-Dundas 'Avenue' Study

City of Toronto

Transportation Analysis

September 2009

Poulos Chung

Bloor-Dundas 'Avenue' Study
City of Toronto

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1. 0 Introduction

This transportation analysis has been completed in support of the Bloor-Dundas 'Avenue' study.

2.0 Proposed Development Addition

Please refer to Figures 1 and 2 for locations of opportunity sites. Table A-1 in the appendix displays detailed information about each opportunity site.

3.0 Existing Traffic Flows

Figure 3 shows existing traffic flows along Bloor Street West. The traffic flows were gathered by Dillon Consulting with data from the City of Toronto.

4.0 Analysis Methodology

4.1 Existing Vehicle Trip Generation Characteristics

The City of Toronto conducted traffic surveys on a building and proposed building in the Study Area. The findings of the survey can be found in Table 1. The upper part of the table includes the vehicle count and the lower part of the table is the trip generation rates. The lower half was calculated by dividing each count (e.g. "a.m. in") by the total number of units for each building.

4.2 New Development Vehicle Trip Generation statistics

Table 2 shows the number of trips generated by the new development. Trip generation rates for residential and retail uses were estimated using the trip generation rates in table 1 and the new development statistics in table A-1.

4.3 Vehicle Trip Distribution and Assignment

The destinations of vehicular trips originating from the planning district of the Study Area were determined using "Transportation Tomorrow Survey" (TTS) data. It was assumed that the zones in which the Study Area is located also had the same origin-destination distribution. It was observed that the planning district had a significant quantity of origin-destinations terminating within it. Thus, the distribution of origin-destinations among the traffic zones within the planning district was also determined. Figure 4 shows the percentage make-up of the trip destinations from the Study Area.

The same general trip distribution and assignment was used for all trip types (e.g. work, retail, residential.).

For destinations west of the Study Area and within the city, it was assumed that they departed the Study Area via the west end of Bloor Street West. For destinations north of the Study Area, it was assumed that the vehicles would depart the Study Area via Keele Street unless the origin was very close to, or on Dundas Street West, in which case they would depart via Dundas Street West. For destinations just east

of the Study Area, or in the central part of the city, it was assumed that they departed via the east end of Bloor Street West. For downtown destinations, it was assumed that they departed southbound on Dundas Street West.

For destinations that were of a significant distance (eastbound or westbound) from the Study Area, it was assumed that they headed south towards the Gardiner Expressway. Vehicles travelled to the Gardiner Expressway in one of two ways, the first is southbound on Parkside Drive. The second is southbound on Roncesvalles Avenue to Howard Park Avenue and west to Parkside Drive. Figures 5 and 6 show the final total assignments of all traffic to be generated from the new development.

4.4 Vehicle Totals

The new vehicle flow totals were calculated by adding the vehicle flow generated from the new development and the current vehicle flows. Figure 7 shows the new total vehicle flows for the two main intersections – Bloor Street West & Dundas Street West and Bloor Street West and Keele Street/Parkside Drive. As expected, the traffic flows for both through and turning movements increased, although none of the new turning lane vehicle demands appear excessive.

5.0 Transit Modal Split

The trip generation rates in Table 1 were compared to the Institute of Traffic Engineers (ITE) rates for that type of development. The results of that comparison are presented in Table 3. Table 3 shows that the trip generation rates in the area are significantly less than those suggested by ITE. The vehicle trip generation rates in the area are only 25%-45% of typical ITE vehicle trip generation rates. The difference is attributed to the strong transit presence in the area. In addition, the availability of numerous retail activities within the study area are likely to attract a significant amount of persons (who live in the area) to walk instead of taking an automobile. The live/shop opportunity is such that a fairly high proportion of trips would be by walking. A further analysis examining trip generation based on population also suggested a strong transit presence in the area. Figures A-1 and A-2 in the appendix show this further analysis.

6.0 Conclusions

The existing trip generation rates in the area are significantly lower than ITE values. Using these we have determined that the proposed development will not significantly affect the operation of the surrounding roadway network. This is attributed to the strong transit presence in the area as well as the many live/shop opportunities.

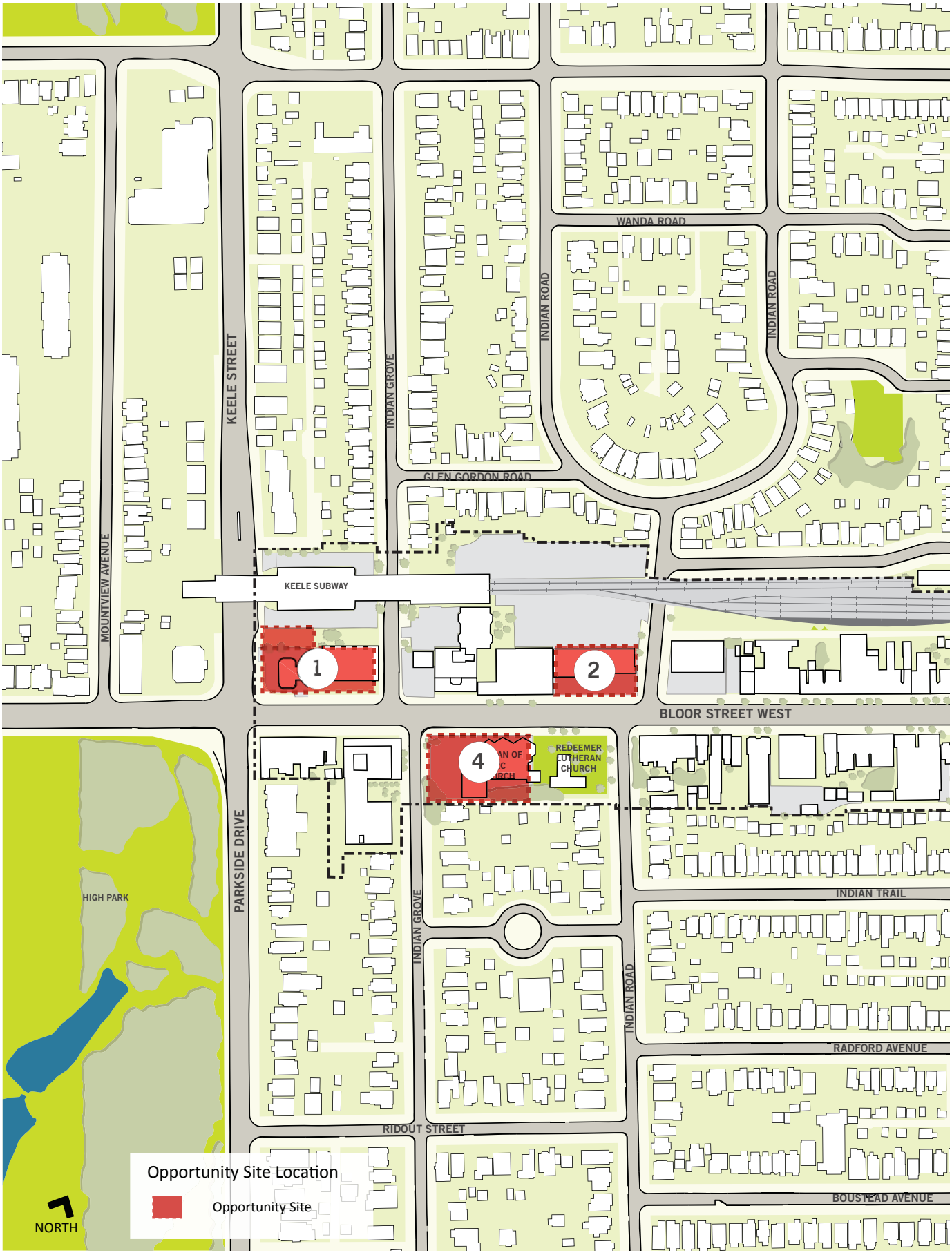


Figure 1 - The proposed opportunity sites for the western half of the study area (BMI/Pace, 2009).

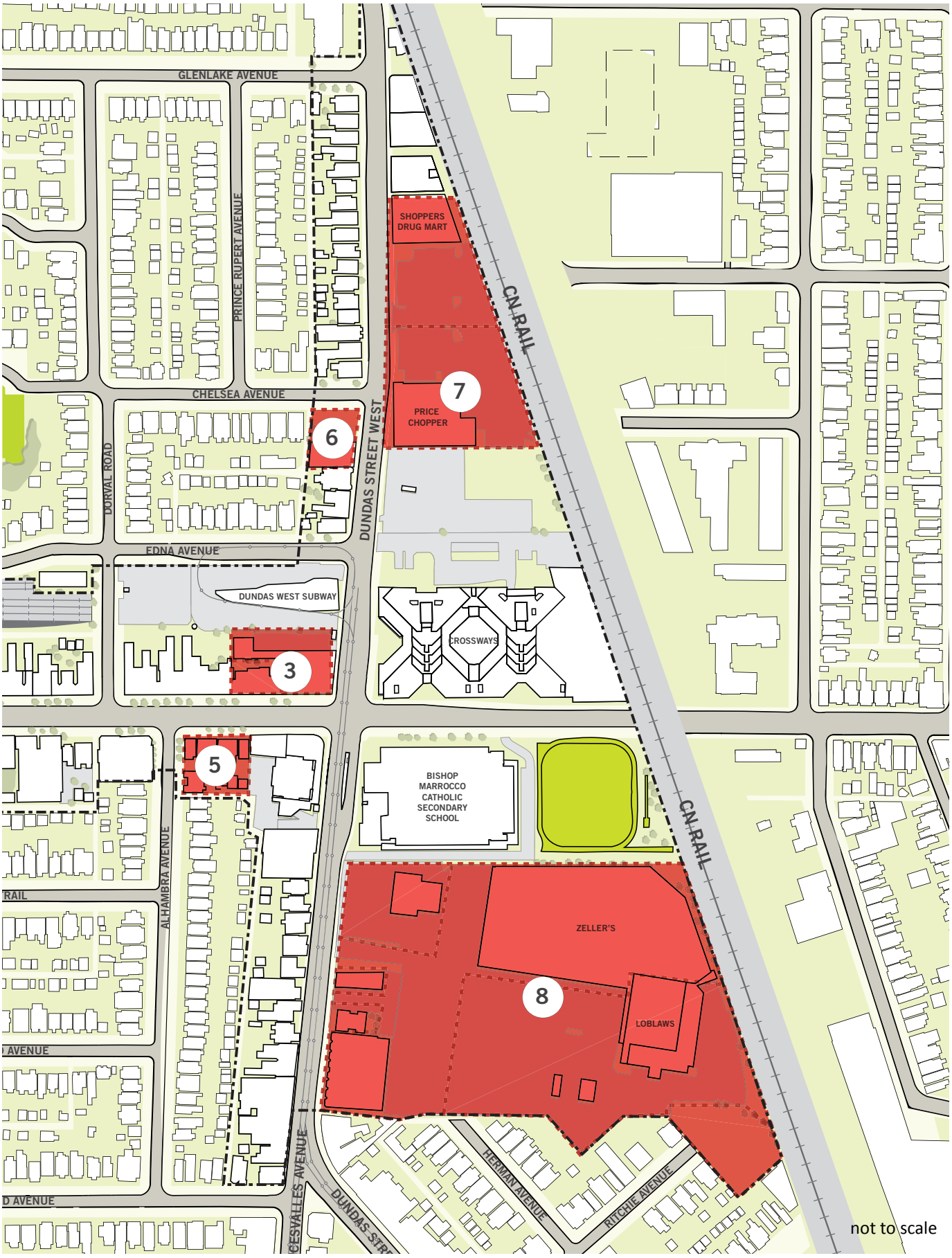


Figure 2 - The proposed opportunity sites for the eastern half of the study area (BMI/Pace, 2009).

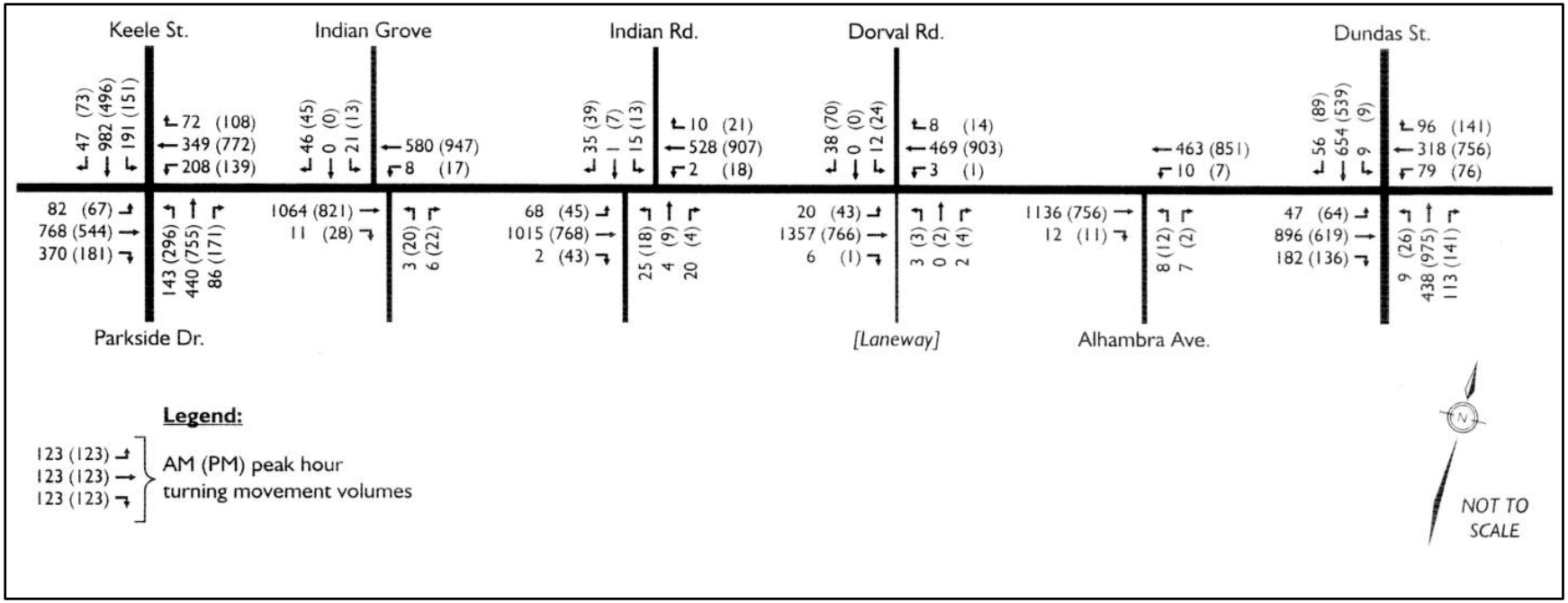


Figure 3- Existing traffic flow along Bloor St. W. (Dillon Consulting, 2007)

Table 1- Current trip generation rates (city of Toronto, 2008)

Vehicle Counts

Address	# of Units	a.m.			p.m.		
		in	out	total	in	out	total
Residential							
2495 Dundas St. W.	126	5	22	27	20	8	28
1638 Bloor St. W.	293	14	60	74	46	28	74
Total	419						
Retail	Area (100 m^2)						
1638 Bloor St. W.	8.95	1	1	2	4	4	8
181 Richmond St. W.	6.04	1	1	2	3	3	6

Vehicle Trip Generation Rates

Address	Units	a.m.			p.m.		
		in	out	total	in	out	total
Residential							
2495 Dundas St. W.		0.040	0.175	0.214	0.159	0.063	0.222
1638 Bloor St. W.		0.048	0.205	0.253	0.157	0.096	0.253
	Residential total (Trips/Dwelling)	0.044	0.190	0.233	0.158	0.080	0.237
Retail							
1638 Bloor St. W.		0.112	0.112	0.223	0.447	0.447	0.894
181 Richmond St. W.		0.166	0.166	0.331	0.497	0.497	0.993
	Retail total (Trips/100 m^2)	0.139	0.139	0.277	0.472	0.472	0.944
	Retail total (Trips/1000 ft^2)	0.125	0.125	0.250	0.425	0.425	0.849

Table 2- Trips generated by new development.

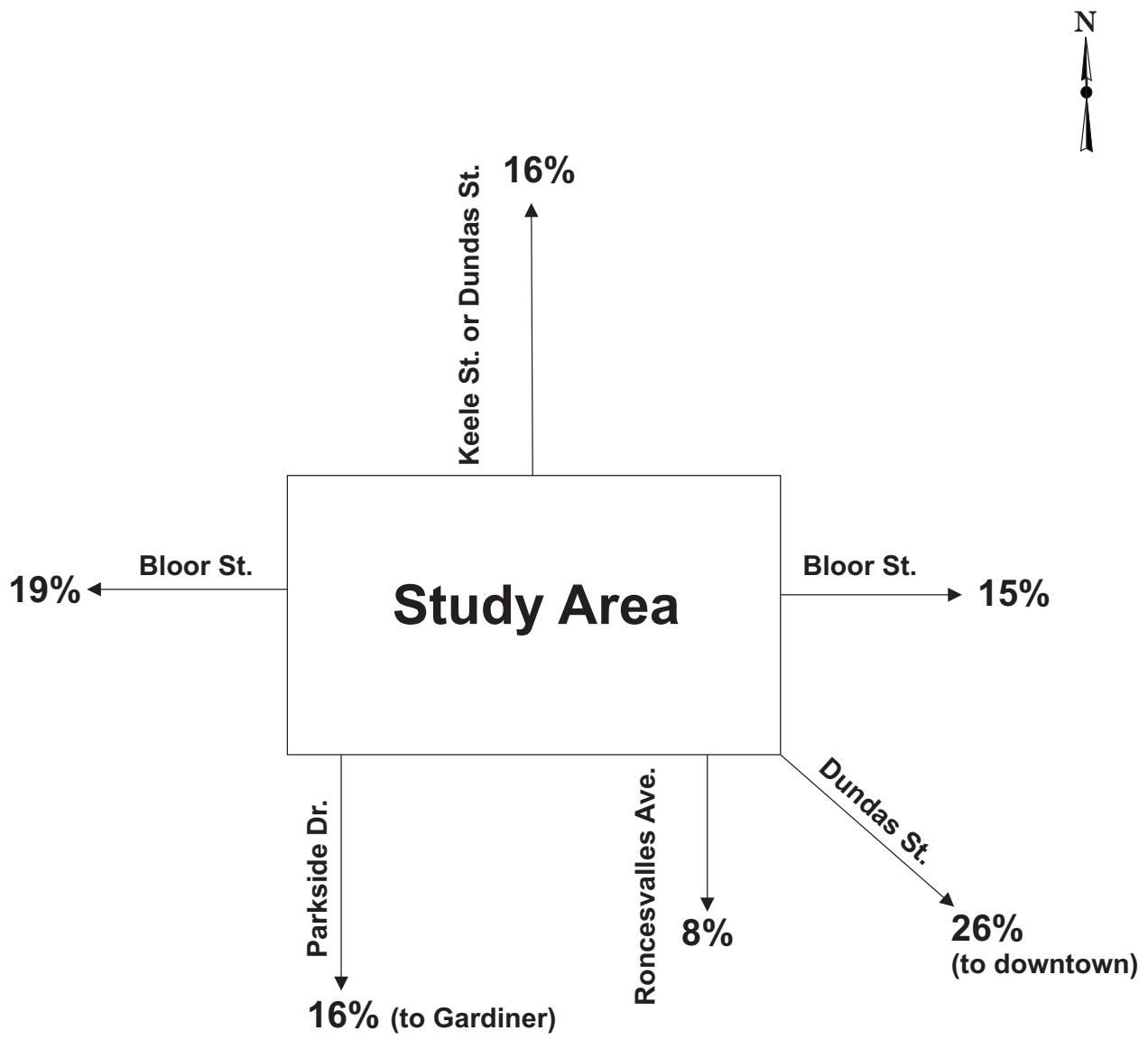
Trip Generation Rates

		a.m.			p.m.		
Land Use	Units	In	Out	Total	In	Out	Total
Residential	Dwelling	0.044	0.190	0.233	0.158	0.080	0.237
Retail*	100 m^2	0.139	0.139	0.277	0.472	0.472	0.944

Vehicle Trips

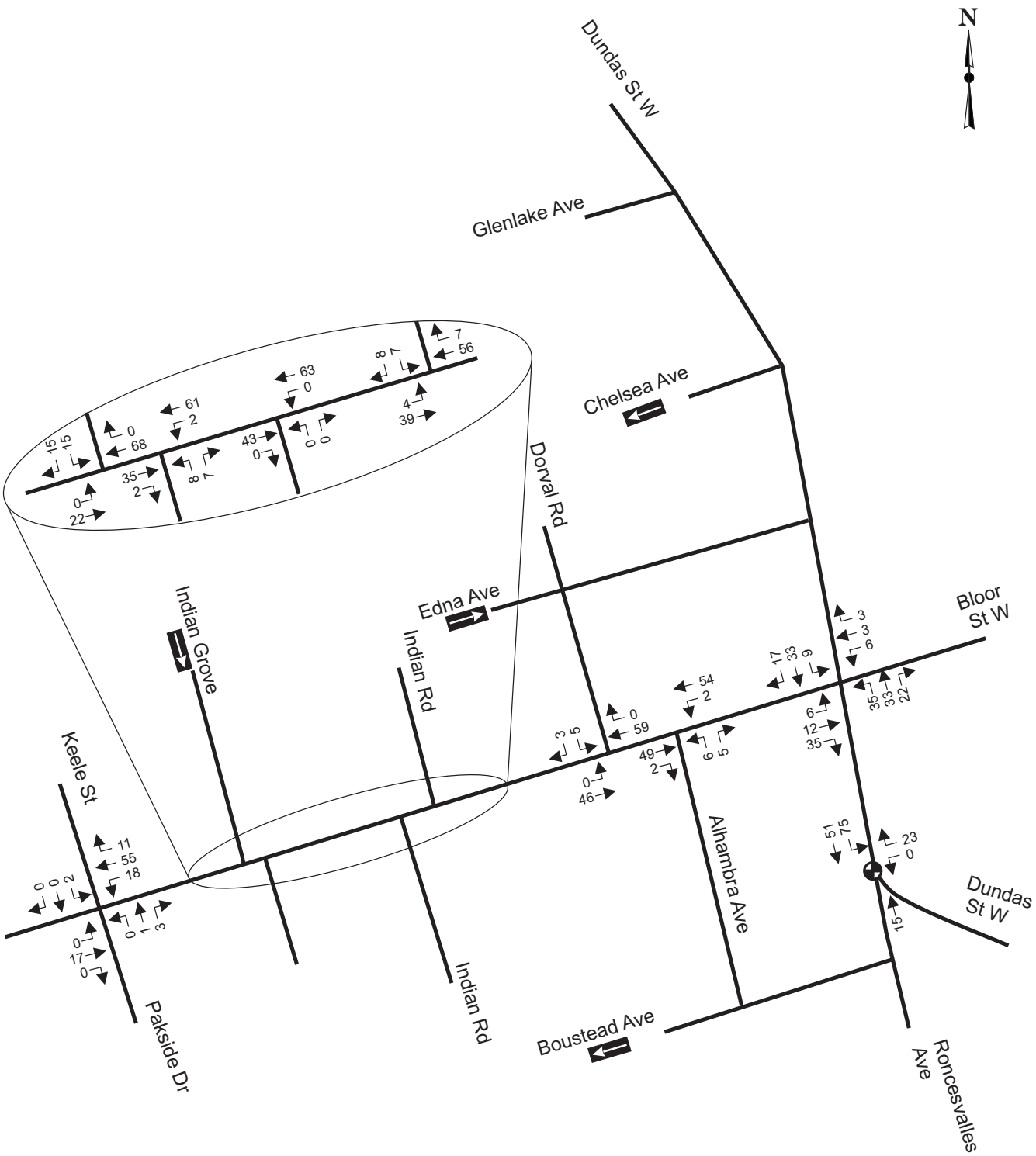
		a.m.			p.m.		
Land Use	Units	In	Out	Total	In	Out	Total
Area: 1A							
Residential	145	6	28	34	23	12	34
Retail	19.5	3	3	5	9	9	18
Subtotal		9	30	39	32	21	53
Area: 2							
Residential	69	3	13	16	11	5	16
Retail	12.5	2	2	3	6	6	12
Subtotal		5	15	20	17	11	28
Area: 3							
Residential	142	6	27	33	22	11	34
Retail	19	3	3	5	9	9	18
Subtotal		9	30	38	31	20	52
Area: 4							
Residential	68	3	13	16	11	5	16
Retail	15	2	2	4	7	7	14
Subtotal		5	15	20	18	12	30
Area: 5							
Residential	48	2	9	11	8	4	11
Retail	12.3	2	2	3	6	6	12
Subtotal		4	11	15	13	10	23
Area: 6							
Residential	42	2	8	10	7	3	10
Retail	9.47	1	1	3	4	4	9
Subtotal		3	9	12	11	8	19
Area: 7							
Residential	147	6	28	34	23	12	35
Retail	33.9	5	5	9	16	16	32
Subtotal		11	33	44	39	28	67
Area: 8							
Residential	704	31	134	164	111	56	167
Retail*	84.4	12	12	23	40	40	80
Subtotal		42	145	188	151	96	247
Total		88	287	376	313	206	518

***The vehicle generation rates will vary and depend on the size and form of retail brought forward in Opportunity Site 8.**



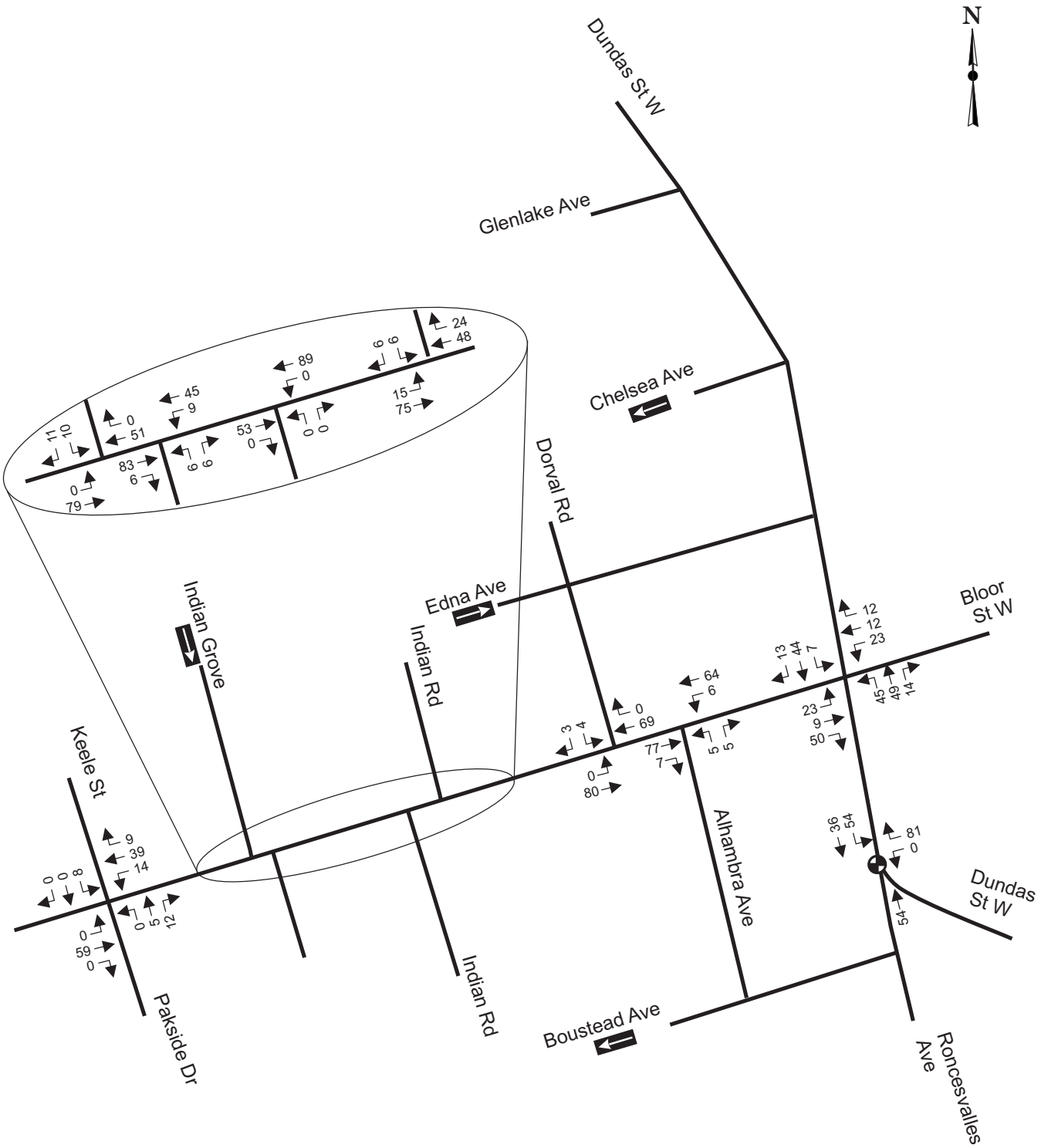
Poulos Chung

Vehicle Trip Distribution
Figure 4



Not To Scale

Poulos Chung	New Development Trip Assignment	*AM Traffic Volumes* *Figure 5*



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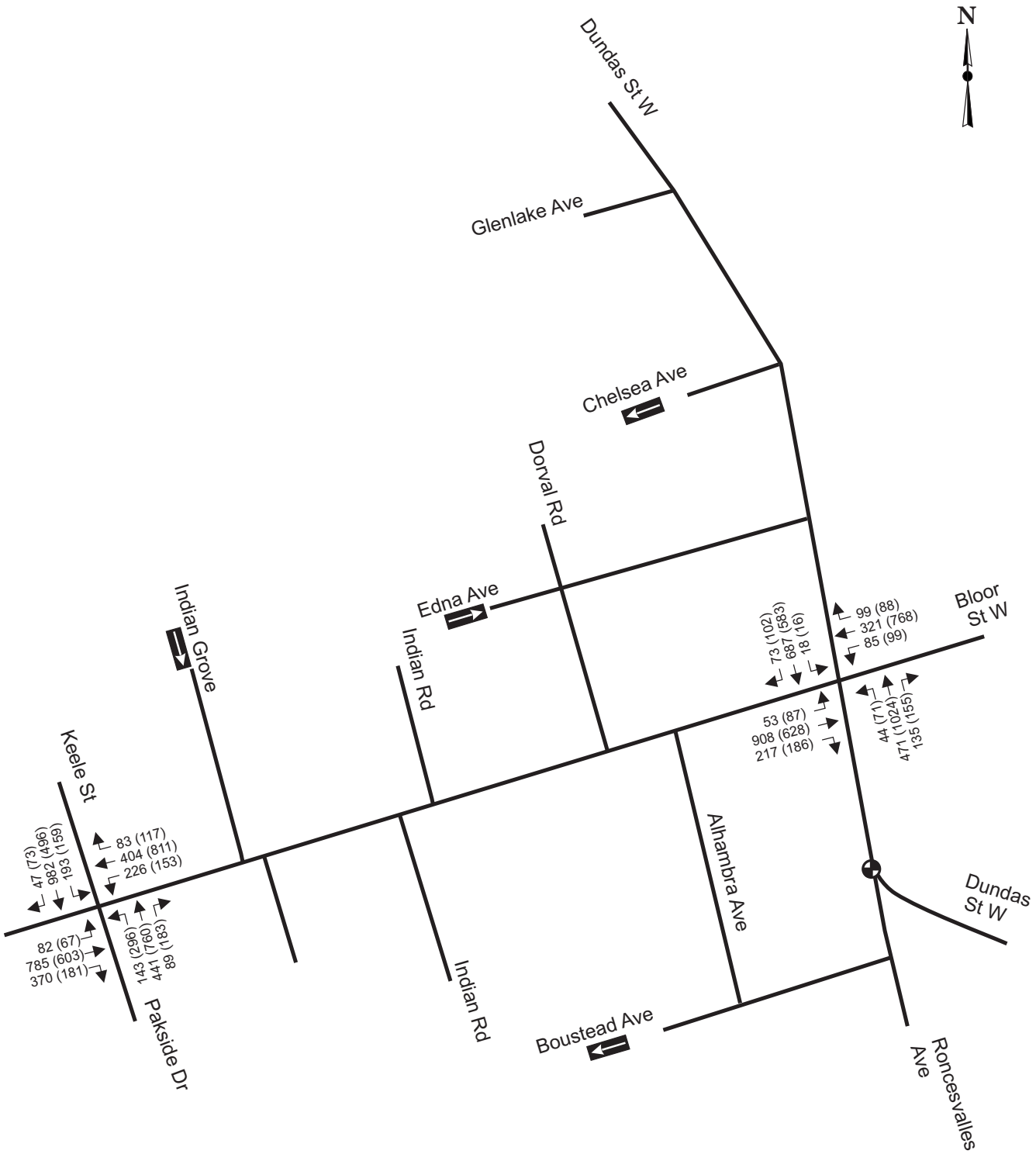
Poulos Chung	New Development Trip Assignment	*PM Traffic Volumes* *Figure 6*



Not To Scale

Poulos Chung	Total FutureVolumes	*AM (PM) Traffic Volumes* *Figure 7*

Table 3- Comparison of Actual trip rates with ITE rates.

Vehicle Rates	a.m.			p.m.		
	in	out	total	in	out	total
Residential total (Trips/Dwelling)						
Bloor-Dundas Data	0.044	0.190	0.233	0.158	0.080	0.237
ITE values	0.102	0.408	0.510	0.403	0.217	0.620
Difference	-0.058	-0.218	-0.277	-0.245	-0.137	-0.383
Bloor-Dundas Data/ITE values	43%	46%	46%	39%	37%	38%

Appendix

Note:

Figures A-1 and A-2 compare the vehicle generation rates per a person between what exists (rates based on city counts) and what is expected (ITE rates). This differs from the report text which compared the city based rates and the ITE rates on a per a dwelling basis. The building populations are based on assumed unit occupancies as shown.

Table A-1- New Development statistics (BMI/Pace, 2008)

Opportunity Site		Total Building Area	Total Residential Area	Total Retail Area	Total Office Area	Units	Residential Population	Retail Population	Office Population
		(m^2)	All floors above Ground Flr. (m^2)	Ground Floor (m^2)	Assumes floors 2 & 3	Assumes 100 (m^2) per unit	2.11 people/unit	500 square foot/employee (retail)	250 square foot/employee (retail)
1	Bloor & Keele	16,474	14,520	1,954		145	306	42	
2	Bloor & Indian Road	8,157	6,907	1,250		69	146	27	
3	Bloor & Dundas	16,066	14,166	1,900		142	300	41	
4	Bloor & Indian Grove	8,257	6,757	1,500		68	143	32	
5	Bloor & Alhambra	6,016	4,787	1,229		48	101	26	
6	Dundas & Chelsea	5,100	4,153	947		42	89	20	
7	Shopper's Drug Mart	18,132	14,741	3,391		147	310	73	
8	Loblaws	79,133	70,698	8,435	14,768	704	1,485	182	636
Totals		78,202	66,031	12,171	14,768	661	1,395	262	636

Figure A-1: Comparison of Person Trips

Information from the City of Toronto

Address: 2495 Dundas Street West (Glenlake condos)

Type	Quantity	People
1 bedroom	95	190
2 bedroom	31	93
	Total people	**283**

Assuming 2 people per 1 bedroom unit and 3 people per 2 bedroom unit.

Total # of a.m. trips = 27
Total # of p.m. trips = 28

a.m. trips / person = 27/283 = 0.095
p.m. trips / person = 28/283 = 0.099

ITE Values (from pages 316-317 volume 2 - 7th edition)
a.m. trips / person = 0.28
p.m. trips / person = 0.40

Address: 1540 Bloor Street West (application site)

Type	Quantity	People
Studio	17	17
1 bedroom	153	306
2 bedroom	108	324
3 bedroom	15	60
	Total people	**707**

Assuming 1 person per Studio unit, 2 people per 1 bedroom unit, 3 people per 2 bedroom unit, and 4 people per 3 bedroom unit

Total # of a.m. trips = 74
Total # of p.m. trips = 74

a.m. trips / person = 74/707 = 0.105
p.m. trips / person = 74/707 = 0.105

ITE Values (from pages 316-317 volume 2 - 7th edition)
a.m. trips / person = 0.28
p.m. trips / person = 0.40

Figure A-2: Comparison of Person Trips

Information from the City of Toronto

Address: 2495 Dundas Street West (Glenlake condos)

	a.m. trips / person	a.m. trips / person
Toronto Data	0.095	0.099
ITE Rates	0.28	0.4
Absolute difference	0.185	0.301
Toronto/ITE	34%	25%

Address: 1540 Bloor Street West (application site)

	a.m. trips / person	a.m. trips / person
Toronto Data	0.105	0.105
ITE Rates	0.28	0.4
Absolute difference	0.175	0.295
Toronto/ITE	38%	26%