

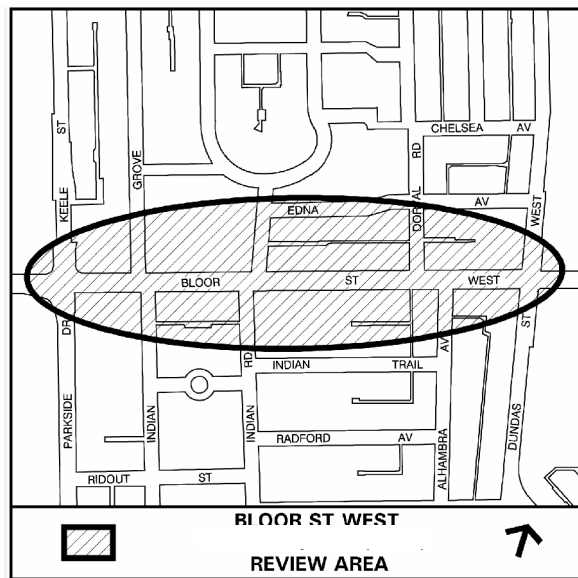
Bloor Street West between Keele Street and Dundas Street West – Bloor Street West Visioning Initiative

Date:	June 17, 2008
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York Council
Wards:	Ward 14 – Parkdale-High Park
Reference Number:	07-279046 CPS 00 TM

SUMMARY

This report describes a community engagement process and seven guiding principles emerging from the community through the Bloor Street West Visioning initiative. These principles would foster and support a compact community along Bloor Street West between Keele Street and Dundas Street West that is well-designed and offers sustainable transportation choices. The principles are consistent with the City’s objective to focus contextually appropriate urban growth along major corridors; support the City’s focus on investment in quality of life; promote transit use; and preserve and enhance the stability of neighbourhoods. The principles have been established through significant community input including the review of the policy framework and context of the area. They work to build upon the policy directions in the Official Plan.

This report recommends that the information in this report be forwarded to the consultant undertaking the approved *Avenue Study* to inform their work for the Bloor Street West and Dundas Street West area.



RECOMMENDATIONS

The City Planning Division recommends that:

- (1) Council direct staff to forward this report to the retained consultant to inform the *Avenue* Study for the Bloor Street West and Dundas Street West area.

Financial Impact

The recommendations in this report have no financial impact.

BACKGROUND

The land use designation on Bloor Street West between Keele Street and Dundas Street West was changed from *Low Density Mixed Commercial-Residential Area* under the former City of Toronto Official Plan to *Mixed Use Areas* under the new City of Toronto Official Plan. While the former Official Plan maintained prescriptive standards for Bloor Street West permitting heights of 3 to 5 storeys and a total gross floor area of 3.0 times the area of the lot, the new Official Plan takes a qualitative approach employing vision-based policies and evaluating development against specific development criteria.

The new Official Plan also identifies selected corridors along major transit routes as *Avenues* where transit-supportive reurbanization is intended to create new jobs and housing while improving local streetscapes, infrastructure and amenities. *Avenues* are identified to gradually accommodate significant amounts of development as Toronto continues to grow. Bloor Street West is identified as an *Avenue*.

Because each *Avenue* is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential, the Official Plan directs that a framework for change be tailored to the situation of each *Avenue* through a local *Avenue* study. At its March 2008 meeting, City Council approved an *Avenue* study for the portion of Bloor Street West between Keele Street and Dundas Street West and for Dundas Street West between Glenlake Avenue and Boustead Avenue. The study is projected to be completed by the end of 2008 or early 2009. In the meantime, parcels along the segment of Bloor Street West between Keele Street and Dundas Street West have attracted development interest. In fact, the City has received two proposals for substantial increases in height and density that have the potential to significantly influence the redevelopment of the larger area. There have also been a number of pre-application inquiries in the area.

There is little dispute that Bloor Street West between Keele Street and Dundas Street West will change as new development occurs in the area. However, there are different views on how anticipated growth should be accommodated. Further analysis is required to determine how to best accommodate the anticipated growth. It is anticipated that this will be accomplished through the *Avenue* Study.

In response to community and development interest, City Planning staff, with the Ward Councillor, began the Bloor Visioning initiative in October, 2007. The intent of the

Visioning initiative was to inform and engage the community to assist City Planning staff by examining the larger context and the implications of development of an *Avenue* Segment in the absence of an *Avenue* study. With the approval of an *Avenue* Study in March 2008 and the hiring of a consultant, a framework for change containing a vision and implementation plan will be developed to guide change in the area. The background information, community engagement and resulting seven guiding principles of the Bloor Visioning initiative can therefore now be provided to the independent professional consultant used to inform the upcoming *Avenue* Study.

BLOOR VISIONING INITIATIVE

To engage community stakeholders in a discussion on how the area will grow over time, City Planning staff launched the Bloor Visioning initiative based on the following key objectives:

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

With the approval of the *Avenue* Study in March 2008, Council sanctioned a study to determine the appropriate scale and intensity for development along the *Avenues* for the area as outlined in the Official Plan. Given the significant community consultation that has already been undertaken through the Visioning initiative, the *Avenue* Study process can benefit greatly from the extensive time, energy and ideas that the community has generated as part of the Bloor Visioning initiative.

The goal of the Bloor Visioning initiative is not to provide a detailed implementation strategy, as that will be the function of the *Avenue* study. Rather it seeks to engage the community in determining guiding principles to be used to inform decision-making and the *Avenue* Study for the Bloor Street West and Dundas Street West area.

The structure of this report is based on the above-noted key objectives of the Bloor Visioning initiative.

PLANNING POLICY OVERVIEW

This section provides a brief overview of the planning policy framework established by provincial and municipal planning documents for this segment of Bloor Street West. The policies support responsible intensification that is responsive to its surroundings and contributes to the area's long term prosperity. Diversity of uses is promoted, as is transit-oriented and transit-supportive development. This includes protecting existing or proposed transit infrastructure from adverse impacts.

Essentially, the policy framework promotes reurbanization with the goal of making Bloor Street West a more attractive and desirable area to live and work, and to avoid inappropriate or over-intensification that detracts from the area's quality of life.

Provincial Planning Tools

a) Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

b) Places to Grow Plan

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Toronto Official Plan

The Official Plan was adopted by Council in November 2002, and was approved by the Ontario Municipal Board, in part, on July 6, 2006. The Official Plan departs from the traditional land use approach, focusing on opportunities for renewal and reinvestment, and finding new ways to direct and manage the physical, social, and economic development of the City. The overriding objective of the Official Plan is to maintain and improve the quality of life in Toronto.

Key policies include those in the *Avenues, Healthy Neighbourhoods, Public Realm, Built Form, Housing* and *Mixed Use Areas* sections. The Official Plan also contains a number of policies to guide the development of the area including: the creation of a balance of uses that reduces automobile dependence and meets the needs of the community; the provision of new jobs and homes on underutilized lands; the location and massing of buildings to frame streets and provide areas of transition toward lower scale *Neighbourhoods*; and the provision of an attractive, safe and comfortable pedestrian environment.

a) Avenues

Bloor Street West, as well as Dundas Street West, is identified as an *Avenues* on Map 2 - Urban Structure in the Official Plan (see Attachment 1). The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

It is recognized that *Avenues* are to develop incrementally and that each *Avenue* is different. To address the individual characteristics of each *Avenue*, a framework for change will be tailored through a local *Avenue* study that will involve local residents, businesses and other stakeholders. An *Avenue* study entails a comprehensive assessment of local conditions and results in a vision and an implementation plan including community improvements, contextually appropriate zoning and design guidelines.

b) Avenue Segment Reviews

The Official Plan permits development in *Mixed Use Areas* on *Avenues*, prior to an *Avenue* study subject to an applicant preparing an *Avenue* Segment Review (ASR). ASRs are not intended to replace *Avenue* studies. They are a tool required by the Official Plan as part of an application to address the implications of a proposed development on a segment of the *Avenue* in which it is located.

The purpose of an ASR is to assist in assessing whether a proposal would result in a positive precedent in terms of the form, scale and intensity of reurbanization. This is done by assessing the larger context and examining the implications for the segment of the *Avenue* as well as potential impacts on any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*. An ASR must demonstrate to Council's satisfaction that the subsequent development of the entire segment at a similar scale to the proposed development will have no adverse impacts within the context and parameters of the review.

An ASR has been submitted by the owner with each of the applications for 1540 Bloor Street West and 1638-1644 Bloor Street West. The ASRs are discussed further in the "Current Activities" section of this report.

c) Mixed Use Areas

The area along Bloor Street West is designated as *Mixed Use Areas* on Map 18 in the Official Plan (see Attachment 2). *Mixed Use Areas* are intended to achieve a multitude of planning objectives and are anticipated to absorb most of the increase in retail, office and service employment in the city. This designation generally serves to implement the Official Plan's growth objectives in many areas throughout the City, including the *Downtown and Central Waterfront*, the *Centres* (e.g. North York Centre) and certain lands along the *Avenues*. Consequently, not all *Mixed Use Areas* will experience the same scale or intensity of development, but rather assist in implementing the strategy for managing change set out in Sections 2 and 3 of the Official Plan. Generally, development will be at a much lower scale in *Avenues* than in the *Downtown* and most often at a lower scale than in the *Centres*. The policies of *Mixed Use Areas* require new development to provide a transition between areas of different development intensity and scale.

The Toronto Official Plan is available on the City's website at:
www.toronto.ca/planning/official_plan/introduction.htm

BLOOR STREET WEST TODAY

Bloor Street West functions as a ‘main street’ and community hub for the surrounding neighbourhoods by providing a variety of retail shops and services, offices, community services and housing options. The City and the community have a vested interest in seeing that Bloor Street West thrives.

Built Form

Bloor Street West between Keele Street and Dundas Street has many different types of buildings of varying scale. The right-of-way width of this segment of Bloor Street West is 27 metres. Building heights are predominantly two to three storeys with limited examples of six to ten storeys, and one 29-storey mixed-use development, known as the Crossways, at the northeast corner of Bloor Street West and Dundas Street West.

At the southwest corner of Bloor Street West and Dundas Street West, there is a 13-storey building known as Bloor Dundas Square, the 4-storey Bishop Marocco Secondary School on the southeast corner, the Crossways on the northeast corner, and a two-storey mixed-use building on the northwest corner. Bloor Dundas Square maintains a two-storey podium with a stepback of approximately 16 metres from Bloor Street West before rising to 13-storeys. Crossways has a podium with stepbacks of approximately 45 metres from Bloor Street West before rising to 29-storeys.

The east portion of Bloor Street West from Indian Road to Dundas Street West is of a traditional Toronto ‘main street’ form, fronted primarily by two to three storey buildings on lots serviced by rear laneways. The majority of lots are 5-7 metres in width and are typically developed with commercial at-grade and residential units located above. In addition, there are two six-storey apartment buildings and a Lithuanian community centre located in a former church. While the built form is relatively consistent, the pedestrian realm lacks a cohesive streetscape.

The western portion of Bloor Street West from Indian Road to Keele Street has a built form that is more varied in nature including low scale and low density commercial buildings sometimes on sites with large areas of surface parking located between the sidewalk and the front wall of the buildings. Again, the public realm is unimproved. The north side of this portion of Bloor Street West differs significantly in character from the south side. Development along the south side consists mainly of street-related mixed use buildings, rental apartment buildings and institutional uses, while many lots on the north side have frontages in excess of 30 metres. Uses on the north side include an automobile repair shop, gas station, coffee shop and retail plazas with parking located in front of the buildings. These sites are potential candidates for redevelopment.

Transit

The area is well served by transit with all portions of the area within 300 metres of a subway station entrance. Keele TTC station is located north of the corner of Bloor Street West and Keele Street, and the Dundas West TTC station is located north of the corner of Bloor Street West and Dundas Street West. Two streetcar lines (504 King and 505 Dundas) terminate at Dundas West Station as well as two bus routes (40 Junction and 168

Symington). Three bus routes terminate at Keele Station (80 Queensway, 41 Keele and 89 Weston)

GO Transit has its Bloor GO Station west of Dundas Street West which provides access to the GO Georgetown Corridor with approximately nine trains each weekday in each direction between Georgetown and Union Station. An environmental assessment is currently underway to study service expansion along the Georgetown Corridor as well as an express transportation link between Pearson International Airport and Union Station. A stop is being considered at the Bloor GO station.

While the area benefits from a range of transit options, co-ordination between TTC and GO could be improved. The Bloor GO Station is located some distance from the Dundas West TTC Station. Passengers wanting to connect must walk approximately 200 metres along Bloor West and Dundas Streets. Furthermore, the Dundas West TTC station has only one exit located on the west side of Dundas Street West. Significant pedestrian flows coupled with illegal street crossings, substantial transit and vehicular traffic and illegal pick-up/drop-off make this an area of concern from a transportation perspective and to the community.

Current Development Activity

Recent development application activity demonstrates that this portion of Bloor Street West is increasingly becoming a desirable place to invest, live and work. City Planning staff are currently reviewing two rezoning applications in the area.

a) 1540 Bloor Street West

This application is to permit the construction of a 29-storey building at the northwest corner of Bloor Street West and Dundas Street containing 293 units. A building height of 94.2m and a density of 13.3 times the area of the lot are proposed, substantially in excess of the zoning permissions of height of 16 metres and density of 3.0.

The preliminary report further detailing the application is available on the City's website at: <http://www.toronto.ca/legdocs/mmis/2008/te/bgrd/backgroundfile-9505.pdf>

A community consultation meeting was held on April 8, 2008 and was attended by approximately 230 people. Concerns expressed at the meeting included, but were not limited to, site access, impacts on transit service, and the scale and massing of the development and the impacts on *Avenues* and *Neighbourhoods*.

The ASR submitted by the owner identified a total of fifteen soft sites as part of the review (of which seven are located along Bloor Street West between Keele Street and Dundas Street West). The owner's ASR indicates a preferred development scenario that establishes nodes at the western end (Keele Street) and eastern end (Dundas Street West) of the Bloor Street West segment with additional height and density. Between the nodes, a 'mid-rise theme' is proposed with a street wall height of approximately 20m (6-storeys) and building heights of approximately 25m (8-storeys). The ASR acknowledged the necessity of an angular plane for the properties along the south side of Bloor Street to the

Neighbourhoods to the rear. The ASR proposes that the 1540 Bloor Street West development would not create a negative precedent nor justification for buildings in the remainder of the study area to achieve heights or densities beyond those outlined in the development scenario.

This application, including the ASR, has been circulated to the appropriate agencies and is currently under review. A working group has been established specific to this application. Sessions are scheduled for June and July 2008.

b) 1638-1644 Bloor Street West

This application is for a mixed use building containing 108 units at the northwest corner of Bloor Street West and Indian Road. A building height of 43.15 metres (12-storeys) and a density of 8.6 are proposed.

A preliminary report further detailing this application is available on the City's website at: <http://www.toronto.ca/legdocs/mmis/2008/te/bgrd/backgroundfile-12389.pdf>

The 1638-1644 Bloor Street West ASR advances the presence of the anchoring transit facilities as the defining element of the area. In addition to nodes at Keele Street and Dundas Street West, a third minor node is established at Bloor Street West and Indian Road immediately at the subject property. Between the two primary nodes, the ASR indicates maximum building heights along the south side of 32.5m (10-storeys). On the north side, a maximum of 39m (12-storeys) is proposed. It is contemplated that there is an additional tolerance for height on the north side of Bloor Street West given that it is buffered from the *Neighbourhood* to the north by the transit corridor. However, no angular plane was identified adjacent to the *Neighbourhoods* designation to south.

This application has been circulated and is currently under review. A community consultation meeting is being scheduled.

Community Involvement

In response to a pre-application community meeting in May 2007 for the proposed development at 1540 Bloor Street West, the Friends of Dundas and Bloor (the Friends) was formed consisting of a broad base of representation from several residents associations, the local Business Improvement Area and area residents.

Upon formal submission of the application for 1540 Bloor Street West in July 2007 and a subsequent community consultation meeting with respect to the submitted *Avenue Segment Review* in September 2007, the Friends and the larger community expressed concerns with the lack of an *Avenue* study for the area, the completeness of the submitted *Avenue Segment Review* and the need for community involvement in guiding the future growth of the area. An on-going dialogue between the City Planning Division and the Friends has greatly assisted in facilitating the community consultation process of not only the submitted development applications, but also with respect to the future vision for the area.

BLOOR STREET WEST VISIONING SESSIONS

As part of the Bloor Visioning initiative, City Planning staff initiated a series of three consultation sessions with community stakeholders. The approach sought to facilitate community involvement and discussion through dialogue with respect to the context of the study area and adjacent neighbourhoods, a review of the relevant planning documents, including the *Official Plan* and *Places to Grow Act*, and to seek input on the preferred vision of the street, immediate surroundings, transportation, built form and community facilities.

Session 1 – Community Workshop

Over 150 people attended the first meeting held on January 16, 2008 at the Indian Road Crescent Junior Public School. City Planning staff provided an overview of the planning framework and the visioning process. Participants were asked to provide input through facilitated group discussions on three topics: transportation, built form and streetscape. City staff were also available to discuss community services and facilities. Following this, participants were asked to provide individual comments on large maps located throughout the room.

In general, there was acknowledgement and support from community stakeholders that this portion of the Bloor Street West will undergo redevelopment. Many benefits such as increased pedestrian traffic, different housing choices, better design and infrastructure improvements were cited as positive attributes that reurbanization could bring to the area.

Many different viewpoints were heard on matters such as appropriate height, scale and intensity of development. There was, however, a general consensus that height and scale should be balanced on both sides of the street, and serve to evenly frame Bloor Street West.

Along Bloor Street West, two distinct areas emerged as part of the consultation. The existing area east of Indian Road was identified as a place with many positive attributes that contributed to a pedestrian friendly experience, while the portion west of Indian Road was noted as a place with underused and auto-related sites that was uncoordinated and unfriendly with vehicular access across the pedestrian realm.

The Bloor Street West and Dundas Street West corner was frequently identified as an area for greater intensification than the rest of the study area, however it was accepted that any development should respect the emerging built form character of the portion of Bloor Street to the west, be a landmark through good design and not defined by a disproportionate height.

Given the significant development contemplated for the area, there was also agreement that any future development must address the significant transportation challenges identified and that community services and facilities must keep pace with development. While the area as a whole maintains excellent transit infrastructure, there was considerable concern that it was uncoordinated and often dangerous to access, particularly the Dundas West TTC Station. Additional concern related to the unbalanced

nature of the Bloor Street West right-of-way which was seen to be biased towards automobiles over other uses including cyclists, pedestrians and street trees. Community comments are included as Attachment 4.

Session 2 – Emerging Principles and Community Feedback

The second meeting was held on March 5, 2008 at the Lithuanian House and was attended by over 100 people. City Planning staff discussed the themes and issues resulting from the transportation, built form and streetscape feedback at the first meeting, and identified emerging principles, as highlighted below.

a) Transportation

Issues such as lack of transit connectivity, safety of pedestrians and a desire for bike lanes were often cited. Emerging principles discussed included a pedestrian's first method, the support of transit use and an approach to reduce automobile use in new development and its impacts on the adjacent *Neighbourhoods*.

b) Built Form

Deliberation included community support for mixed use development with a wide variety of retail uses at-grade and residential and office uses above, a preference for below grade parking, and requirements to incorporate sustainable building practices.

A responsive built form that addressed the differences between the east and west portions of Bloor Street West was also decidedly important, as was a desire for consistent built form with good street proportion that acknowledged the existing context, generous stepbacks for portions of buildings above the podium and a good relationship to adjacent *Neighbourhoods*. A discussion of the attributes of mid-rise buildings and neighbourhoods followed. Again, a consensus was not reached on an appropriate scale and form.

c) Streetscape

There was an emphasis that the Bloor Street West public realm could be improved. It was contended that it needs to be greener and better designed, safer, vehicular traffic over sidewalks eliminated, different uses such as bike lanes included and should respond to the positive attributes of the area. Emerging principles considered were an enhanced pedestrian and cyclist environment that makes better use of the existing 27 metre Bloor Street West right-of-way, a plan for a coordinated and attractive public realm and improved approaches to pedestrian and cyclist safety. A pedestrian-scale built form, and the promotion of public and private greening opportunities were considered as essential elements.

Session 3 – Principles Presentation

The final meeting was held on March 26, 2008 at the Lithuanian House and was attended again by over 100 people. At this meeting, City Planning staff presented a draft version of the seven guiding principles to inform the *Avenue* study.

Overwhelmingly, participants in the community consultations acknowledged the role and benefits of intensification. The opportunities to create a great street environment, additional shopping and retail employment opportunities, a wider range of housing choices and expanded transportation choices were embraced and endorsed. While considerate of reurbanization, participants were concerned that decision-makers ‘get it right’. New development must be considerate of the fact this is already an area which functions as a community – where people currently live, work and shop.

While not a unanimous position, a safe, vibrant landscaped Bloor Street with bike lanes framed by mid-rise buildings is a common theme among community residents – a planned context that anticipates change and is of an appropriate type and scale to be transit-supportive. Complete communities are not just density and aesthetics; they are places where one can meet their daily needs throughout a lifetime by maintaining convenient access to a jobs, housing, schools, retail and community infrastructure that provide public services and support quality of life. The guiding principles are intended to help achieve this outcome.

Link to Avenue Study

The Bloor Street West Visioning sessions has the added benefit of assisting the *Avenue* study process by providing an opportunity to inform and engage the community early, identifying opportunities and constraints from the community perspective, and to identify guiding principles to help shape a future vision for Bloor Street West. The resulting Guiding Principles and background information can serve to inform the work undertaken by the consultant in the development of the approved *Avenue* Study. Extensive community consultations in the form of the local advisory committee, public meetings and charettes will be undertaken as part of the *Avenue* Study process.

GUIDING PRINCIPLES

Seven guiding principles have been developed to reflect the community comments in the context of the planning framework, submitted application material, internal and external agency discussion, and the Bloor Street West Visioning sessions as discussed above. City Planning staff have sought to consolidate the many views and valuable contributions of a varied community. Collectively the principles are intended to promote responsible intensification, to foster and support a compact, complete community that is well-designed and offers transportation choices. Each principle is discussed below in the context of comments received through the visioning process.

Encourage community vitality through a mix of uses that includes retail/commercial at-grade.

Bloor Street West between Dundas Street West and Keele Street is characterized by a diversity of retail and commercial uses at-grade which serve as a positive mixed-use attribute for the community where people can live, work and shop. This is particularly prominent in the eastern portion of the area where retail frontages are narrow providing optimal levels of vibrancy and interest for passing pedestrians. At-grade, animated street-

related retail with a desirable relationship to the street that builds upon the area's existing main street character should be promoted.

Enhance the pedestrian and cyclist experience along Bloor Street West

Good streetscape design not only functions at an aesthetic level, it also works to help everyone in the community safely experience the public realm. A well-designed public realm that promotes a sense of intimacy, safety and enjoyment will be paramount to the successful reurbanization of Bloor Street West. Elements such as accessibility for the physically and visually impaired, better designed intersections and appropriate mid-block pedestrian crossings, the reintroduction of street trees, planting beds and street furniture are all important amenities that need to be addressed. New development should not negatively impact pedestrian safety or comfort and must enhance the pedestrian experience. Enhancing pedestrian and cyclist access to major transit stations such as the Dundas West TTC Station is important.

Encourage opportunities to green the public and private realms

How we use the built and natural environment are interrelated. While opportunities for new public open space should be encouraged particularly in larger redevelopment parcels, the construction of buildings and landscapes in a more environmentally friendly manner is equally important. Sustainable building practices such as green roofs, energy efficiency and alternative energy should be pursued to improve air and water quality, reduce greenhouse gas emissions and enhance the natural environment. At a minimum, all new development should meet the Toronto Green Development Standard. As part of any reconstruction of the Bloor Street West right-of-way, provisions for substantial plantings and non-motorized transportation should be included. As part of any redevelopment proposal, street trees plantings should be provided to increase the City's tree canopy and reduce the urban heat island effect.

Improve and integrate transit services and facilities

While the area benefits from exceptional public transit service, integration and connectivity improvements are needed – not only between different services such as the TTC and GO, but also from Bloor Street West and nearby neighbourhoods. Transportation planning and land-use planning must be coordinated and resources should be directed to improving linkages and connectivity to transit stations. New development must not negatively impact transit services and the public realm. Transit vehicle movement should be efficient. Strategies associated with development to mitigate any expected increase in traffic and promote transit use should be explored.

Encourage development at an appropriate scale and density that is compatible with the existing built form, street width and neighbourhood context

For an area designated to accommodate intensification, pedestrian scale design is essential to create and enhance an intimate atmosphere. It is important that any emerging planned context address the relationship of height, mass, scale, and design to the pedestrian's experience of the adjacent streets, neighbourhoods, unique desirable structures and open spaces within the built form context, such as institutions and parks.

This is an *Avenue* consisting of buildings which, with few exceptions, range from one to ten storeys in height that functions in some sections as a traditional ‘main street’; and is adjacent or close to stable residential *Neighbourhoods*. A scale of buildings is promoted that enhances and supports a positive pedestrian environment and maintain appropriate proportion to the public street, while preserving sunlight on busy sidewalks. New buildings should acknowledge the existing built form and create a consistent streetwall to ensure adequate street edge definition. This could be accomplished through the establishment of minimum building heights and appropriate podium heights to respond to the immediate context. Additional height, if appropriate, would step back from these podiums. On the south side of Bloor Street, buildings should provide a transition downward in scale to the adjacent *Neighbourhoods*.

The effects of potential development on traffic, schools and community resources should be strongly considered in decision-making.

Encourage high quality architecture that builds upon the positive attributes of the area

Excellence in urban design and architecture should be encouraged, in keeping with the prominence of Bloor Street West and the quality of adjacent *Neighbourhoods*. Consistency of height is a desirable attribute for the street, as is a build-to-line along Bloor Street West. Visual variety can be achieved through high quality durable materials, narrow storefronts, setbacks and layered façade elements. Architectural elements such as canopies should be used to enhance and articulate the building entrances at ground level.

Protect existing Neighbourhoods from negative impacts

Established stable neighbourhoods are an asset that is valued by the City and community, and enhanced by the better transit service, greater housing choices and increased shopping opportunities that growth areas such as *Mixed Use Areas* provide. The health of Bloor Street West and its surrounding *Neighbourhoods* are intertwined as the *Avenue* accommodates local services, including commercial, recreational, cultural and entertainment uses for the surrounding *Neighbourhoods*. Development should be complementary to the low-rise *Neighbourhoods* to the north and south.

To preserve the stability, general residential amenity and prevent negative impact, future decision-making must ensure that development along the *Avenue* accommodates local services, incorporates built form transitions in height, scale and intensity to adjacent *Neighbourhoods*, and seeks to prevent new traffic from using and parking on local streets. Potential parking options to accommodate increased traffic from development should be considered and located within the *Avenue*.

CONCLUSION

Successfully reurbanizing communities requires holistic and integrated thinking. The seven community developed principles recommended in this report are intended to promote intensification, to foster and support a compact community that is well-designed

and offers transportation choices. The principles seek to reinforce the City's desire to focus urban growth along major corridors that is contextually appropriate, supports the City's focus on investment in quality of life, promotes transit use, and preserves and enhances the stability of *Neighbourhoods*.

The *Avenue* Study approved by Council in March 2008 will determine the appropriate scale and intensity for development along the *Avenues*. Through the significant community engagement undertaken to date, the Visioning initiative can greatly assist this undertaking. The community has invested significant time, energy and resources into this process – a process which has generated discussion, ideas and community knowledge which can inform and potentially accelerate the upcoming *Avenue* Study.

This report recommends this report be forwarded to the consultant to be used to inform the *Avenue* study being undertaken for the area.

CONTACT

Kevin Edwards, Planner
Tel. No. (416)392-1306
Fax No. (416)392-1330
E-mail: kedward@toronto.ca

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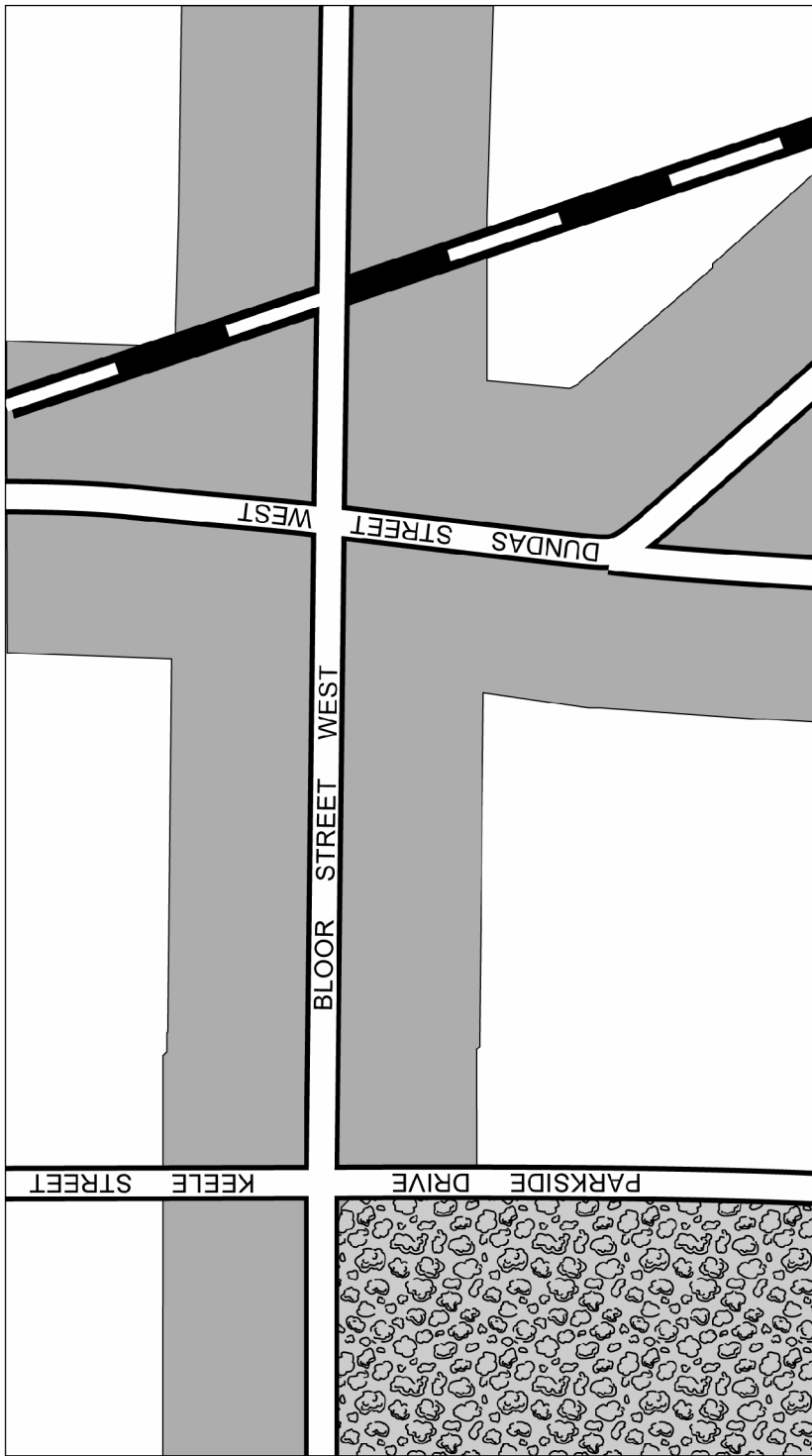
Raymond David, Acting Director
Community Planning, Toronto and East York District

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ATTACHMENTS

Attachment 1: Official Plan Urban Structure (Map 2)
Attachment 2: Official Plan Land Use Designations (Map 18)
Attachment 3: Zoning
Attachment 4: January 16th Visioning Session Community Comments

Attachment 1: Official Plan Urban Structure (Map 2)



Bloor St West Planning Principles

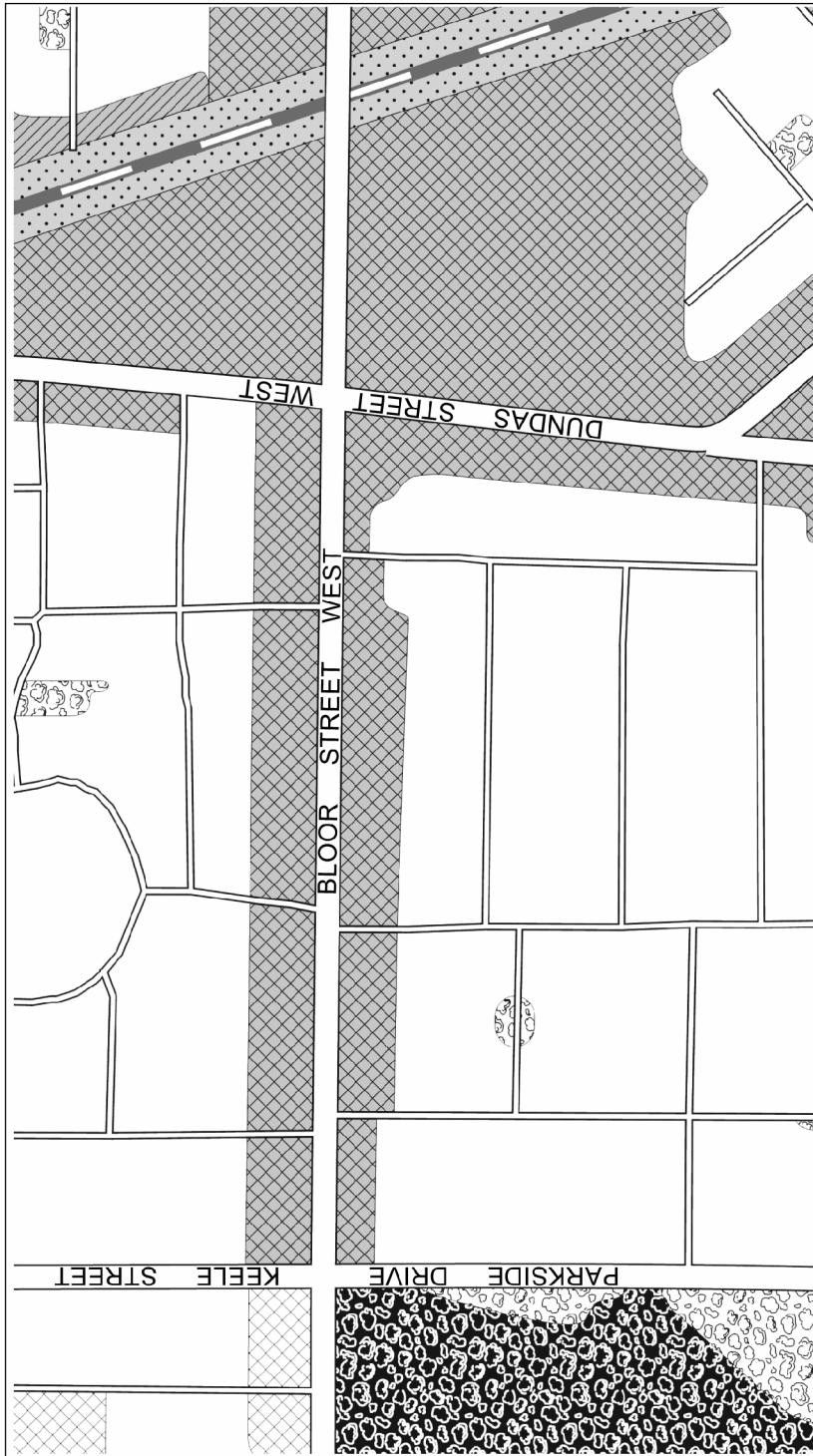
TORONTO City Planning
 Official Plan - Urban Structure

File # 07_279046

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 Note to Scale
 06/03/08

█ Avenues
 █ Green Space Systems

Attachment 2: Official Plan Land Use Designations (Map 18)



Bloor St West Planning Principles

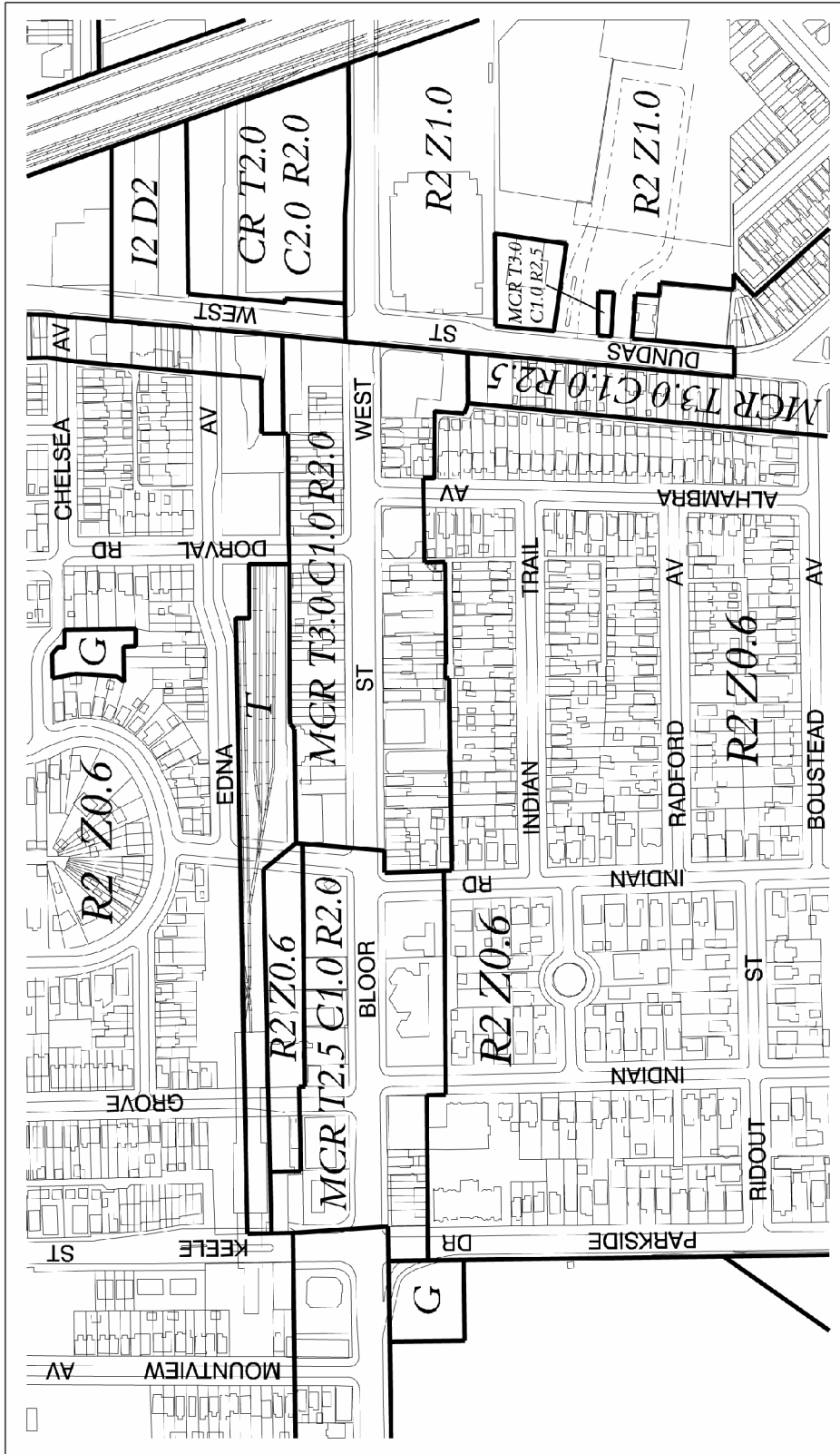
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- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Spaces Areas
 - Natural Areas
 - Parks
- Utility Corridors

North Arrow
 Note to Scale
 06/03/08

Attachment 3: Zoning



Attachment 4: January 16th Visioning Workshop Community Comments

Comments from Bloor/Dundas Visioning Session #1 Indian Road Crescent Junior Public School January 16, 2008 6:30p.m. – 8:30p.m.

Following introductions from Councillor Gord Perks and a presentation from Lynda Macdonald, City Planning, eleven tables of participants totalling over 150 were asked to provide input on three topics including Transportation, Built Form and Streetscape. The number 1-11 represent the comments received on the large paper from each table. The individual comments received on the yellow post-it notes at the end of the session are also included.

These comments will be used to assist in developing a vision for the stretch of Bloor Street West between Dundas Street West and Keele Street.

TRANSPORTATION

1.

- Rush Hour Concerns
- Traffic Flow (elderly, turns, jay-walking)
- Accidents everyday
- Parking on Residential Streets
- Local stores are important
- 30 storeys is an eyesore – 6-8 storeys maximum
- Population Density is a real concern
- We'll lose family businesses
- Avenue Segment Studies/Shadow Studies are slanted in developer's favour

Questions for City:

- 1) What is the comparable vehicle traffic counts? 50,000 vehicles a day is similar to what other intersections?
- 2) What are the plans for the width of Bloor Street?
- 3) What City strategies are being developed to reduce car traffic, promote car sharing, etc.

2.

- More speed bumps or traffic calming on streets between main streets
- Make pavement of Bloor Street similar to that of Bloor Street West
- Improve signage around Dundas and Roncesvalles (south of Bloor)
- Widen sidewalk (ie. Take space from road to improve safety at Bloor/Dundas for pedestrians (14/14)
- Widen sidewalk along Bloor Street West.
- Bike lanes along both Bloor and Dundas Street West that connect east and west

- Dedicated turn lanes at major intersections
- Advance flashing green on Bloor at Keele
- Improve signals at Dundas St. W. and Roncesvalles for pedestrians
- Bury streetcars so that the station is underground
- Improve access and link between GO and TTC – Get Province and City to talk and plan.
- Close Edna laneway
- TTC parking expand by decking

3.

- Better access from all points to Dundas West and Keele Stations (underground or overpass)
- Make a connection between TTC and GO station
- Bloor/Dundas Intersection, Symington Bus compounds traffic problems
- Heavy Trucks on Keele adding to danger and pollution
- Needs Traffic Study
- Cycling, Dedicated Bike Path down Parkside, perhaps like Martin Goodman trail.
- Study capacity to put bike lanes on Bloor
- Access for EMS, Laneways, Parking needs to be incorporated into new building, not on streets. Bikes included too.

4.

- Tunnel between Crossways and Dundas West Station
- Indian Road North of Bloor needs work – concerns with safety/visual
- Adequate parking
- Entrance from Crossways to Station platform to Subway ROW, Don't cross sidewalk
- Light at Indian Road and Bloor North and south very confusing
- Bike Lanes
- Don't widen street
- Upgrade street furniture – trees, leave room for tree roots
- More patios on sidewalk
- Don't build any more strip malls with access over sidewalk to parking
- Stop (east and west) at Indian road and Indian Road Crescent
- Use Parking Bays (as per Kingsway) separated by trees
- No Left Turn for traffic – existing Keele Station parking lot – Heavy afternoon traffic
- Restrict access to 7/11 Strip mall – cars are crossing sidewalk everywhere

5.

- Dundas and Bloor intersection at capacity
- Lots of Pedestrian Traffic
- Bloor Street West – Pedestrians/cyclists safety analysis. Bike Lanes
- Subway access – need additional

- Underground access to subway, report on use of tunnels and safety
- Reconfigure subway access. Move main entrance to Edna Avenue, perhaps another access
- Linking of GO and TTC
- Crossways TTC entrance like Keele/Indian road Entrance

6.

- Bike Lanes, can they be added?
- Connect Subway and GO station – make this happen. Retail space, safer
- Parking for retail all along Bloor – needs to be increased and option for between 4:00-6:00p.m. Add municipal parking lot.
- TTC is very busy – additional services, cars, volume, new entrance – unsafe area. People crossing streetcar tracks, streets, lanes. More pedestrian friendly – very dangerous. Poor visibility. Need to improve safety
- Bloor and Indian Road is confusing, dangerous, inconsistent. Fix by wider single non-uniform or standard intersection.
- Increase number of crosswalks to connect North/South on Bloor and along Dundas north of Bloor as traffic increases
- Keele and Bloor intersection. Lights are too short – dangerous for all. Seniors especially
- ‘Bump-ins’ on roads to help parking

7.

- GO/TTC interconnection
- The ‘Avenue Study’ for Bloor needs to take into account north and south on Dundas West.
- Segment studies must be under control of the City – developers not to be ‘planners’
- Provide below grade route from the Crossways to the subway
- Infrastructure for transit is weak, slow service already. More development will intensify the problem
- Bike lanes on Bloor Street West
- Parking space for new retail outlets from development on Bloor – traffic overflow into neighbourhoods
- Traffic speeds along Bloor need a 7’ median west of Dundas – traffic calming
- Dundas West Subway has only one entrance. Jaywalking and chaos.
- Crossways needs subway entrance
- N/E corner of Bloor and Dundas badly developed. Needs street level view and retail, better lighting
- Turning streetcars, jaywalking, laneway traffic is very dangerous and unfriendly
- Parking is already a serious issue
- Need to integrate parking, TTC, and GO stations into a plan and include.
- Bike lanes and access to Rail path being developed

- Bloor West Village model of retail frontage. Need Green P parking behind rather than strip malls and parking in front.
- Crossing points on Dundas and Bloor between Dundas and Keele (for pedestrians)

8.

- Bike lanes
- Dundas Station – Bus/Street Car Entrance
- Define lanes on Bloor Street. Narrow the street
- Treed Boulevard
- Too much traffic!!!
- Indian Road and Bloor Crossing (People running red light)
- Street parking in the area is hard to find. Additional density will make this worse.
- Use laneways for bikepaths like in Vancouver
- Rethink one-way street grid North and South of Bloor to create secondary arterial roads

9.

- Focus on Transit – form the hub, access from all four corners
- Rethink Dundas and Bloor intersection
- Potential car-free buildings
- Ensure traffic studies extend into neighbourhood (especially infiltration north of Bloor)
- Look at not building more parking spots (it discourages car ownership)
- Support possible bike lane on Bloor Street West(Montreal model – where bikes run next to side walls and cars are parked further out)
- Pedestrian crossing at Subway at Dundas West
- Bike Lanes!! On streets and rail land
- Multiple access to subway on each corner at Dundas and Bloor
- Connect GO Train stop to TTC
- Dundas and Bloor Condo development will add so much new traffic (make drive from back streets)
- Allow left turns at Dundas to Bloor (add left turn lights)
- Glen Lake Bike lane thoroughfare
- Better rail crossing for pedestrians at Dundas and Glen Lake
- Pedestrians crossing at Alhambra and Bloor
- Co-ordinate building setback with traffic (traffic should not alienate pedestrians)

10.

- Traffic count – update needed
- Increased traffic on major streets – offloading on side streets
- Link airport from Crossways area
- Transportation hub – GO/Subway/Condos linked underground with safe access
- Have laneway access for deliveries

- Parking inadequate, will get worse with higher density
- No above ground parking along Bloor
- Keele subway parking on Indian Road multi-level – no interference with homes improves appearance
- Underground streetcar portal (like at Spadina)
- Underground pedestrian access with TTC (Bloor and Dundas)
- Dangerous intersection (Bloor and Dundas)
- At least two entrances to Dundas West subway
- Cycling access to rail path and lockers at subway
- Advance green light or turning signals (left turn at Bloor and Dundas)

11.

- There should be an advance green to turn left onto Bloor from Northbound Dundas, because we get increased traffic through neighbourhood
- Also, there should be advance green to turn left on Bloor as from Southbound Dundas. Possibly a turning lane to the Joe Mercury's edge.
- We don't want traffic in the residential neighbourhood
- Add stop signs at Dorval and Edna
- Need TTC entrance on N/E corner of Dundas and Bloor on the southwest corner
- Connection between GO and TTC needs to be added
- Lighting at corner of Dundas with Bloor is insufficient
- Speed limit needs to be reduced to 40km on Bloor between Lansdowne and Dundas
- Need pedestrian crosswalk near Edna on Dundas
- Increase width of curb lane on Dundas and Bloor for cyclists
- Traffic light at Indian Road and Bloor should be further east of Indian Road. It is confusing right now and dangerous
- Lower parking standards for buildings/high rises along subway line to reduce parking congestion and problems getting into parking area (some people disagreed)
- Improve frequency of 504 streetcar
- Provide/encourage autoshare parking spaces

BUILT FORM

1.

- NW corner of Dundas & Bloor is last opportunity for human scale/ pedestrian friendly streetscape
- Can Bishop Marrocco field be opened as public space? (ie. Walking access from Bloor)
- Need setbacks for tall buildings – human scale
- Restrict vehicle access across sidewalks
- Make community services growth commensurate with development

- 29 storeys is too high (crossways is NOT a precedent for development, it's an accident or mistake)
- more realistic; streetscape 10-11 better
- want good relationships with neighbourhoods behind Avenues
- lines of sight important
- view corridors along and on Bloor St. are most important (not views from Dundas going North)
- * invite Loblaws and other commercial owners from Dundas to take part. Their long-term goals matter
- any large new store development should be like: Good. & Dundas / Dupont & Christie (ie. Build along street, park in behind, trees, wide sidewalk -- along Dundas)
- green space along Dundas needed
- investigate narrowing of Bloor Street and more bike lane/sidewalk cafes (controversial – adds to neighbourhood traffic)
- access to/from Loblaws very overdue for re-organization (pedestrian)
- Loblaws site needs major input into planning
- Max 6 stories (keep existing zoning)
- Incorporate small businesses in new development
- Weather protection/wind
- Flooding (Dundas & Bloor)
- No low income housing

2.

- Moratorium on all building above zoning heights until Avenue studies
- Retail on both sides of Bloor with residential above
- Maintain existing heights
- Get rid of strip malls: 7/11, PetValu, Midas Muffler
- No drive thrus on Bloor or Dundas
- No strip malls from Glenlake to Howard Park on Dundas
- Streetscape: more trees and benches
- Transportation: more TTC North from Dundas West
- Revamp Crossways – trees & benches
- Complete redesign of Bloor-Dundas West intersection
- Force / enforce by-law to clean-up, beautiful, lighten up landscape 2440 (Bloor) & Crossways
- No development that look like Crossways
- Encourage building like Dundas/Ronce condo behind Starbucks – buildings/ architecture that fits neighbourhood – European, older, draw from neighbourhood – brick, wood
- Keeping streetscape in mind, incorporate & complements the area
- Good example: Abbey condos reflect the neighbourhood – maintain architect integrity

- Housing needs to be a mix of size and price point to encourage a mix – single and families, high & low income
- Mandate / encourage retail and public space for new development
- maintain existing lower height codes with only a few exceptions for higher residential – not concentrating high rises together
- Push back or mandate setbacks to improve feeling
- Add and encourage balconies, patios, & friendly feeling buildings

3.

- 4-5 stories
- mom & pop stores
- full coverage of lot (not tall & slim)
- range of stores – keep down (limit #s of) banks, real estate, institutions
- no chains
- numerous doors
- 18 hours of operation
- 24 hour pharmacy
- maintain 3x zoning E of Indian Rd.
- Look at Danforth, between Broadview & Pape as model

4.

- Higher Density Impact
- Strain on current educational infrastructure
- Concern of extended density (ie. 6 stories vs. 29 stories)
- Strain on daycare – no capacity; private sector ought to assess
- Healthcare facilities – four villages (Full); Private
- Recreation – Limited
- Libraries
- Utilities
- Keele to Indian Rd – support higher level of density
- Setbacks above 3 stories

5.

- Dundas & Bloor development allow buildings – But limited to less than 20 stories
- Keele & Bloor do not allow hi-rises (keep as is), High Park
- Open up ability of owners for roof gardens
- More greenery – trees (native plants)
- Modern architecture for progressive development
- Dundas & Bloor corner intensified to encourage cultural growth (economic – community)
- Develop lofts along rail corridor – better housing
- Future planning for schools & community centre to grow with community
- Beautify Bishop Marrocco (corner of Dundas & Bloor)

6.

- Maintain retail – even with new development; combine retail and residential; build in parking (underground)
- Existing height and density by-laws there for a reason
 - maintain them and enforce them
 - daylight important
 - want access to all studies (traffic shadow)
- Build in character of neighbourhood
 - aesthetics important
- All utilities will be strained (electricity, sewage, etc)
- Environmental Impact:
 - Meet and exceed all “green” building codes – green roof; low impact materials
 - observe environmental and noise standards when under construction

7.

- Honour existing height restrictions
- Condo at Dundas & Glenlake is 7 stories – that seems to be the right scale
- 29 stories seems too high – buildings should be attractive – right now the buildings are ugly
- *There should be urban design guidelines for the architecture and streetscape
- There needs to be green space – trees, plants as part of the new construction
- Could we redevelop crossways ground floor to add greenery/beauty
- 3rd party should be responsible for developing design guidelines – Not the developer
- Corner buildings should be attractive – as they wrap around the side streets

8.

- Want to see diversity of building styles
- Height – opinion is divided 8? 20? ; Should be sensitive to context
- Ask for design review
- No parking access from Bloor
- Look for multiple step backs on higher buildings
- More dense on north than south (probably)

9.

- Higher buildings near Bloor/Dundas; Lower near Bloor/Keele
- Height restrictions – max 15-20 storeys
- Crossways too high
- Tiered buildings – Terraces – step back
- Redevelopment of crossways
- Modeling buildings with developer and residents association (ie. Glen Lake & Dundas building)
- Variety of heights

- Keep businesses in neighbourhood
- Keep low rise and old & new buildings
- Local materials – red brick to keep with style of neighbourhood

10.

- Preserve view from street @ Keele looking up towards Dundas along Bloor
- Like maintain current zoning 5-6 storeys
- Retail on street level
- Noisy section of street due to speeding traffic as street widens to keele
- Crossways already exists – do not more of that height (0/14 vote @ table)
- Could live with buildings height Loyola Aurore – 5-6 height (12/14 vote @ table....Max height 14 storeys – 2/14 vote)

11.

- Should not be any front parking on street- businesses should sit right out in front
- There should be “brick paved”, attractive lane in backs of buildings
- Services bays should be attractive and in keeping with character
- Building materials should reflect history & style of high park area – no aluminium siding, stucco – instead brick, stone, precast materials (well detailed).
- At street level (podium), no higher than 6 stories and not all should be up to 6 stories. There should be staggered heights

STREETSCAPE

1.

- Green Grocers – open markets
- Plants, greenery, more trees
- Boulevard-style street/ street island
- Remove Hydro wires
- Attractive street lights (no light pollution)
- Courtyard at entrance of building
- Seating – art benches
- Avoid walk-downs/below grade entrances
- Retail at grade (unlike at Crossways)
- J-walking (entrances to subway on other side of road)
- Sightlines – more setbacks at the corner
- Signage – standardized – aesthetic
- New buildings to fit the neighbourhood. Old world feel with small businesses
- Continue to support small businesses
- Affordable retail on main floor of condos
- Roof gardens
- Restrict billboards

2.

- Bloor West Village is a good model
- More trees, landscaping
- Narrowing of Bloor at Dundas
- Buildings closer to the street, not set back
- No infrastructure re: schools, community services, etc.
- Slow traffic down at Bloor and Dundas
- Beautify Dundas and Bloor Corner – trees
- More public transit at corners
- Pedestrian friendly needed at Bloor and Dundas

3.

- Don't have any businesses set back in a pit – everything should be on the street!
- Better Crosswalks – raised ones. Provide visual cues
- Better garbage cans – ie. Character. Need to be away from edge of sidewalk
- Bus shelters should be more in character
- Storefronts should be right out in front – but larger than 2 stories – should be set back
- Maintain character of area – new buildings/construction
- More trees, more benches. Proper tree planters – no more “easy bake ovens”
- Wider (not narrower) sidewalks
- Reduce billboards
- Take advantage of natural hill from Keele to Dundas – tight form
- To develop an overall streetscape masterplan and landscape guidelines that are consistent so that developers work together towards one look
- Encourage good independent businesses
- Discourage mall-type businesses – stores should be on street
- Room for patios – that are pleasant to sit on (especially on North Side) – Very wide sidewalks
- Common architecture theme – traditional in nature
- Bicycle parking expanded
- Beautification of sidewalk (like Junction)
- Markers to identify natural aspects of neighbourhood and historical aspects
- Buildings have to work together – common architectural theme, we don't want 20 developers doing their own thing.

4.

- Possibly narrow Bloor West. – widen sidewalks? Make a Boulevard, add parking bays
- Slow down traffic
- Buildings come up to sidewalk
- Continuous stores at ground level
- Trees, benches, lighting

- Provide ‘public space’

5.

- Encourage beautification – pavement, lighting, support for BIA, seasonal decorations, bike racks
- Parking behind buildings to keep streetscape better looking. Parking lots are not attractive
- Light, sunlight are important to pedestrian walking – not feeling intimidated
- Need park/green space along Bloor – build into development Section 37 \$\$ or space.
- Add landscaping, trees
- Street furniture – how do we increase space for people to stop, mingle
- More garbage cans
- More retail, community related, more coffee shops, friendly. Create a feeling like Roncesvalles or Bloor West Village.

6.

- Safer for pedestrians
- Want ‘destination’ retail, shops, services (to the neighbourhood) to attract pedestrian traffic. Restaurants, cafes (outdoor)
- Get the ‘Roncesvalles’ quality
- From Indian Road to Keele is desolate.
- Integrate North and South sides of Bloor
- Integrate Roof parking garage at Keele
- Keele Subway parking area is a barrier to North of Bloor
- Small retail, no big box stores.
- Must take into account West side of Keele, East side of Dundas
- The Pedestrian function is the priority, not vehicular traffic at both Keele and Dundas intersections
- Treed boulevard with grass
- Wider sidewalk with bike lane (Bloor Street West)
- Weather protection from the buildings
- Benches, flower pots, planted road island

7.

- Parking Green P – eg. Bloor West thrives better. Lighting, access
- Public parking not in front of stores, but behind, promote pedestrian friendly
- Development of corners – needs more blocks of retail, frontage, no large chunks that interfere with flow.
- 29 storeys ridiculous
- What happens at street level is most important
- Setback from the edge of property line.
- Architectural design also matters
- Make frontage looks like it belongs with small frontage retail neighbours

- Seniors need some place to go as part of streetscape – eg. More benches, also business frontages, Mixed use, services, places to cross for pedestrians on Bloor
- Invite Loblaws Development Estate Division to meetings – potential of site to redevelop
- Minimize cars that have to cross the sidewalk at Dundas West Subway laneway
- Density requires services.

8.

- Setback somewhat for extra sidewalk space and landscaping
- Consistent urban design guidelines relevant to this neighbourhood
- Store entrances right off sidewalk
- Remove curb parking on south side and widen sidewalks and add bike lanes
- Bloor needs identity created by big oak trees, gardens, fountains to be seen as a green extension of High Park
- We want benches
- Get rid of used car lots on Dundas and put parking lots at back as new buildings get built.

9.

- Get rid of billboards on buildings in this strip
- Don't like signs on side of buildings
- Use canopies to break up streetscape
- Keep sunshine on street
- Set buildings back to provide room for restaurants
- Height down – maybe 5 storeys
- Preserve churches – Lutheran/ St. Joan – if they fail – turn area into park
- Entry welcoming gate showing the neighbourhood (develop a name) Bloor by the Park??
- Provide a focal point – create a small meeting space – muffler area, Lutheran
- Prefer small stores/cafes mixed in with larger uses
- Stress social uses – reading
- Do not favour upper and lower street level stores
- Straighten Indian Road so continuous and use freed up space as a park (if Pet Valu site is redeveloped)
- Want surface pedestrian cross at Dundas and Bloor – no underground passages

10.

- Make new buildings open to the street. Setbacks
- Pedestrian friendly sidewalks – benches, trees, bumpouts? Widen sidewalk on north side of Bloor, fountains, adequate lighting – LED
- Better thought-out garbage/green/recycling collection systems at curb
- Encourage small businesses to stay and maintain character – e.g. green grocers
- Reduce street parking with underground parking – help increase space for bikes

- Developers need to be responsible for restoring sidewalk and roads to pre-construction conditions (or better)

11.

- Little Green (Trees)
- Boulevard (like Bloor/Kingsway)
- Green Roofs
- Setbacks for buildings
- Crosswalks
- Traffic calming measures from Dundas to Keele
- Look at Loblaws (Dupont and Christie) as model for Loblaws/Zellers property
- Need for Community Focus Point – public square – used car lot? Along Bloor?
- Get rid of Overhead wires on Bloor.

POST-IT EXERCISE

Dundas Street West

- Enforce no parking on west side of Roncesvalles at Dundas Intersection
 - Dangerous narrow sidewalk north of Roncesvalles at Boustead (west side)
 - Trees would assist in encouraging walking south from subway
- 2280 Large developments should happen in large parcels of land (@Loblaws), not on the small Joe Mercury's site
- 2288 Ugly Setback
- 2340-2360 **The Crossways**
 This building contributes very little to the community. Difficult areas for vehicles and pedestrians. Ditto the Crossways.
 Needs street related retail and subway entrance east of Dundas
 Utilize front steps from Crossways to entrance of TTC Station
 Join up Dundas West Station to Crossways and GO Station
 Subway entrance on east side of Dundas
 Retail Space in tunnel (like Eglinton Station)
 How about a pedestrian bridge, with areas for people to sit, etc. Across Dundas Street front the Crossways to Dundas West station?
 The streetscape in front of Crossways needs to be redeveloped to encourage all those residents to spend time and money in the neighbourhood.
- Dundas West TTC Station**
 Electric buses, not streetcars
 Needs a tall 'living wall' to hide ugly station from Edna (similar to Spadina Madison Station)
 Idling buses are a big problem, ugly planters along Edna, screeching streetcars.
- 2376-2388 Need pedestrian link to GO station
 Eliminate strip mall plazas at Dundas and Bloor
 Sidewalk way too narrow

Build more over the train track bridges so people will not keep cutting fences and walking across tracks

Dundas St. W. North of Chelsea Avenue

Pedestrian friendly priority over cars, more crosswalks; North of Bloor if more traffic and longer walk; signs for pedestrians.

Access to railpath from west side

Replace chain-link fence with wooden sound barrier and borders.

Boulevard in middle of Dundas and decrease speed limit.

Bloor Street West

- Trees please
- Priority to create Bike Lanes!; On Bloor east/west
- More trees on Bloor Street (as in 1st block west of Dundas)
- Bicycle parking could be improved; keep wide curb lanes or explore idea of bike lanes on Bloor Street.
- No more massage parlours, no massage parlours.
- Slow down traffic on Bloor Street.
- City follow your own rules, make developers follow rules.
- Friendly Boulevard like Bloor and Royal York (between Keele and Indian Road)
- Needs identity

Bloor Street West Underpass (GO Station)

- Trees, art, ANYTHING to make it less ugly
- Slow down Bloor Street traffic; make it safer for pedestrians; make sidewalks more inviting; better lighting and safety under bridge.
- Needs improvement

1515 Bishop Marrocco School

Potential for co-use of green space

Pedestrian access to Bloor Street (link Loblaws, etc., to Bloor instead of going around school.

1540 Would hope for stricter limit on height here – perhaps 15 storeys

A neighbourhood that is a neighbourhood, not just impersonal high-rises, buildings like the new one at Dundas east side of Howard Park (not 30 storeys, impersonal)

No 29 storeys

Corner of Bloor Street West and Dundas Street West –

- I'm driving my kids to school because it's not safe for them to ride their bikes on Bloor.
- Make underground walkway at Bloor and Dundas intersection, same as in Europe cities
- Intersection needs to be redesigned to make it more safe for pedestrians and more attractive to the community (e.g. textural crossing ie. Bricks) for pedestrians
- Complete Dundas and Bloor intersection redesign

- Enforce No U Turns in front of Dundas West Station

Bloor Street West and Alhambra Avenue–

- Sidewalks and pedestrian safety

Bloor Street West and Dorval Road–

- Need Crosswalk
- Any new building must provide their own parking below ground (access off laneway, not Bloor); retain (and enforce) the current 3x zoning; Max. 16m/4 storey height; Retain sunlight on south side of Bloor Street.
- Cyclist Safety
- Pedestrian crossing (between Indian Road and Dorval)
- Need stoplight or crosswalk
- Need stop signs at Dorval and Edna

1638 Ugly setback/car safety; shops are useful though

Bloor Street West and Indian Road –

Cars eastbound turning north can not see traffic see traffic light at Indian road.

Dangerous poorly defined crossways cars go through as ‘red light’

1660 Don’t build here, renovate

Redevelop parking lot with landscaping/# of parking spaces and hide subway overpass with 2nd level

1691-1701 Keep church areas, if leave, make a park.

1728 Ugly setbacks – agree!

Bring to front of lots

1730 Pedestrian Safety, Avoid cars from crossing sidewalk

Strip mall should be replaced with retail/commercial and residential up to current zoning

1750 Ugly Setbacks

Street related retail and higher density

Bloor Street West and Keele Street

- More pedestrian friendly with longer walk signs.
- Gone (turning lane from Bloor to Parkside)

TTC Corridor

- Rebuild parking lot at Dorval and Edna to a 3-level to allow more paid parking from retail shoppers
- Build a greenspace over top of subway
- The entire TTC corridor, parking lots, etc. present an unattractive BARRIER that keeps residents from the neighbourhood away from Bloor St. businesses. There should be a softening of this area to encourage pedestrian traffic to a more low-scale retail area along Bloor. There needs to be linkages with the park.
- Barrier