

**City Initiated ‘Avenue Study’ of Bloor Street West between Keele Street and the rail corridor, and Dundas Street West between Glenlake Avenue and Boustead Avenue – Final Report**

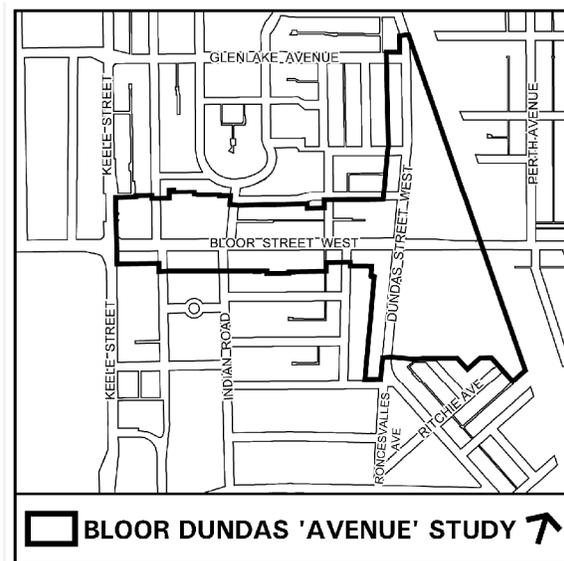
<b>Date:</b>	October 22, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Policy and Research Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 14 – Parkdale-High Park
<b>Reference Numbers:</b>	08 164661 CPS 00 TM te090047

**SUMMARY**

These City-initiated amendments are subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

This report recommends approval of amendments to the Official Plan and Zoning By-law 438-86, and adoption of Urban Design Guidelines to implement the findings and recommendations of the Bloor-Dundas ‘Avenue’ Study. The report also provides recommendations and an implementation strategy to help advance the revitalization of Bloor Street West and Dundas Street West within the Study Area.

The proposed zoning by-law amendments are intended to facilitate intensification in a mid-rise form characterized by a defined building base / podium with active at-grade non-residential uses that will strengthen the main street function of Bloor Street West and Dundas Street West. Proposed built form requirements including setbacks,



upper level step-backs and maximum heights are intended to create a balance between new development along the *Avenues* (Bloor Street West and Dundas Street West) and the adjacent low-rise *Neighbourhoods*.

The proposed Official Plan Amendment applies to a large block of land on the east side of Dundas Street West, south of Bloor Street West. The lands are currently occupied by a grocery store and a mix of uses and a large surface parking area. During the Avenue Study a number of principles of development were identified for these lands. The proposed amendment brings forward these principles into a Site and Area Specific Policy to guide future development proposals for these lands.

Overall, the recommendations and implementation strategy in this report support the *Avenue* policies in the Official Plan and build on the findings of the Bloor Street Visioning Initiative adopted by City Council in Spring 2008. Together they will assist in creating opportunities for new housing and jobs and an improved public realm, all of which will contribute to a more vibrant community in the Bloor Street West and Dundas Street West area.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that City Council:**

1. Amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 11.
2. Amend Zoning By-law 438-86 of the former City of Toronto substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 12.
3. Authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. Adopt the Urban Design Guidelines for Bloor Street West between Keele Street and the rail corridor, and Dundas Street West between Glenlake Avenue and Boustead Avenue as provided in Section 6 of the Bloor-Dundas 'Avenue' Study - Final Consultant Report dated September 2009, attached as Attachment No. 9.
5. Request Heritage Preservation Services to review the following properties, 1691 Bloor Street West (Redeemer Lutheran Church), 1573 Bloor Street West (Lithuanian Community House) and 2454, 2466, 2480 Dundas Street West (warehouse buildings), and report back to the Toronto Preservation Board and Toronto and East York Community Council on whether these properties should be included on the City's Inventory of Heritage Properties.

6. Adopt the recommendations contained in the Community Services and Facilities Assessment set out in Attachment 10.
7. Request Transportation Services and Technical Services to examine the opportunity to improve the public realm at the northwest corner of Roncesvalles Avenue and Boustead Avenue as identified in Section 5.4.3 of the Bloor-Dundas 'Avenue' Study - Final Consultant Report dated September 2009, as part of the Roncesvalles Avenue streetscape improvements.
8. Adopt, in principle, the two preferred short-term options for the Bloor Street West Right-of-Way prepared for the Study Area in Attachment No. 7, and request Transportation Services to bring forward an implementation report to the Public Works and Infrastructure Committee.
9. Request Transportation Services to examine the three preferred long-term options for the Bloor Street West Right-of-Way identified in Section 5.4.2.1 of the Bloor-Dundas 'Avenue' Study - Final Consultant Report dated September 2009, as part of its study of the feasibility of a bikeway on Bloor Street and Danforth Avenue, as directed by City Council on October 22 and 23, 2007.
10. Request Transportation Services to investigate and consider measures, such as signals, to facilitate pedestrian crossings of Bloor Street West in proximity to Dorval Road.
11. Request Transportation Services to install zebra crosswalk markings at the Bloor Street West and Dundas Street West intersection to facilitate pedestrian movements to the TTC's Dundas West Station.
12. Request the Toronto Transit Commission to examine its directional signage to improve pedestrian movements to the Dundas West and Keele subway stations from the Bloor - Dundas and Bloor - Keele intersections, respectively.
13. Request the Toronto Transit Commission to investigate the feasibility of a new entrance to the Dundas West Station on the east side of the Dundas Street West right-of-way as part of any proposed transit improvements in the area.
14. Request Parks, Recreation and Forestry staff, in consultation with the Ward Councillor, to investigate and report back to Toronto and East York Community Council on the possibility of entering into an agreement with the Toronto Catholic School Board for greater public recreational use of the playing field at Bishop Marrocco - Thomas Merton Catholic Secondary School.

## **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

At its March 2008 meeting, City Council approved an *Avenue* study for the portion of Bloor Street West between Keele Street and the rail corridor, and Dundas Street West between Glenlake Avenue and Boustead Avenue. This area's locational attributes including TTC and GO transit infrastructure, underutilized sites and recent development interest make this area a prime candidate for an *Avenue* study to help the area accommodate growth in a context-appropriate manner.

## **ISSUE BACKGROUND**

### **Why An Avenue Study?**

Bloor Street West and Dundas Street West are identified as *Avenues* in the Official Plan. *Avenues* are selected corridors along major transit routes where transit-supportive re-urbanization is intended to create new jobs and housing while improving local streetscapes, infrastructure and amenities. *Avenues* are intended to gradually accommodate development as Toronto continues to grow.

As 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*, or section of longer *Avenues*, through a local *Avenue* study involving local residents, businesses and other stakeholders.

### **Area Characteristics**

The Study Area includes an 850-metre segment of Bloor Street West between Keele Street and the CN Rail corridor, and a 750-metre segment of Dundas Street West between Glenlake Avenue and Boustead Avenue. Attachment 1 shows the Study Area boundary.

Bloor Street West is a major arterial road with a four-lane cross-section within a 27 metre right-of-way. The grade of Bloor Street West begins to decline heading west from Indian Road. Dundas Street West is a minor arterial road and has a 20 metre right-of-way with a four-lane cross-section that includes streetcar infrastructure in the two centre lanes.

Within the Study Area building heights are predominantly two to three storeys with limited examples of six to ten storeys and one 13-storey building. The Crossways Complex with its two 29-storey towers at the northeast corner of Bloor Street and Dundas Street West is approximately 81 metres tall and is an anomaly in the Study Area.

Bloor Street West, east of Indian Road, is a typical main street fronted primarily by two to three storey buildings with at-grade commercial and residential units above. West of Indian Road, the main street character of Bloor Street West is less consistent as it is interrupted by plazas with front yard parking and a few office buildings on the north side,

while the south side consists mainly of street-related mixed use buildings, rental apartment buildings and institutional uses.

The built form along Dundas Street West is more fragmented than Bloor Street West. Primarily house-form buildings on narrow lots occupy the west side of the street, while the east side is characterized by a mix of uses in single and multi-storey buildings on larger properties.

A variety of uses are found in the Study Area including local retail and commercial, office, grocery stores, a gas station, churches, social service agencies, a range of housing types and tenure, and community and institutional facilities. These uses also serve residents in the surrounding neighbourhoods.

The Study Area benefits from considerable transit infrastructure including the Dundas Street West and Keele Street TTC subway stations, several TTC streetcar and bus routes and the Bloor GO station. All portions of the Study Area are within walking distance of higher order transit.

## **Study Process**

In Spring 2008 the City retained the consulting firm of Brook McIlroy Planning & Urban Design/Pace Architect as the lead consultant for the Bloor-Dundas 'Avenue' Study with Poulos & Chung Limited providing related transportation work.

The Bloor-Dundas 'Avenue' Study consisted of three phases: research, design alternatives and synthesis / final report. Community engagement occurred in each phase.

## **Community Engagement**

The study's community engagement process consisted of community meetings, a design workshop, a dedicated web site and establishment of a Local Advisory Committee (LAC). The role of the LAC was to advise City Planning staff and the consulting team of issues and opportunities within the area, and to provide feedback throughout the study process. LAC membership included local residents, business owners and property owners, and the Ward Councillor.

Community consultation meetings were held:

- June 26, 2008 - LAC meeting
- July 8, 2008 - Kick-Off Public Meeting
- September 3, 2008 - LAC meeting
- September 20, 2008 - Design Workshop
- November 5, 2008 - LAC meeting
- November 18, 2008 - Public Meeting with feedback from the design workshop
- January 26, 2009 - Public Meeting presenting draft study recommendations
- March 18, 2009 - LAC meeting
- February 17, 2009 - Meeting with Ritchie Triangle Residents

Community members, in addition to their LAC representatives, were able attend the November 5 and March 18 LAC meetings. Discussions at the various consultations helped to inform the study's work. City Planning also received written comments from community stakeholders throughout the community engagement process. This report's Comments section identifies the community feedback in relation to the various components of the Study's implementation strategy.

City Planning also maintained a dedicated web site during the study - [www.toronto.ca/planning/bloodundas.htm](http://www.toronto.ca/planning/bloodundas.htm). The web site was a valuable resource for providing study information and allowing individuals unable to attend consultation meetings, or those interested in reviewing material on their own, to be involved and provide their feedback to City Planning and the Ward Councillor.

## **Recent Area Planning Activity**

### **Bloor Street Visioning Initiative**

In October 2007, City Planning in consultation with the Ward Councillor initiated the Bloor Visioning Initiative in response to community and development interest in the Bloor and Dundas area. The goal of the Bloor Visioning Initiative was to identify guiding principles to be used to inform decision-making and the *Avenue* Study for the Bloor Street West and Dundas Street West area. Through a series of community consultations seven guiding principles were developed:

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

Collectively the principles are intended to promote responsible intensification, to foster and support a compact, complete community that is well designed and offers transportation choices. At its July 2008 meeting, City Council adopted the recommendation in City Planning's Final Report that the report be forwarded to the consultants to inform the *Avenue* Study for the Bloor Street West and Dundas Street West area.

### **Bloor-Lansdowne 'Avenue' Study**

In January 2000, City Planning undertook the Bloor-Lansdowne 'Avenue' Study located to the east of the Bloor-Dundas 'Avenue' Study. The two study areas overlap at the Bloor Street West and Dundas Street West intersection. The study's recommendations included introducing a mix of residential and commercial permissions and heights in keeping with other portions of Bloor Street West, streetscape improvements, options for a

connection between the TTC and GO facilities, and community service and facility improvements. Council adopted City Planning's Final Report at its November 26, 27 and 28, 2002 meeting.

### **Development Activities**

Prior to the Bloor-Dundas 'Avenue' Study, two development applications were submitted to the City:

a) 1638-1640 Bloor Street West

An application received in January 2008 for a 12-storey mixed use building at the corner of Indian Road and Bloor Street West. Following submission of a revised site plan, City approval was given. The Ontario Municipal Board subsequently approved the revised proposal.

b) 1540 Bloor Street West

An application received in June 2007 for a 29-storey building at the corner of Bloor Street West and Dundas Street West. A revised application for a 27-storey building was received in August 2009. The applicant has appealed the proposal to the Ontario Municipal Board. City Planning staff have prepared a Request for Direction Report for the November 10, 2009 meeting of the Toronto and East York Community Council.

Further development interest in the area is likely given increased demand for city living, existing area amenities and services, excellent public transit, proximity to the downtown and the number of underdeveloped sites in the Study Area.

## **Provincial Policy Statement and Provincial Plans**

### **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.

The PPS includes policies directing municipalities to manage and direct land uses to achieve efficient development patterns. Policy 1.1.3.3 states:

Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planning infrastructure and public service facilities required to accommodate projected needs.

The PPS recognizes that the Official Plan is the most important vehicle for implementing its policies. That is, there is recognition that a municipality through its Official Plan will

develop policies, in keeping with the PPS, to direct growth within their local context. As discussed below, the City of Toronto Official Plan through its growth strategy and land use designations supports and complements the PPS.

### **Growth 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; 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.

The Growth Plan focuses growth in Urban Growth Centres, Major Transit Station Areas, Intensification Corridors, Employment Areas and Designated Greenfield Areas. The Toronto Official Plan identifies *Avenues* where contextually appropriate, transit-supportive re-urbanization is intended. The Official Plan's *Avenues* policies are consistent with the Growth Plan's Intensification Corridors policies. Likewise, the Official Plan's higher order transit stations (e.g. subway stations) are consistent with the Growth Plan's Major Transit Station Areas.

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

### **Regional Transportation Plan**

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

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

Within the Bloor-Dundas 'Avenue' Study area, Dundas West Station is designated in *The Big Move* as a gateway hub, representing a confluence of five planned and existing regional rapid transit lines with a density target of 25,000 to 50,000 people and jobs within 800 metres of the station. The regional transportation plan envisions the realization of mobility hub objectives through the application of policies (such as those in

the Toronto Official Plan and arising from this *Avenue* Study) and the development of master plans for each mobility hub.

## Official Plan

The City of Toronto Official Plan provides a comprehensive policy framework to direct and manage physical, social and economic development change in a big, complex and fully urbanized city. The Plan encourages population and employment growth, recognizing that directing growth to appropriate areas is critical to Toronto's future. The Plan's overriding objective is to maintain and improve the quality of life in Toronto.

Chapter Two sets out the growth management strategy to guide reurbanization and direct job and population growth to certain 'growth' areas - *Downtown and Central Waterfront, Centres, Avenues* and *Employment Districts* - shown on Map 2, Urban Structure.

Bloor Street West and Dundas Street West in the Study Area are identified as *Avenues* on Map 2. The *Avenues* are important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities supported by transit while improving the public realm. To address the individual characteristics of each *Avenue*, or sections of longer *Avenues*, a framework for change will be tailored through a local *Avenue* study that 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, in keeping with the Official Plan.

Chapter Four's land use designations are considered one of the key implementation tools for achieving the growth management strategy of the Official Plan. Four land use designations, covering approximately 25 percent of the City's geographic area, will accommodate most of the increased jobs and population anticipated by the Plan's growth strategy: *Employment Areas, Institutional Areas, Mixed Use Areas* and *Regeneration Areas*.

The lands fronting along Bloor Street West and Dundas Street West in the Study Area are designated as *Mixed Use Areas* on the Land Use Plan, in the Official Plan (see Attachment 2). This land use designation permits a range of residential, commercial, employment and institutional uses, in single or mixed use buildings, as well as parks and open space and utilities. The policies provide criteria that direct the form and quality of development in this land use designation including a transition between areas of different development intensity and scale.

It is important to recognize that the *Mixed Use Areas* designation generally serves to implement the Official Plan's strategy for managing growth in many areas across Toronto including the *Downtown and Central Waterfront*, the *Centres* (e.g. North York Centre, Yonge-Eglinton Centre) and certain lands along the *Avenues*. Given the varied urban geographies and the policy emphasis on development compatibility with the local context, not all *Mixed Use Areas* will experience the same scale or intensity of development. Generally, the *Mixed Use Areas* in the *Downtown* will have the most intense urban form in terms of densities and built form. The *Centres* will develop at

differing scales and densities based on their secondary plans and zoning by-laws. The appropriate scale of development on lands designated as *Mixed Use Areas* along an *Avenue* will be determined through an *Avenue Study*, and will generally result in permissions at a much lower scale than in the *Downtown* and most often at a lower scale than in the *Centres*.

The Official Plan also contains policies for development in *Mixed Use Areas* that are adjacent to or close to *Neighbourhoods*. In this case, established *Neighbourhoods* are located on either side of Bloor Street West and west of Dundas Street West as well as on the east side of Dundas Street West south of the Study Area. Section 2.3.1, Healthy Neighbourhoods, states that development in *Mixed Uses Areas* that are adjacent or close to *Neighbourhoods* will:

- a) be compatible with those *Neighbourhoods*;
- b) provide a gradual transition in scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from the *Neighbourhoods*;
- c) maintain adequate light and privacy for residents in those *Neighbourhoods*; and
- d) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

These policy objectives helped to guide the analysis of conceptual development scenarios on the *Avenues* undertaken as part of the Bloor-Dundas 'Avenue' Study.

The Toronto Official Plan is available on the City's website at:  
[www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

## **Zoning**

By-law 438-86 of the former City of Toronto applies to the entire Study Area. Attachments 3 and 4 show the general zoning districts in the Study Area.

Properties fronting on Bloor Street West and the west side of Dundas Street West are zoned Mixed Commercial Residential (MCR) with building height permissions from 13 to 16 metres and density permission between 2.5 and 3.0 times the area of the lot. A variety of commercial and residential uses are permitted in a MCR zone in either mixed use or single use buildings.

Properties on the east side of Dundas Street West, north of the Crossways Complex at Bloor Street West, are zoned for industrial uses (I) with building height permission from 14 to 23 metres and a density permission of 2.0 times the area of the lot.

Properties on the east side of Dundas Street West, south of Bloor Street West, as well as a stretch of land south of the elevated subway tracks and behind properties fronting on Bloor Street West between Keele Street and Indian Road are zoned for residential uses

(R). Building height permission are 9 to 10 metres with density permission between 0.6 and 1.0 times the area of the lot.

## **Agency Circulation**

The recommendations presented in this report have been developed in consultation with the appropriate agencies and City divisions.

## **COMMENTS**

Building on the principles established in the Bloor Street Visioning Initiative undertaken by City Planning early in 2008, the consultants' Final Report dated September 2009 contains a Community Framework in Section 5 developed during the course of the Bloor-Dundas 'Avenue' Study with input from local stakeholders.

The Community Framework provides for significant intensification across the Study Area in a context-appropriate manner and identifies various public realm improvements to achieve a vision for the Study Area as a vibrant, mixed use, mid-rise community providing a range of housing and employment opportunities, active main streets with a pedestrian emphasis and new development that complements the existing urban fabric and delivers responsible intensification in a form that supports the City's focus on investment in quality of life, the promotion of transit use, and the preservation and enhancement of adjacent stable neighbourhoods.

To achieve this vision, the Community Framework contains built form recommendations, Opportunity Site analysis, transit and street improvements, community facilities and services recommendations, and sustainability opportunities. The majority of the recommendations and improvements fall under the following categories: enhancing the pedestrian and cyclist experience, encouraging high-quality built form, open space opportunities and promoting a mix of uses.

The following sections outline and describe the implementation strategy for the Community Framework. The consultants' Final Report is available on the Bloor-Dundas 'Avenue' Study website at: [www.toronto.ca/planning/bloordundas.htm](http://www.toronto.ca/planning/bloordundas.htm)

## **Implementation Strategy**

The implementation strategy for the Community Framework resulting from the Bloor-Dundas 'Avenue' Study consists of the following components:

- updated zoning permissions to provide contextually appropriate as-of-right zoning designed to achieve high quality, mid-rise development along Bloor Street West and Dundas Street West in the Study Area;
- an Official Plan Amendment to bring forward a Site and Area Specific Policy for a large block of land on east side of Dundas Street West, south of Bloor Street, to guide its redevelopment as a mixed use neighbourhood;
- Urban Design Guidelines to guide the built form character of development and public realm improvements within the Bloor-Dundas 'Avenue' Study Area;

- various public realm improvements and opportunities to support city living and make the area attractive to residents and businesses, with recommendations for the appropriate City Divisions and/or agencies;
- examination of certain properties that may have potential as cultural heritage resources, and identification of private open spaces with the potential to provide greater public amenity for the community; and
- community service and facilities needs to be addressed as development occurs.

## **Proposed Zoning By-law Amendment**

The proposed Zoning By-law Amendment in Attachment 12 contains detailed land use permissions and standards to regulate new development within the Study Area. The amendment sets out contextually appropriate as-of-right zoning that includes provisions related to permitted uses, maximum density and height and other standards as described below.

The proposed Zoning By-law Amendment applies to properties fronting onto Bloor Street West and Dundas Street West as well as a strip of land located north of Bloor Street West and south of the elevated subway tracks between Keele Street and Indian Road. The proposed amendment does not apply to a block of land on the east side of Dundas Street West, south of Bloor Street West, with the municipal addresses: 2238 to 2288 Dundas Street West and 105 Ritchie Avenue (commonly referred to as the Loblaw lands and identified as Opportunity Site 8 in the consultants' study). This report recommends an Official Plan Amendment containing a Site and Area Specific Policy of the Official Plan to guide future development proposals for these lands, as discussed later in this report.

Key components of the proposed Zoning By-law are summarized below.

### **Building Height and Density**

The majority of the lands within the Study Area will have a maximum height of 20 metres (approximately 6 storeys). To discourage the underdevelopment of sites, a minimum building height of 10.5 metres (approximately three storeys) is required.

To encourage a mix of uses, the proposed zoning by-law permits a maximum combined density of 4.0 times the area of the lot with residential and non-residential densities permitted up to 3.0 times and 1.5 times the area of the lot, respectively. The recommended mixing formula is "MCR T4.0 C1.5 R3.0". Attachments 5 and 6 show the proposed general zoning heights and density.

To promote an active street edge, the proposed by-law requires non-residential uses on the ground floor and a minimum ground floor height of 4.5 metres. Ground floor uses such as retail, commercial, office or a community use, will contribute to vibrant, pedestrian main streets on Bloor Street West and Dundas Street West. The required minimum ground floor height will be able to accommodate a variety uses.

As part of the Bloor-Dundas 'Avenue' Study eight Opportunity Sites were identified with input from the community as having development potential in the short to medium-term.

It is important to note that a number of these Opportunity Sites require consolidation of properties to achieve their full development potential. The consultants prepared conceptual demonstration plans for these sites in order to understand the built form recommendations that evolved during the course of the study. Section 5.3 in the consultants' Final Report describes the selection process and the demonstration plans for each Opportunity Site in detail.

Of the eight Opportunity Sites, three sites will have the same maximum height (20 metres) and density permissions (MCR T4.0 C1.5 R3.0) as the majority of the properties in the Study Area:

- Opportunity Site 5 at the southeast corner of Bloor Street West and Alhambra Avenue
- Opportunity Site 6 at the southwest corner of Bloor Street West and Chelsea Avenue
- Opportunity Site 7 located on the east side of Dundas Street West, north of Bloor Street

During community consultation a number of residents raised concerns about Opportunity Site 5 and potential built form and traffic impacts on the abutting homes and Alhambra Avenue. While there are house-form buildings on the properties that form Opportunity Site 5, these lands are designated *Mixed Use Areas* in the Official Plan and zoned for mixed use in the Zoning By-law. A public lane separates Opportunity Site 5 from the designated residential properties to the south along Alhambra Avenue. Initially an 8-storey conceptual development scenario was shown on this site, however, after further analysis and the application of rear yard setbacks and angular plane, the concept was reduced to 6-storeys or 20 metres. The existing zoning permission is 16 metres. Redevelopment of Opportunity Site 5 as shown in the consultants' Final Report would require property consolidation along with a widening of the public lane to accommodate vehicular access. If it were to be redeveloped, the proposed zoning regulations along with the Urban Design Guidelines and Official Plan policies would ensure a development that is compatible with the adjacent neighbourhood.

As noted earlier, Opportunity Site 8 (the Loblaw lands) will be dealt with through an Official Plan Amendment.

The consultants' analysis identified four Opportunity Sites with the potential for additional height and density. These sites are:

- Opportunity Site 1 at the northeast corner of Bloor Street West and Keele Street. Two conceptual demonstration plans were developed for this site. Option 1A considers the site as a consolidated development parcel (gas station and plaza properties), while Option 1B retains the gas station and considers the plaza at the corner of Bloor Street West and Indian Grove as a single site.
- Opportunity Site 2 at the northwest corner of Bloor Street West and Indian Road.

- Opportunity Site 3 at the northwest corner of Bloor Street and Dundas Street West.
- Opportunity Site 4 at the southeast corner of Bloor Street and Indian Grove.

The proposed zoning by-law permits the following maximum heights and densities on these sites subject to the built form standards in the by-law:

- Opportunity Site 1 (Option 1A) and Opportunity Site 3 – maximum height of 47 metres (approximately 15 storeys) at the main street intersection stepping down to 32 metres (10-storeys) with a density formula “MCR T7.0 C2.0 R6.0”
- Opportunity Site 1 (Option 1B) and Opportunity Site 2 – maximum height of 32 metres (approximately 10 storeys) with a density formula “MCR T5.5 C2.0 R4.5”
- Opportunity Site 4 – maximum height of 26 metres (approximately 8 storeys) with a density formula “MCR T5.0 C2.0 R4.”

Opportunity Site 1 (Option 1A) and Opportunity Site 3 require property consolidations in order to utilize the above-noted heights and densities to achieve their full development potential as shown in the consultants’ Final Report. In the absence of property consolidations, redevelopment of the property anchoring the north corner of the intersection of Bloor Street West at Keele Street and at Dundas Street West can occur albeit at lower scale. Given each property is located at a major intersection and is buffered from the adjacent low-rise residential neighbourhood by the TTC’s subway transit infrastructure, a maximum height of 32 metres (approximately 10 storeys) with a density formula “MCR T5.5 C2.0 R4.5” is appropriate. The proposed zoning by-law addresses this condition.

Ultimately, the ability of any given site developing to its maximum height and density permissions is dependant on the other built form requirements, such as podium step-backs and angular plane, being addressed. The following sections discuss these requirements.

### **Building Podium Height & Step-backs**

Buildings frame and give a sense of enclosure to the streets and open space. The character and scale of a building podium is important because it creates a street-wall that defines the quality of the pedestrian experience. There was consensus among residents that any new development should provide a strong podium that complements the existing attractive built fabric.

The consultants’ Final Report recommends podium heights and upper level step-backs along Bloor Street West and Dundas Street West as follows:

- Bloor Street West – a podium height of three or four storeys with a five metre step-back above;
- Dundas Street West (north of Bloor Street West) – a podium height of four storeys with a 2.5 metre step-back above or the possibility of no podium;

- Dundas Street West (south of Bloor West ) – a podium height of four storeys with a 2.5 metre step-back above; and
- steps-backs of 2.5 metres above the podium on the side street frontages.

City Planning staff have examined the consultants’ recommendations. A consistent podium height along Dundas Street West will help to strengthen the main street character and its interface with both Bloor Street West and Roncesvalles Avenue. Accordingly, the proposed zoning by-law requires a podium height of 13.5 metres (approximately 4-storeys) with a step-back of 2.5 metres above for Dundas Street West. To ensure the building podium is clearly defined, balconies will not be permitted to project into the step-back zone. For Bloor Street West a podium height of 13.5 meters (approximately 4-storeys) with a five metre step-back above achieves the objectives identified by the community of relating new buildings to the existing lower-scale context and providing a human-scaled street-wall that strengthens the main street character of Bloor Street West. Balconies on floors above the building podium will be permitted to project two metres into the step-back zone.

### **Side Yard Step-backs**

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

In response to the first condition, the podium height fronting on Bloor Street or Dundas Street West should “wrap” around the corner onto the side street. This will result in a step-back on the side street above the podium height. This is an important part of the building’s transition downward in scale to that of the buildings on the adjacent street. To achieve this transition, the zoning by-law requires a 2.5 metre step-back above the podium on the side street frontage.

In response to the second condition, where a building abuts another property (mid-block condition) the proposed zoning by-law requires the façade to be step-back a minimum of 1.2 metres above the podium height to provide opportunities for design elements and secondary windows. On the few Opportunity Sites with height permissions above 20 metres, the proposed zoning by-law requires a minimum 5.5 metre setback of the façade adjacent to the side lot line. This will allow for substantial expanses of glazing and encourage investment in the design treatment of these visible side facades.

### **Rear Yard Transition**

The proposed zoning by-law requires angular planes and rear yard setbacks to ensure an appropriate transition from the main street character of Bloor Street West and Dundas Street West to the adjacent neighbourhoods.

A minimum 7.5 metre rear yard setback is proposed for all properties that abut a residential or transit zoning district. In addition, a minimum 1.5 metre landscape buffer is required along a lot line abutting a residential property.

New development on the west side of Dundas Street West and south side of Bloor Street West will be subject to a 45 degree angular plane projected over the lot from the 7.5 metre rear yard setback at a height of 10.5 metres. A 10.5 metre building height at the rear coupled with the 7.5 rear yard setback provides an appropriate building scale adjacent to residential buildings, while the angular plane, which requires the upper storeys of the building to step-back from adjacent residential uses, helps to minimize overlook and privacy impacts and shadowing.

### **Upper Floor Step-backs**

The consultants' Final Report identified that an upper storey step-back on the front facade may be beneficial for taller mid-rise buildings. City Planning staff have examined this suggestion and recommend a 2.5 metre step-back above 32 metres (10-storeys). This requirement applies to Opportunity Sites 1 and 3, which are the only two sites with height permissions above 32 metres.

### **Front Property Setback**

Sidewalks and boulevards contribute to a vibrant, comfortable pedestrian environment by facilitating pedestrian movement and creating opportunities for tree plantings, patios and street furniture. Generally, Bloor Street West has adequate sidewalk width and achieves a minimum 4.8 metres with the exception of the north side blocks between Keele Street and Indian Grove and between Dundas Street West and Dorval Road. These areas will be addressed in conjunction with improvements to the Bloor Street West right-of-way, discussed later in this report. On Dundas Street West, there are currently no sidewalks that achieve a 4.8 metre width and limited opportunities for widening in the narrower right-of-way because of streetcar infrastructure. To help achieve a minimum 4.8 metre sidewalk width, the proposed zoning by-law requires development to be setback a minimum 1.5 metres and 2.0 metres from the property line on the west and east side of Dundas Street West, respectively.

### **Build-to-Line**

Continuous building walls on either side of the street help to define a main street as an urban space. The proposed zoning by-law requires minimum 'build-to' standards. A minimum building height of 10.5 metres (approximately three storeys) or the podium height of 13.5 metres (approximately four storeys) must occupy a minimum of 80% of the frontage on Bloor Street and Dundas Street. These build-to-lines are intended to provide a continuous human-scaled street-wall and to discourage strip plazas with front yard parking and other uses that do not contribute to the pedestrian experience.

### **Access**

Where a development site has access to a rear lane or abuts a side street, the proposed zoning by-law requires vehicle access, including loading and servicing, from these points. The intent of this provision is to minimize the number of curb cuts and potential pedestrian and vehicular conflict along Bloor Street West and Dundas Street West.

## **Parking**

The existing “MCR” parking requirements will be maintained for the Study Area. Updated standards recognizing the area’s transit options will be provided as part of the City’s new zoning by-law.

## **Permitted Uses**

The majority of the Study Area is currently zoned “MCR” (Mixed Commercial Residential), which permits a broad range of commercial and residential uses. There are certain uses that are currently permitted, which do not support the *Mixed Use* policies in the Official Plan nor contribute to a vibrant public realm along a main street. These uses include low-rise residential uses, and auto-oriented uses, including automobile service and repair shops, service stations, car washing establishments. The draft Zoning By-law Amendment restricts the establishment of new uses. Existing uses would become legal non-conforming.

## **Zoning District Changes**

As discussed above, the majority of the Study Area is currently zoned Mixed Commercial Residential. There are a few properties within different zoning districts. This report recommends changes to the zoning for these areas to more adequately reflect their *Mixed Use* designation in the Official Plan. The zoning changes are proposed to the following lands:

- a) certain lands located north of Bloor Street West and south of the elevated subway tracks between Keele Street and Indian Road. It is recommended that these lands be rezoned from residential to mixed commercial residential (MCR) in keeping with the adjacent properties fronting Bloor Street West.
- b) certain lands along the east side of Dundas Street West, north of Bloor Street West:
  - The properties at 2376-2388 Dundas Street West are recommended to be rezoned from industrial to mixed commercial residential (MCR). This site is located immediately north of the Crossways Complex and have a 1998 Ontario Municipal Board approval for a 5-storey mixed use building fronting Dundas Street West and an 11-storey apartment building on the east portion of the site. The site is currently occupied by auto-related uses.
  - The properties at 2400-2440 Dundas Street West are recommended to be rezoned from industrial to mixed commercial residential (MCR). These properties were identified as an Opportunity Site during the Study given the existing large surface parking lot and single storey buildings containing a Price Chopper’s, Shoppers Drug Market and other uses. The properties are large enough to accommodate rail mitigation measures from the abutting rail corridor.

- The properties at 2454-2486 Dundas Street West are recommended to be rezoned from a general industrial zoning to an industrial zoning category that permits office uses to encourage a broader range of employment uses. These properties have existing warehouse-type buildings, which reflect the area's industrial past.

### **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits for increases in height and/or density pursuant to Section 37 of the *Planning Act*. Community benefits must bear a reasonable planning relationship to the increase in height and/or density, have an appropriate geographic relationship to the development and address associated planning issues.

The proposed zoning by-law increases the height and density above existing permissions to establish a 20 metres (6 storeys) and MCR T4.0 C1.5 R3.0 base zoning. No Section 37 benefits are being sought for these additional permissions. However, in addition, certain sites may receive additional height and density permissions provided Section 37 matters are secured. The provision of community benefits in conjunction with these larger developments will assist in addressing the additional demand on local community resources associated with these larger developments and thereby assist in maintaining the quality of life in the larger area, and implementing Official Plan objectives related to balanced and well managed growth. City Planning staff therefore recommend that where buildings are proposed to have a height and/or density greater than the recommended base zoning, the landowner be required to enter into a Section 37 agreement with the City to provide community benefits prior to obtaining the increase in height and/or density in the proposed zoning by-law.

Community benefits that can be secured include local service and facilities needs, such as daycare, identified in the Study's Community Services and Facilities Assessment, which is discussed later in this report, as well as capital facilities, such as local improvements to parkland and the public realm, identified in Policy 6 in Section 5.1.1 of the Official Plan. The proposed zoning by-law addresses this requirement.

### **Proposed Official Plan Amendment**

This report recommends an Official Plan Amendment for a block of land on the east side of Dundas Street West, south of Bloor Street West, with the municipal addresses: 2238 to 2288 Dundas Street West and 105 Ritchie Avenue (commonly referred to as the Loblaw lands). The lands are currently occupied by a grocery store and a mix of uses and a large surface parking area.

During the Study this block was identified as Opportunity Site 8 and a number of principles of development were identified in consultation with the community to help create a vibrant mixed use neighbourhood:

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

Demonstration plans were prepared by the consultants to illustrate how these principles could be addressed. These demonstration plans generated a lot of discussion and feedback from the community. It was recognized that redevelopment should achieve a number of city building objectives including integrating the lands with the larger community through extension of the public street network, a new public park, encourage a strong retail presence along the Dundas Street frontage, and provide a range of uses and built form that are responsive to the surrounding context, particularly the low-rise neighbourhood to the south.

Official Plan Policy 3 in Section 2.3.1, Healthy Neighbourhoods, recognizes that intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. The policy identifies various planning tools, such as a Secondary Plan, area specific zoning by-law or area specific policy, that Council can implement to help guide intensification following an Avenue Study or area based study.

In recognition of Opportunity Site 8’s redevelopment potential, this report recommends an Official Plan Amendment that brings forwards the above-noted principles of development into a Site and Area Specific Policy of the Official Plan to guide any future development proposals for these lands. The proposed Official Plan Amendment is in Attachment 11. Through a comprehensive planning process, future development proposals for these lands will demonstrate how the policies in this Site and Area Specific Policy are addressed.

### **Addressing Intensification**

The proposed Zoning By-law Amendment sets out development standards intended to promote intensification and redevelopment in a mid-rise building form that is contextually appropriate, building upon the area’s most attractive characteristics and minimizing adverse impacts on the surrounding *Neighbourhoods* and uses. It does this by evenly distributing the as-of-right opportunity for intensification along the two *Avenues* at a height, and in a form that will not overwhelm the scale of the prevailing main-street buildings. At the same time the proposed changes to zoning recognize that specific sites, by virtue of their depth, adjacencies and locations, have an opportunity to accommodate moderately greater intensification without detracting from the quality of the adjacent streets and neighbourhoods. By permitting additional density and height

above what is currently permitted, new development under the proposed zoning will provide additional housing and employment opportunities in an area well served by public transit infrastructure.

The proposed Official Plan Amendment brings forward a Site and Area Specific Policy that sets out a policy framework for directing the re-urbanization of a large parcel of underutilized lands into a vibrant, mixed use community, providing a range of uses and built form that responds to its surrounding context.

Overall, the proposed amendments implement Official Plan policies and provincial policy including intensification around transit infrastructure.

### **Heritage - Potential Sites**

The community identified a number of buildings and properties that contribute to the existing built context of the area and may have potential as cultural heritage resources, including the traditional main street buildings with their at-grade retail uses and commercial / residential uses on the upper floors and walk-up apartment buildings. The Redeemer Lutheran Church and its open space at 1691 Bloor Street West, Lithuanian House at 1573 Bloor Street West and the warehouse-type buildings at 2454, 2466 and 2480 Dundas Street West were cited as examples of area buildings and properties with potential heritage value to the community. This report recommends that these properties be reviewed by Heritage Preservation staff to determine whether they should be included on the City's Inventory of Heritage Properties and to report on their findings to the Toronto Preservation Board and Toronto and East York Community Council. If a property is included (listed or designated) on the Inventory of Heritage Properties it means the City will require that the cultural heritage values and attributes of the property be conserved. Heritage Preservation Services may also consider additional properties, at any time in the future, for their potential protection under the *Ontario Heritage Act*.

### **Urban Design Guidelines**

The consultants' Final Report identifies Urban Design Guidelines for the Study Area that build on the feedback received during the Study process. The Guidelines address both the public and private realms. Public realm guidelines address boulevard / sidewalk treatment, cycling infrastructure, parks and open space, public art, signage and accessibility. Private realm guidelines address building orientation, built form, façade articulation materials, bicycle facilities, and parking / servicing / loading arrangements, to encourage high-quality and context-appropriate development. Attachment 9 contains the Urban Design Guidelines.

This report recommends that Council adopt the Urban Design Guidelines, which will become a companion document to the Official Plan and Zoning By-law. The Guidelines will be used to evaluate development proposals and public realm improvements within the Bloor-Dundas 'Avenue' Study Area.

## **Public Realm**

A number of the recommendations in the consultants' Final Report deal with opportunities to improve the public realm and reflect community feedback received during the consultation process. These public realm improvements are discussed below and identified on the Public Realm Opportunities Plan in Attachment 8.

### **Bloor Street West Right-of-Way**

Through the Bloor Visioning Initiative and the Bloor-Dundas 'Avenue' Study, the community identified a number of concerns with the current Bloor Street West right-of-way configuration including a lack of dedicated bicycle lanes, traffic speed, no all-day on-street parking and limited boulevard / streetscape treatment. In response to these concerns, short-term and long-term options for reconfiguring the Bloor Street West right-of-way in the Study Area were developed by the consultant team in discussions with City staff. Short-term options included modifications that could be incorporated quickly, such as re-striping, while long-term options involved road reconstruction.

Short-term and long-term options were presented at the Study's design workshop and subsequent community meetings. Feedback on both the short-term and long-term options supported right-of-way reconfigurations that reduced the number of general purpose vehicular traffic lanes, introduced dedicated bicycle lanes, provided all-day on-street parking and wider boulevards with tree plantings. Attachment 7 provides the two preferred short-term options identified by the community. This report recommends that City Council adopt, in principle, these two preferred options and request Transportation Services to bring forward a report on implementation. This report also recommends that City Council request Transportation Services to examine the three preferred long-term options for the Bloor Street West Right-of-Way identified in Section 5.4.2.1 of the consultants' Final Report dated September 2009, as part of its study of examining the feasibility of establishing a bikeway on Bloor Street and Danforth Avenue, as directed by City Council on October 22 and 23, 2007.

### **Dundas Street West Right-of-Way**

Community feedback highlighted the need to improve the pedestrian environment along Dundas Street West in order to strengthen its main street character and facilitate pedestrian movements, including access to the TTC's Dundas West station. With its 20 metre right-of-way and streetcar infrastructure, there is less opportunity to reconfigure Dundas Street West compared to Bloor Street West, which has a 27 metre right-of-way. Accordingly, improvements to the pedestrian environment, such as sidewalk widening and tree plantings, will occur in conjunction with property redevelopment. On the east side of Dundas Street West, improvements can be achieved with the redevelopment of a few large properties. On the west side, implementing sidewalk widening and tree plantings through redevelopment will be more difficult due to the narrow parcel fabric. As noted earlier in this report, the proposed zoning by-law requires a building setback from the Dundas Street property line to facilitate these improvements.

### **Dundas – Roncesvalles Intersection**

Community feedback identified the pedestrian crossing at the intersection as problematic. While the existing two-stage pedestrian crossing is the most viable and safest method, the consultants' Final Report identified recommendations to improve the pedestrian environment at the intersection: introducing a bump-out (sidewalk widening) on the west side of Dundas Street West north of Boustead Avenue, staggering the stop lines for the two southbound lanes to improve pedestrian visibility, restriping the pedestrian crosswalk and improving signage. This report recommends that City Council request Transportation Services and Technical Services to examine these opportunities to improve the public realm as part on the on-going Roncesvalles Avenue streetscape improvements.

### **Pedestrian Crossing near Dorval Road**

Community feedback identified the potential of a new pedestrian crossing on Bloor Street West around Dorval Road. Introduction of a new crossing would facilitate pedestrian movements and retail interaction between both sides of the street, helping to strengthen the main street character of Bloor Street West. This report recommends that City Council request Transportation Services to investigate and consider measures, such as signals, to facilitate pedestrian crossings of Bloor Street West in proximity to Dorval Road.

### **Improved Access to Transit**

The need to improve pedestrian access to the Dundas West Subway station was identified by the community. Introduction of a second entrance/exit to the Dundas West Station on the east side of Dundas Street West would help to alleviate the mid-block crossings and pedestrian safety on Dundas Street West. This report recommends that City Council request the Toronto Transit Commission to investigate the feasibility of a new entrance to the Dundas West Station on the east side of the Dundas Street West right-of-way as part of any proposed transit improvements in the area, including as part of any involvement in Metrolinx's Mobility Hub exercise.

In terms of immediate measures to improve pedestrian access, the consultants' Final Report identified the widening of sidewalks and intersection crosswalks as well as enhanced signage for both the Dundas Street West and the Keele Street stations. The widening of the west sidewalk on Dundas Street West between Bloor Street West and the Dundas West subway entrance will improve pedestrian movements and should occur in conjunction with development. With respect to crosswalks and signage, this report recommends that City Council request Transportation Services to install zebra crosswalk markings at the Bloor Street West and Dundas Street West intersection, and that the Toronto Transit Commission examine its directional signage to improve pedestrian movements to the Dundas West and Keele subway stations from the Bloor - Dundas and Bloor - Keele intersections.

The consultants' Final Report also identified the need to improve the pedestrian amenity of the underpass by the Keele subway station. This also applies to the CN Rail corridor underpass on Bloor Street West. Murals are one type of aesthetic improvement that have been used elsewhere in the City to visually improve underpasses and can be considered in

these locations. Local community groups proposing mural projects can seek support from Transportation Services' Public Realm Section, which provides financial support for community mural projects.

## **Sustainability**

During the Study the community identified sustainability as an important objective for the area. With the potential for growth along the Bloor Street West and Dundas Street West, the need to reduce environmental impacts, provide renewable energy generation and incorporate sustainable design into buildings and open spaces, will help in creating a sustainable, mixed-use community. The consultants' Final Report outlines Toronto's approach – through regulations, initiatives and programs – for incorporating sustainability into city building practices.

The Toronto Green Standard (TGS) and the Green Roof By-law are two sustainability regulations developed by City Planning. The TGS represents Toronto's approach to greening development practices in multi-unit high-rise residential buildings, institutional, commercial and industrial buildings and low-rise residential and non-residential development. The Green Roof By-law requires green roofs on certain types of new buildings, helping to manage stormwater, enhance biodiversity, improve air quality and energy efficiency and reduce the urban heat island effect. New development in the Study Area must address these regulations, as required.

The City will also actively encourage development proposals to incorporate innovative sustainability measures in addition to those required by the above-noted sustainability regulations. Some of the larger sites in the Study Area have opportunities to consider renewable energy generation systems as part of their redevelopment.

## **Community Services and Facilities**

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

City Planning staff have conducted a Community Services and Facilities Assessment as part of the Bloor-Dundas 'Avenue' Study. The Assessment covers an area larger than the Bloor Dundas 'Avenue' Study in recognition of residents' ability to access key services and programs in the broader community. The Assessment is available on the Bloor Dundas 'Avenue' Study website at: [www.toronto.ca/planning/bloordundas.htm](http://www.toronto.ca/planning/bloordundas.htm)

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

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

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

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

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

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

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

To address service and facilities needs the Assessment recommends that as new development occurs in the Bloor Dundas 'Avenue' Study Area, consideration be given to the provision of the following:

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

means of compensating for the loss of the aquatic programming at Keelemount Public School.

This report recommends that City Council adopt the above recommendations of the Community Services and Assessment (also in Attachment 10). Through its planning approvals, including Section 37 provisions of the *Planning Act*, the Alternative Parkland Dedication By-law and development charges for new development, the City will be able to secure space or contributions to provide these facilities.

## **Parks and Open Space**

There are no public parks or public open spaces within the Study Area, but there are some smaller local parkettes in the adjacent neighbourhoods and High Park is immediately to the west.

As identified on Map 8b, Local Parkland Provision, in the Official Plan, the Study Area falls within the lowest range of local parkland provision and have been designated as a Parkland Acquisition Priority Area. In addition to acquiring new public parkland through the redevelopment of larger sites, which will gradually occur over a number of years, the Study Area contains two private open spaces with the potential to provide greater public amenity for the community.

The community identified the intersection of Bloor Street West and Indian Road as a focal point for this part of Bloor Street West. The Church of the Redeemer and its associated open space occupy the southwest corner of the intersection. This open space could be improved for greater public use through a shared service agreement with the City. An initial discussion was held with the church during the Study process, but no advances were made at that time. This opportunity should be investigated further.

The second open space is the playing field at Bishop Marrocco - Thomas Merton Catholic Secondary School at the southeast corner of Bloor Street West and Dundas Street West. The playing field could be a great resource to the community providing recreational programs and activities outside of school hours. To explore this opportunity further, this report recommends that City Council request Parks, Recreation and Forestry staff, in consultation with the Ward Councillor, to investigate and report back to Toronto and East York Community Council on the possibility of entering into an agreement with the Toronto Catholic School Board for greater public recreational use of the playing field.

## **Conclusion**

The recommendations and implementation strategy in this report support the *Avenue* policies in the Official Plan and build on the findings of the Bloor Street Visioning Initiative adopted by City Council in Spring 2008. Together, they will assist in creating opportunities for new housing and jobs and an improved public realm, all of which will contribute to a more vibrant community in the Bloor Street West and Dundas Street West area.

## **CONTACTS**

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## **SIGNATURE**

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## **ATTACHMENTS**

Attachment 1: Bloor-Dundas 'Avenue' Study Area

Attachment 2: Land Use Plan Excerpt, Official Plan

Attachment 3: Existing General Zoning (Density)

Attachment 4: Existing General Zoning (Height)

Attachment 5: Proposed General Zoning Map (Density)

Attachment 6: Proposed General Zoning Map (Height)

Attachment 7: Preferred Short-Term Bloor Street West Right-of-Way Option 1 & 2

Attachment 8: Public Realm Opportunities Plan

Attachment 9: Urban Design Guidelines

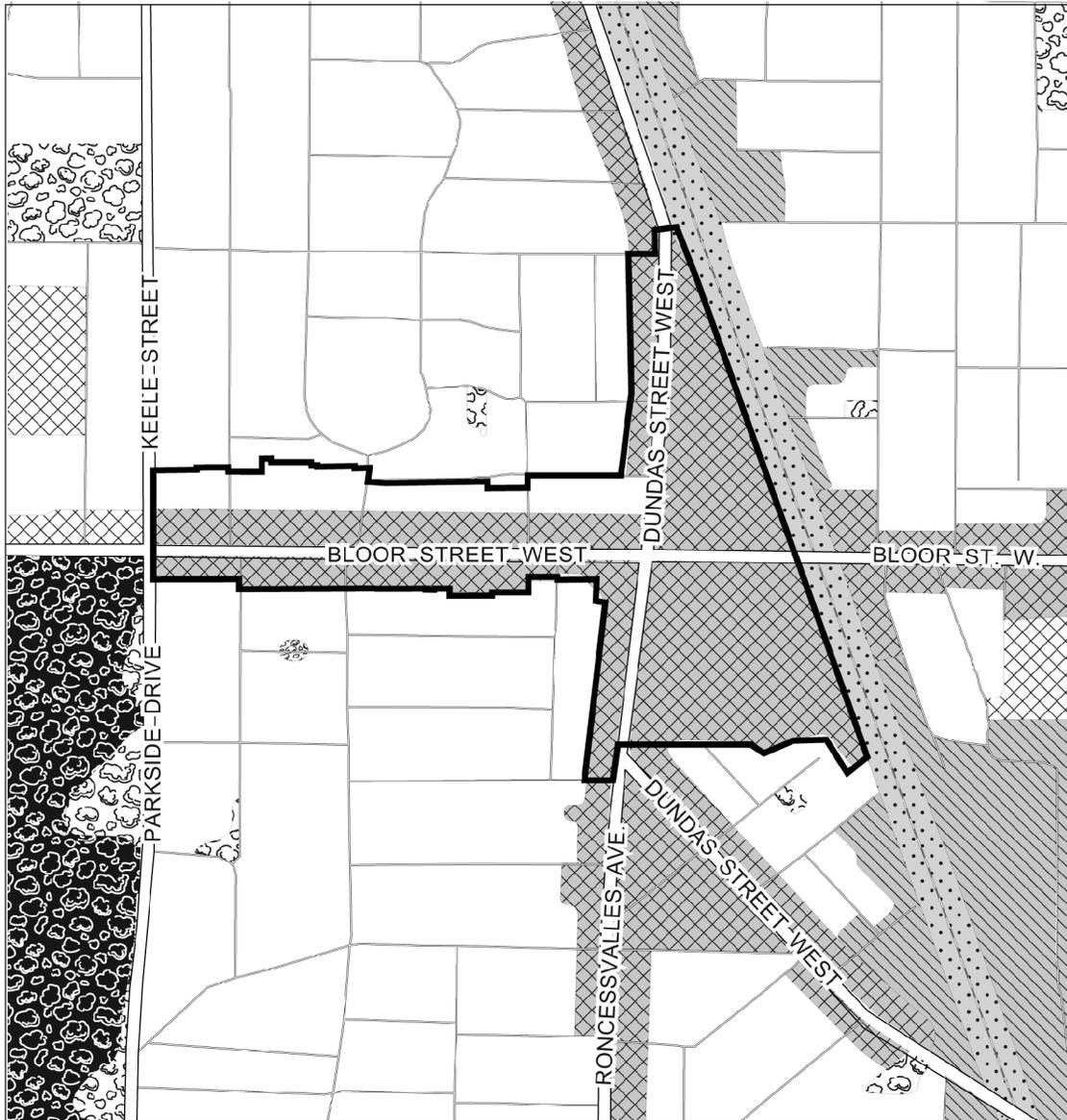
Attachment 10: Community Services and Facilities Assessment - Recommendations

Attachment 11: Draft Official Plan Amendment

Attachment 12: Draft Zoning By-law Amendment



## Attachment 2: Land Use Plan Excerpt, Official Plan



**TORONTO** City Planning  
**Official Plan**

**Bloor Dundas 'Avenue' Study**

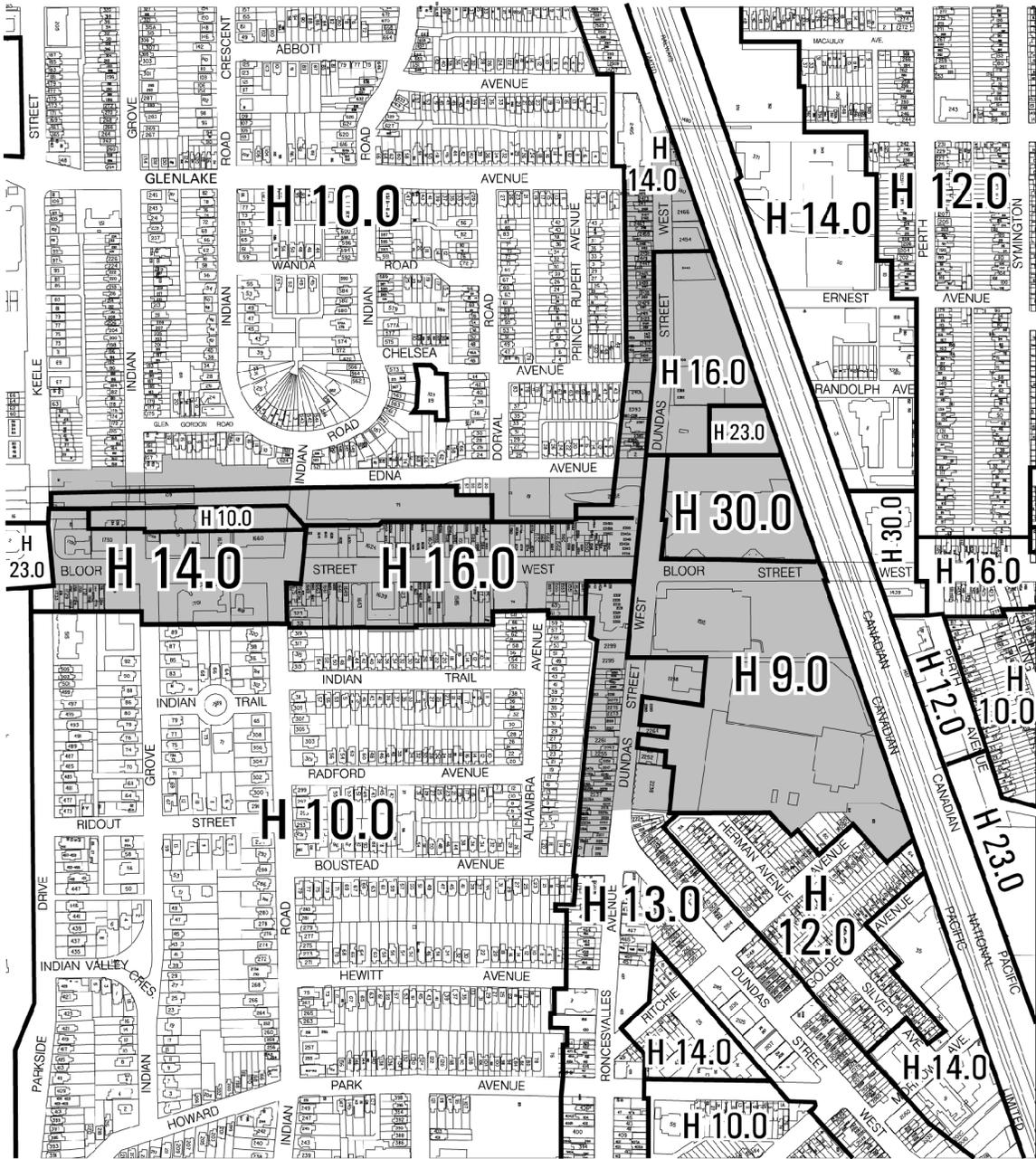
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↑  
 Not to Scale  
 09/21/09



## Attachment 4: Existing General Zoning (Height)



### Existing Height Limits

- Height Limit in Metres by By-Law 438-86 as amended
- Bloor Dundas 'Avenue' Study area boundary

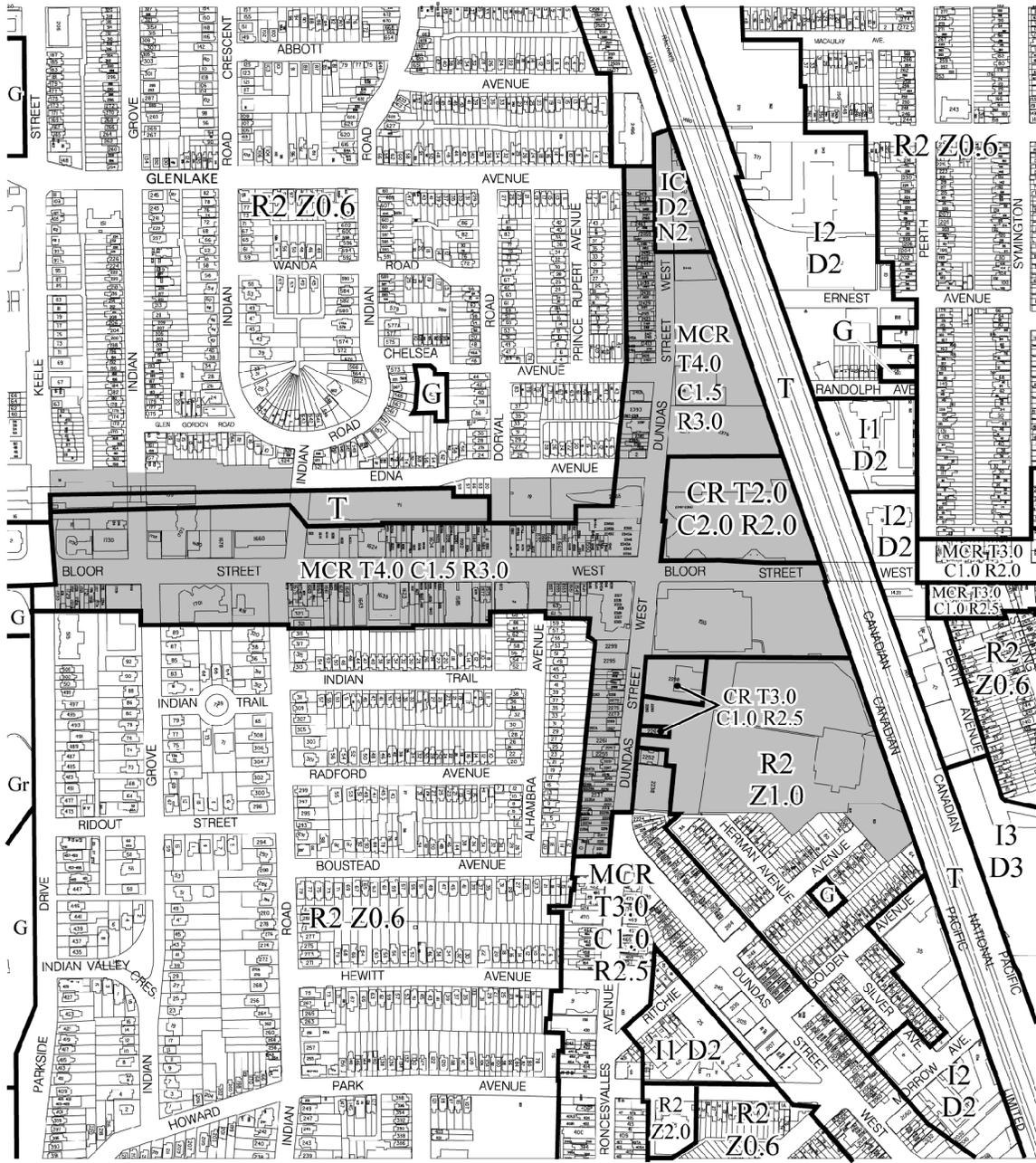
### Bloor Dundas 'Avenue' Study

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## Attachment 5: Proposed General Zoning (Density)



### Proposed Zoning

- Proposed Zoning Designations by By-Law 438-86 as amended
- Bloor Dundas 'Avenue' Study area boundary

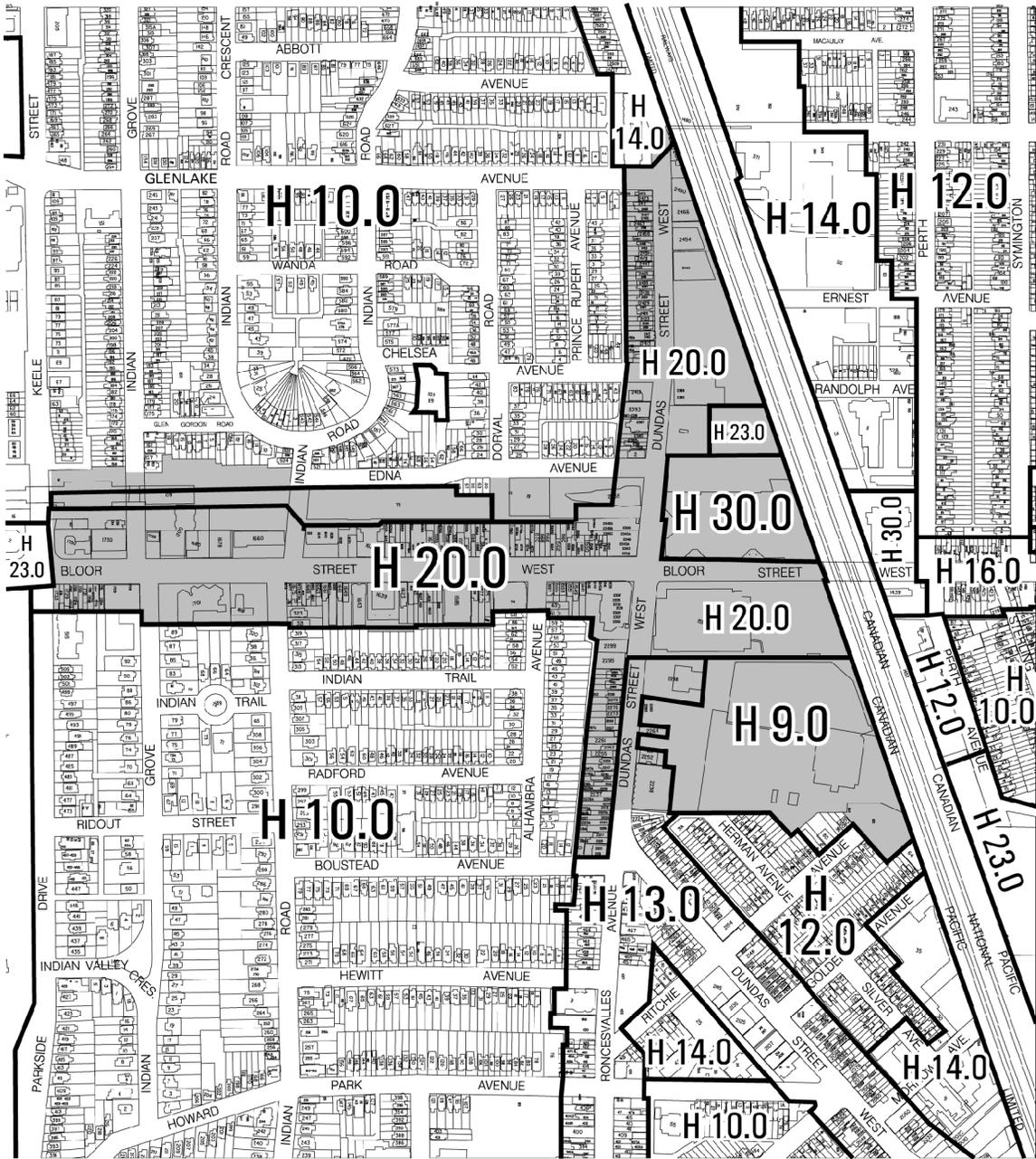
### Bloor Dundas 'Avenue' Study

File # 08\_164661

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## Attachment 6: Proposed General Zoning Map (Height)



### Proposed Height Limits

- Proposed Height Limit in Metres by By-Law 438-86 as amended
- Bloor Dundas 'Avenue' Study area boundary

### Bloor Dundas 'Avenue' Study

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## Attachment 7: Preferred Short-Term Bloor Street West Right-of-Way Option 1

### Preferred Short-Term Options

Short-Term  
Op. 1

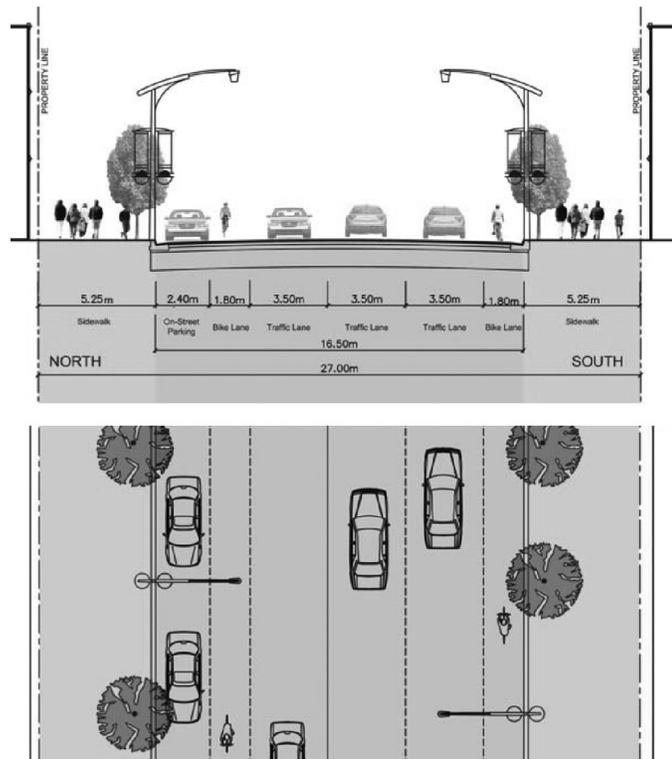
#### Three lanes with dedicated bike lanes and parking on one side

##### Advantages

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

##### Disadvantages

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



## Attachment 7: Preferred Short-Term Bloor Street West Right-of-Way Option 2

Short-Term  
Op. 2

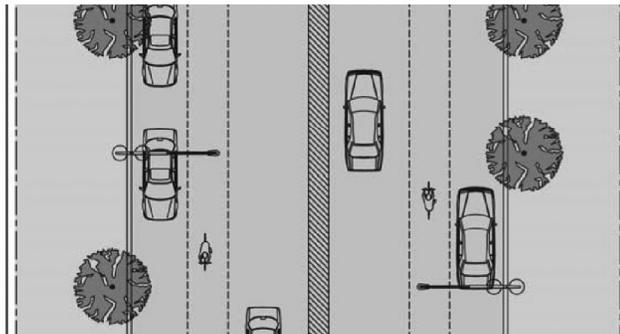
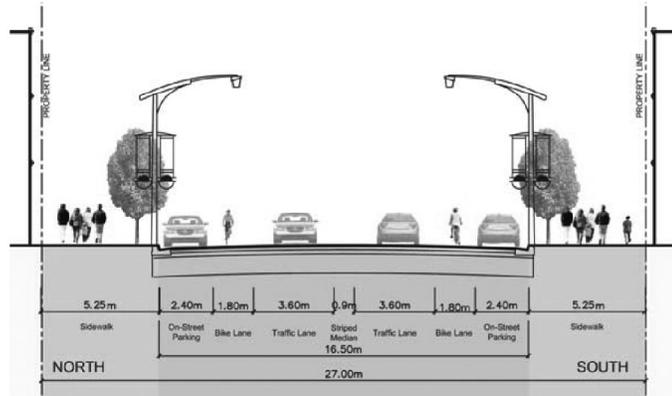
### Two travel lanes with striped - median and dedicated bike lanes

#### Advantages

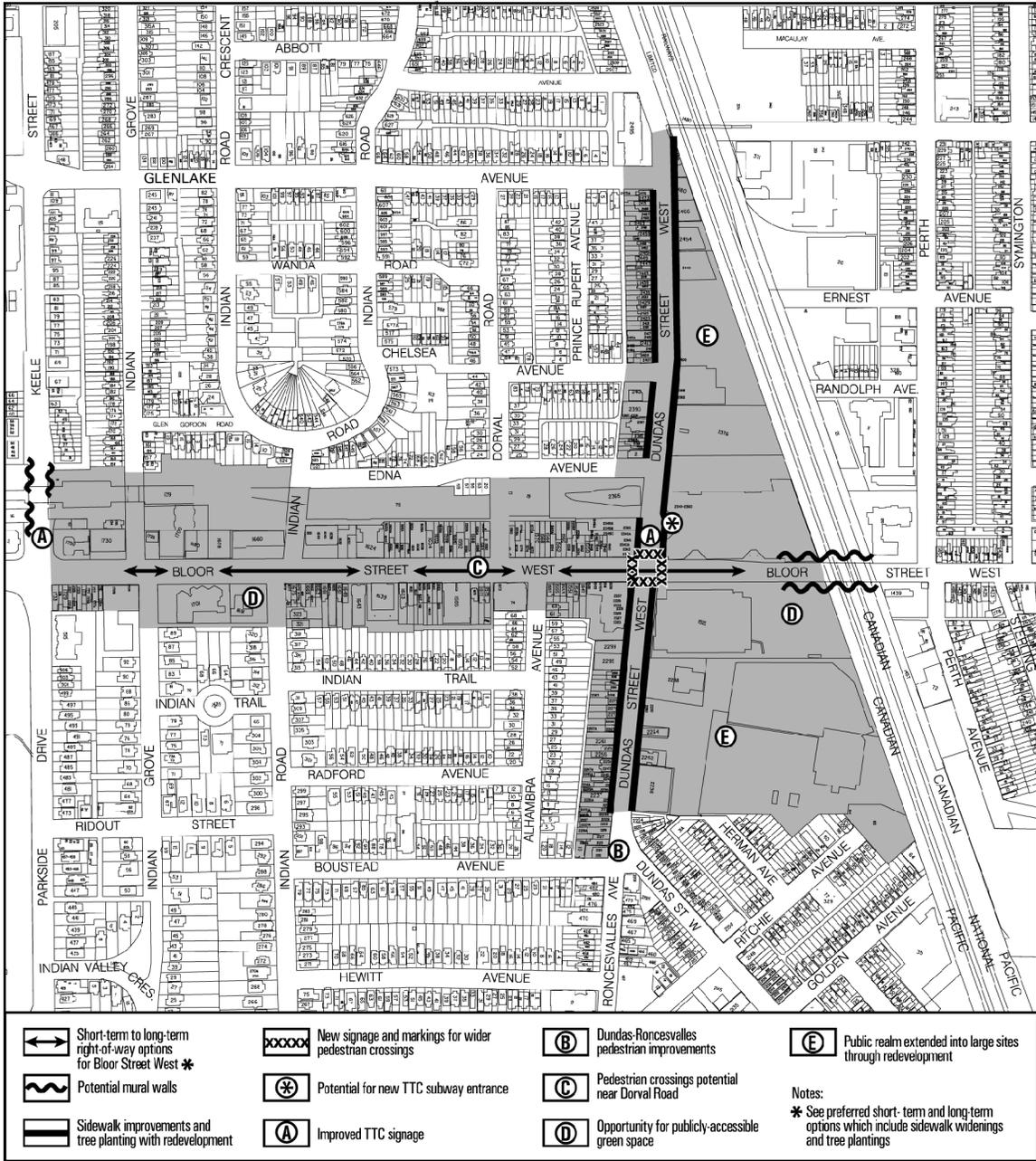
- Dedicated, marked bike lanes on both sides of the street
- On-street parking (on one or both sides of the street)
- A reduction in travel lanes (4-2) - traffic calming
- Minimal costs - restriping
- Centre median in the middle of the R.O.W. - traffic calming

#### Disadvantages

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



# Attachment 8: Public Realm Opportunities Plan



## Public Realm Opportunities Plan

## Bloor Dundas 'Avenue' Study

Bloor Dundas 'Avenue' Study Area

File # 08\_164661

09/21/09



## Attachment 9: Urban Design Guidelines

# 6

# DESIGN GUIDELINES

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

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

### 6.1 Public Realm

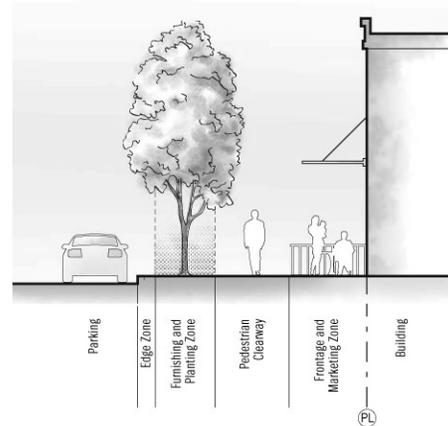
Improving the public realm for pedestrians, cyclists and transit users will contribute to a livable and animated streetscape. Section 5 Community Framework identified recommendations related to improvement of the public realm through both City initiatives and improvements that can be made through redevelopment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

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

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



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



The four zones of a typical Main Street.

### 6.1.1 Boulevards

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

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

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

#### FRONTAGE & MARKETING ZONE

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

#### PEDESTRIAN CLEARWAY

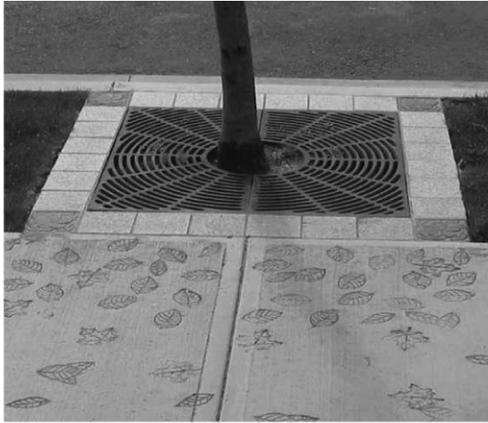
- A minimum pedestrian clearway of 1.7 to 2.1 metres is required for all sidewalks.
- May include demarcated areas along sidewalks where vehicles may encounter pedestrians along their route (i.e. at drive aisles, crosswalks and intersections) through the use of accent paving.

#### FURNISHING & TREE PLANTING ZONE

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

#### EDGE ZONE

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



Treatments in the pavement will provide visual cues to pedestrians



Astral Media Outdoor LP's street furniture design

### 6.1.2 Special Treatments

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

#### CONNECTIONS TO HIGH PARK

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

#### ACCESS TO TRANSIT

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

### 6.1.3 Street Furniture

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

Other guidelines for street furniture include:

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



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



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

#### **6.1.4 Provisions for Cycling**

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

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

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

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

Other guidelines for the placement of bicycle racks includes:

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



*Tree plantings should not impede the pedestrian flow*



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

### 6.1.5 Landscaping

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

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



*Parks should provide a variety of recreational amenities*

### 6.1.6 Parks & Open Space

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

#### GREEN CONNECTIONS

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

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

#### PARKS/RECREATIONAL SPACES

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

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

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



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



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

### 6.1.7 Public Art

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

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

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

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

Public art can be secured through the planning approvals process for new development in keeping with the Official Plan. The City’s Percent for Public Art Program

recommends that a minimum of one percent of the gross construction cost of a significant development be contributed for public art. Public art can be installed in a publicly visible location on a development site, or installed on public lands (e.g. a park). The City’s Percent for Public Art Program Guidelines are available on the City’s website at: [www.toronto.ca/planning/urbdesign/public\\_art\\_guidelines.htm](http://www.toronto.ca/planning/urbdesign/public_art_guidelines.htm)

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

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

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



*Building entrances should be clearly identified*

### 6.1.8 Signage

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

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

### 6.1.9 Safety & Accessibility

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

#### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

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

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

#### ACCESSIBILITY

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

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

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

#### WINTER ACCESS

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

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



*Built form should complement the existing character of the area*

*Building height can be mitigated by incorporating step-backs*

## 6.2 Private Realm

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

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



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

*New development should be setback to maintain a generous sidewalk width*

### 6.2.1 Building Orientation & Layout

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

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

#### FRONT ALIGNMENT & SETBACKS

- All new buildings and developments should be located parallel to the street-edge to frame the abutting streets and create a continuous street-wall. Exceptions to this include buildings on larger or deeper sites (i.e. east side of Dundas Street West) where buildings may be organized to frame courtyards and open spaces.

- Frame private open space with buildings appropriately scaled to the purpose of the space. A courtyard designed for recreational amenity may be framed with a lower built form edge.
- Parking areas should never be located between the front building façade and public sidewalks.
- Setbacks may be required where sidewalks are too narrow (less than 4.8metres). Please refer to section 5.2.8 Front Property Setback for specific recommendations.

#### REAR TRANSITION & SETBACKS

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



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

## 6.2.2 Building Height & Massing

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

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

The following guidelines for building height and massing should apply:

### MINIMUM HEIGHTS

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

### MAXIMUM HEIGHTS

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

### MASSING & STEP-BACKS

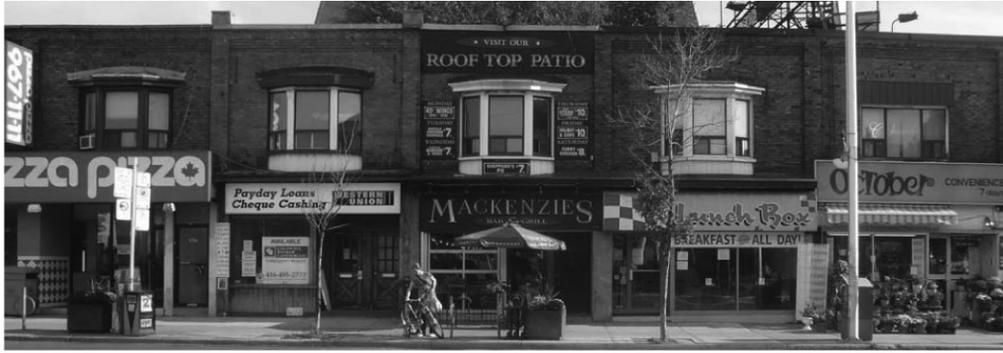
Step-backs should be used to minimize the appearance of the overall building mass, create a building podium, and provide opportunities for usable outdoor spaces such as terraces and green roofs.

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

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

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

BMI/Pace in association with Poulos + Chung Ltd.



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

### 6.2.3 Building Façade Articulation

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

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

#### FACADE ARTICULATION - BUILDING PODIUMS

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

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

#### FACADE ARTICULATION - UPPER STOREYS

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



*Building materials should be harmonious with existing context*

#### **6.2.4 Building Materials & Details**

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

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

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



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

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

## 6.3 Vehicular Movement

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

### 6.3.1 Vehicular Access

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

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

#### **BLOOR STREET WEST**

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

#### **DUNDAS STREET WEST**

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



*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.

## **Attachment 10: Community Services and Facilities Assessment Recommendations**

City Planning staff conducted a Community Services and Facilities Assessment as part of the Bloor-Dundas 'Avenue' Study. Below are the Assessment's recommendations. The Assessment is available on the Bloor-Dundas 'Avenue' Study website at: [www.toronto.ca/planning/bloordundas.htm](http://www.toronto.ca/planning/bloordundas.htm)

### **Recommendations**

It is recommended that as new development occurs in the Bloor Dundas 'Avenue' Study area, consideration should be given to the provision of the following community services and facilities:

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

**Attachment 11: Draft Official Plan Amendment**

**CITY OF TORONTO**

**BY-LAW No. XXX-2009**

**To adopt Amendment No 100 to the Official Plan of the City of Toronto respecting the lands municipally known as 2238 to 2288 Dundas Street West (inclusive) and 105 Ritchie Avenue**

**WHEREAS** authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

**WHEREAS** the Council for the City of Toronto, at its meeting of **XX XX**, 2009, determined to amend the Official Plan for the City of Toronto adopted by By-law No. 1082-2002; and

**WHEREAS** Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto **HEREBY ENACTS** as follows:

- 1.** Amendment No. 100 to the City of Toronto Official Plan, consisting of the attached text shown on Schedule “A” is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

**ENACTED AND PASSED** this **XX** day of **XX**, A.D. 2009.

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Mayor

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City Clerk

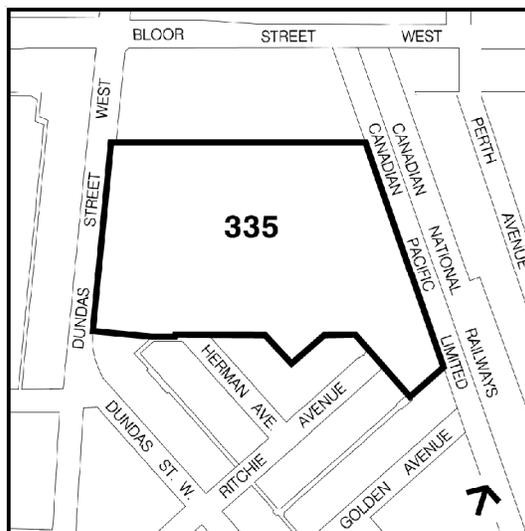
## SCHEDULE “A”

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7 of the City of Toronto Official Plan, entitled Site and Area Specific Policies, is amended by adding the following policy and associated map:

**“ 335. 2238 to 2288 Dundas Street West (inclusive) and 105 Ritchie Avenue**

Development will create a vibrant, sustainable mixed use neighbourhood providing a variety of employment and housing opportunities. New streets will integrate the lands with the surrounding urban fabric and emphasize pedestrian mobility, while a central public park will be the focal point for the neighbourhood. Built form and uses will be compatible with the surrounding context, recognizing that each frontage requires a different response.



To address the above, the form and structure of the development and its relationship to the local context will be generally as follows:

### Public Realm

Streets: development will provide a new public street network that divides the lands into smaller blocks, providing a framework for organizing uses and providing connections to Dundas Street West and the adjacent neighbourhood. Layout of new local streets and the arrangement of uses will address safe pedestrian and vehicular access and circulation with particular regard for minimizing transportation impacts on the neighbourhood to the south.

Parkland: a park block that satisfies the City’s parkland dedication requirements will be provided in a central location with frontage on new public streets. The arrangement of residential, community uses and neighbourhood retail will support the park as a focal point for the neighbourhood and the larger community.

Pedestrian Infrastructure: as part of the design of the public rights-of-way, new sidewalks will promote pedestrian mobility within the larger community including connections to the adjacent school playing field, Dundas Street West and transit. Building setbacks along Dundas Street West will provide a 4.8 metre wide public sidewalk.

Other: publicly accessible private courtyards and walkway connections may be provided as part of residential developments to complement the public realm.

### **Built Form and Uses**

Built form will generally be of a mid-rise character with a transition in height, density and scale to lower scale residential buildings on the southern portion of the lands adjacent to the exiting neighbourhood. A mix of uses will be provided. Non-residential uses will be concentrated on the Dundas Street West frontage while residential uses with limited small-scale retail, office and community uses will be located on the northern and eastern portions of the lands. Residential uses only will be located on the southern portion of the lands.

The development pattern will be generally as follows:

- a) mid-rise, mixed use buildings on the Dundas Street West frontage will have a non-residential focus with a variety of uses such as retail, office, commercial and large scale retail that strengthen the main street character of Dundas Street West;
- b) residential buildings will vary in height and massing, with lower scale residential house form buildings on the southern portion of the lands compatible with the adjacent neighbourhood, and mid-rise residential buildings located on the northern and eastern portions of the lands with limited small-scale neighbourhood retail and community uses on the ground floor;
- c) buildings with residential uses will provide a mix of housing types suitable for families, seniors and singles, and where appropriate, grade-related units with front doors facing the street;
- d) community uses such as a day-care and multi-purpose spaces will be centrally located to serve the community, and can be integrated on the ground floor of mixed use buildings; and
- e) built form, building footprint and arrangement of uses will support the establishment of a high quality pedestrian environment, recognizing the primacy of pedestrian movement and safety.

## **Sustainability**

Development on the lands will exhibit leadership in environmentally sustainable planning and design within an urbanized setting. Compliance with the Toronto Green Standard, and/or any successive performance standard for new development, is required. Advanced performance measures toward environmental sustainability will be encouraged for all new development. Green roofs will also be encouraged and may be required under the Green Roof by-law.

## **Urban Design Guidelines**

To assist in meeting the objectives of this Site and Area Specific Policy, the Urban Design Guidelines from the Bloor Dundas ‘Avenue’ Study will be used to provide direction for reviewing development applications on the lands. These guidelines will be read in conjunction with the urban design policies in the Official Plan and supporting design guidelines.

## **Implementation**

This Site and Area Specific Policy applies to the lands identified on the map or portions thereof, which may be redeveloped independently.

Through the submission of rezoning, plan of subdivision and site plan approval applications development will demonstrate how the policies in this Site and Area Specific Policy are addressed and provide the required street right-of-way and parkland conveyances.”

2. Maps 28 and 29 in Chapter 7 of the City of Toronto Official Plan, entitled Site and Area Specific Policies, are amended by adding the lands shown above to the "Areas affected by the Site and Area Specific Policies" as Policy No. 335.

## Attachment 12: Draft Zoning By-law Amendment

### DRAFT CITY OF TORONTO BY-LAW No. XXX-2009

**To amend the former City of Toronto Zoning By-law No. 438-86, as amended, with respect to the lands on the north and south sides of Bloor Street West between Keele Street and the rail corridor, and the lands on the west side and portions of the east Dundas Street West between Glenlake Avenue and Boustead Avenue**

WHEREAS the Council of the City of Toronto has proposed an amendment to its Zoning By-law pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, respecting the Bloor-Dundas Avenue Study area being the lands on the north and south sides of Bloor Street West between Keele Street and the rail corridor, and the lands on the west side and portions of the east Dundas Street West between Glenlake Avenue and Boustead Avenue;

AND WHEREAS the Council of the City of Toronto conducted a public meeting under Section 34 of the *Planning Act* regarding the proposed Zoning By-law amendment;

AND WHEREAS the Council of the City of Toronto, at its meeting on November 1 and December 3, 2009, determined to amend Zoning By-law No. 438-86, as amended, of the former City of Toronto;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. District Maps 48H-321, 48H-322, 48J-311 and 48J-312 contained in Appendix “A” of By-law No. 438-86, as amended, are further amended by re-designating the lands outlined by heavy lines to “MCR T4.0 C1.5 R3.0” as shown on Schedule 1, attached hereto.
2. District Maps 48J-311 and 48J-312 contained in Appendix “A” of By-law No. 438-86, as amended, are further amended by re-designating the lands outlined by heavy lines to “IC D2 N2” as shown on Schedule 1, attached hereto.
3. Height and Minimum Lot Frontage Maps No. 48H-321, 48H-322, 48J-311 and 48J-312 contained in Appendix “B” of By-law No. 438-86, as amended, are further amended to establish maximum permitted heights in metres as delineated by heavy lines shown on Schedule 2, attached hereto;
4. Section 12(2) of By-law No. 438-86, as amended is further amended by adding a new exception as follows:

## #XXX

No person shall erect or use a building or structure on the lands shown delineated by heavy lines on the map appearing at the end of this paragraph that does not comply with the following: [map to be added after Section 10 showing the lands on the north and south sides of Bloor Street West between Keele Street and the rail corridor, and the lands on the west side and portions of the east Dundas Street West between Glenlake Avenue and Boustead Avenue]

### (1) HEIGHT

- (a) No person shall erect or use a building or structure any portion of which has as a height of less than 10.5 metres for at least 50% of the total depth of the building or structure.
- (b) No person shall erect or use a building or structure any portion of which has a *first storey* floor-to-floor height of less than 4.5 metres.
- (c) No person shall erect or use a building or structure any portion of which has a podium height of more than 13.5 metres or four *storeys*, with the following minimum step-backs above the podium,
  - (i) abutting Bloor Street West, a minimum step-back of 5.0 metres measured from the exterior wall of the podium, provided this will not preclude balconies projected not more than 2 metres from the façade to which they are attached,
  - (ii) abutting Dundas Street West, a minimum step-back of 2.5 metres measured from the exterior wall of the podium,
  - (iii) abutting a flanking street on a *corner lot*, a minimum step-back of 2.5 metres measured from the exterior wall of the podium,
  - (iv) abutting a *side lot line*, a minimum step-back of 1.2 metres measured from the exterior wall of the podium.
- (d) No person shall erect or use a building or structure on a *lot* having a greater *height* in metres than the *height* limit specified

by the numbers following the symbol “H” as shown on the District Maps, but this paragraph does not prevent the erection or use of the following:

- (i) a stair tower, elevator shaft, chimney stack or other heating, cooling or ventilating equipment or window washing equipment on the roof of the building of a fence, wall or structure enclosing such elements provided:
  - a. The maximum *height* of the top of such elements or enclosures:
    - i. are no higher than the sum of five metres and the *height* limit applicable to the *lot*; and
    - ii. are contained within a 45 degree angular plane projected, from the edge of the roof that contains such elements or enclosures, over the roof;
  - b. The aggregate horizontal area of such elements, including the area contained within an enclosure, measured at a point above the level of the *height* limit, does not exceed 30 percent of the area of the roof of the building; and
  - c. The width of such elements, including the width of an enclosure, located within three metres of a *lot* line that is a *street* line, does not exceed 20 percent of the width of the main wall of the building facing the *lot* line, provided the width is to be measured parallel to the *lot* line.

## (2) **BUILDING SETBACKS**

### (a) Setbacks from Dundas Street West

- (i) No person shall erect or use a building or structure on a *lot* abutting Dundas Street West having any part of the building or structure,
  - a. closer than 1.5 metres to a *lot line* abutting the west side of Dundas Street West, and

- b. closer than 2.0 metres to a *lot line* abutting the east side of Dundas Street West.

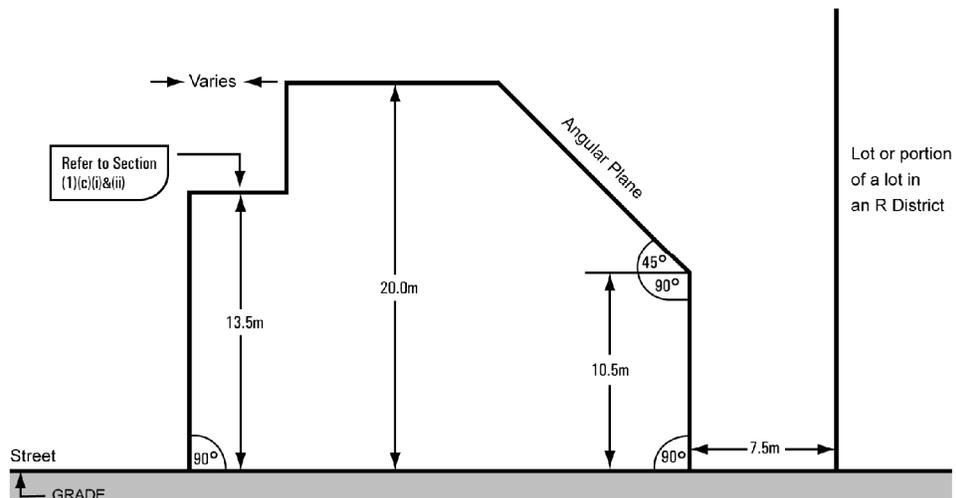
(b) Rear Yard Setbacks

- (i) No person shall erect or use a building or structure above *grade* unless the building or structure is setback a minimum distance of 7.5 metres from any *lot* or portion of any *lot* located in an R or T District.

(3) **ANGULAR PLANE**

(a) South side of Bloor Street West, and west side of Dundas Street West

- (i) Within a *lot* which abuts the south side of Bloor Street West or the west side of Dundas Street West, no person shall erect or use a building or structure unless the building or structure is contained within a 45 degree angular plane projected over the *lot* from the 7.5 metre setback required in Section 2(b), at a height of 10.5 metres above the average elevation of the ground level at such setback, as shown on the diagram immediately following this section.



(4) **BUILD-TO-AREA**

- (a) No person shall erect or use a building or structure on a *lot* unless one or more of its main external walls:
- (i) has a minimum height of 10.5 metres at the *build-to-area* that occupies at least 80% of the length of the portion of the *build-to-area*, within the *lot*, measured along the length of the *lot* to the full 10.5 metre height.
  - (ii) Notwithstanding paragraph (i), where the height of a building or structure is greater than 10.5 metres, the main external wall below the podium shall occupy at least at least 80% of the length of the *build-to-area*, within the *lot*, measured along the length of the *lot* to the full height of the podium.

(5) **LANDSCAPED OPEN SPACE**

- (a) No person shall use that portion of a *lot* located within 1.5 metres of an R District except for *landscaped open space* used for *soft landscaping*.
- (b) The requirement of subsection (a) shall not apply to that portion of a *lot* located abutting a public lane located within an R District.

(6) **WINDOWS**

- (a) No person shall erect or use a building or structure containing windows facing and located within 5.5 metres of a *side lot line*.
- (b) The requirement of subsection (a) shall not apply to *secondary windows* provided they are no closer than 1.2 metres to the *side lot line*.

(7) **ACCESS**

- (a) Where a *lot* abuts a flanking *street* or laneway, all vehicular ingress and egress points shall be located only on the flanking *street* or laneway.

(8) **GROUND FLOOR USES**

- (a) Only *non-residential gross floor area* is permitted within the *first storey* of any building with the exception of entrances and

lobby space associated with *residential gross floor area* located above the *first storey*.

(9) **INCREASES IN HEIGHTS AND DENSITIES OTHERWISE PERMITTED IN RETURN FOR THE PROVISION OF FACILITIES, SERVICES OR MATTERS PURSUANT TO SECTION 37 OF THE PLANNING ACT**

(a) Pursuant to Section 37 of the *Planning Act*, the heights and density of development permitted by this Section 9 are permitted subject to compliance with the conditions set out in this By-law and in return for the provision by the *owner* of the *lot* of the *Facilities, Services and Matters* the provision of which shall be secured by an agreement or agreements pursuant to Section 37(3) of the *Planning Act* and execution and registration of an agreement or agreements with the *owner* of the *lot*, provided that in the event the said agreement(s) requires the provision of a facility, service or matter as a precondition to the issuance of a building permit, the *owner* may not erect or use such building until the *owner* has satisfied the said requirement.

(b) For each of *Site A, Site B, Site C, Site D, Site E*, the applicable maximum density and *height* limit shall be the density and *height* limit shown on the following map instead of the density and *height* limits specified by the numbers following the symbols “MCR” and “H” as shown on the District Maps,

[insert map for heights and densities – without lot consolidation – see Final Report for density and heights]

(c) Notwithstanding subsection (b) the applicable density and *height* limit for *Site A* shall be density and *height* limit shown on the following map provided *Site A* is consolidated into one *lot* and it contains a building podium that occupies at least 80% of the length of the applicable *build-to-area*.

[insert map for Site A with lot consolidation – see Final Report for this consolidated lot density and height]

(d) Notwithstanding subsection (b) the applicable density and *height* limit for *Site B* shall be the density and *height* limit shown on the following map provided *Site B* is consolidated into one *lot* and it contains a building podium that occupies at least 80% of the length of the applicable *build-to-area*,

[insert map for Site B with lot consolidation – see Final Report for this consolidated lot density and height]

- (e) Any building or structure erected, pursuant to the additional height provisions of either (c) or (d) above, shall have a further step-back of at least 2.5 metres, at a height of 32 metres.

(10) **DEFINITIONS**

For the purposes of this exception:

- (a) Except as otherwise provided herein, each other word or expression which is italicized herein shall have the same meaning for the purposes of this by-law as each word or expression has for the purposes of By-law No. 438-86, as amended, or any section thereof.
- (b) “*Build-to-area*” means the area shown on Map X and identified as build to area [Note Map will show a build-to-area within 0.5 metres of the lot lines abutting Bloor Street West and the required setback from Dundas Street West].
- (c) “*Facilities, Services and Matters*” means: fully furnished and equipped non-profit child care facilities, including start up funding; multi-purpose/recreational facilities; and, other capital facilities and/or cash contributions toward capital facilities as set out in Policy 6 in Section 5.1.1 of the City of Toronto Official Plan.
- (d) “*First storey*” means the finished ground level *storey* of the building closest to the average elevation of the public sidewalk abutting the *street*.
- (e) “*Front lot line*” means a *lot line* abutting Bloor Street West or Dundas Street West provided that in the case of a corner *lot* the shorter *lot line* that abuts Bloor Street West or Dundas Street West is deemed to be the *front lot line* and the longer *lot line* that so abuts is termed the “*flank*” of the *lot*.
- (f) “*Lot line*” means a *front lot line*, *side lot line* or a *rear lot line*.
- (g) “*Secondary window*” shall mean the window of any bathroom or kitchen in a *dwelling unit* or *dwelling room*.

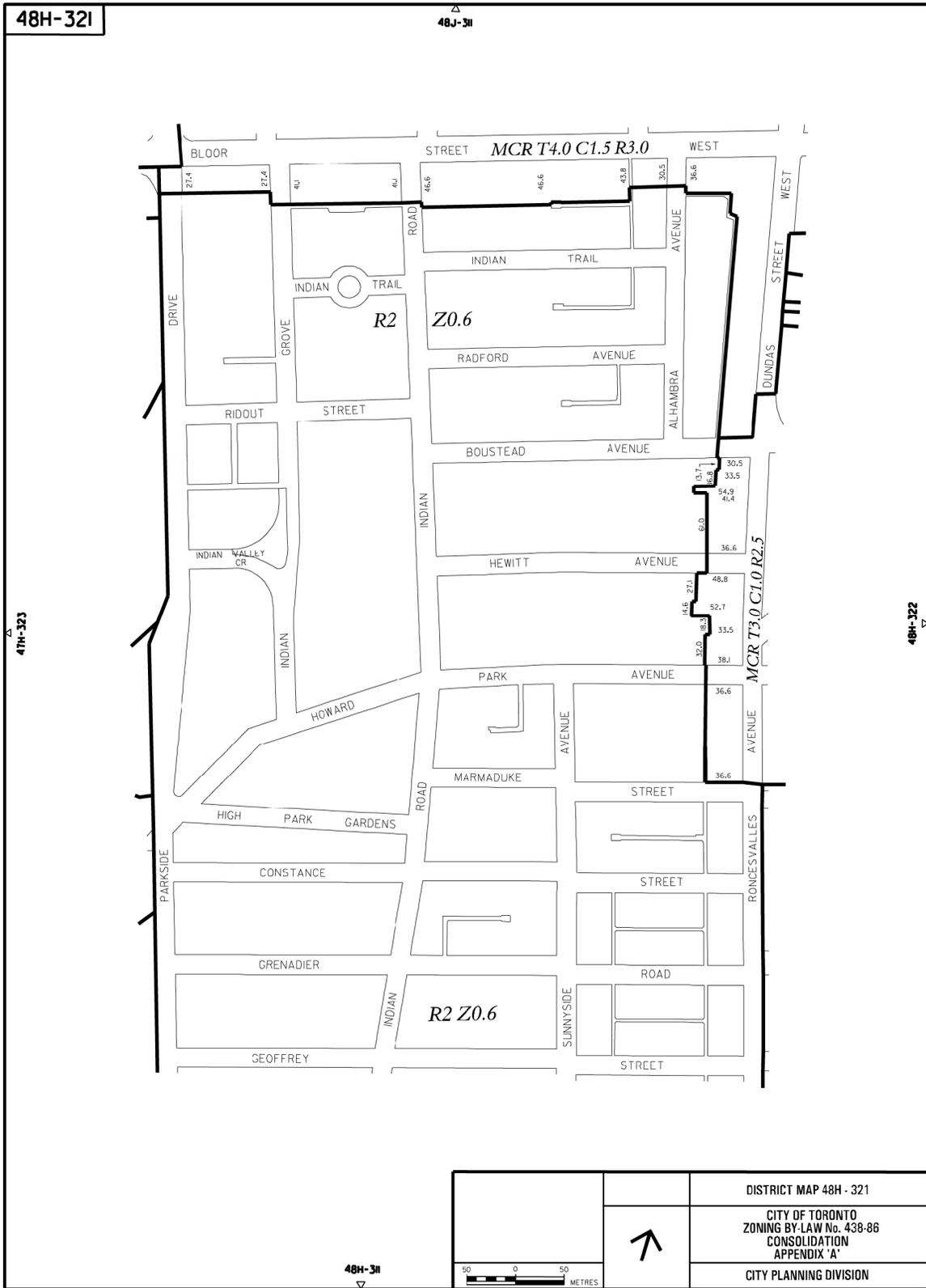
- (h) “Site A”, “Site B”, “Site C”, “Site D”, “Site E” shall mean respectively those sites shown and identified as “Site A”, “Site B”, “Site C”, “Site D”, “Site E” on the maps shown in Section 9 of this by-law [Note to draft: Site A is 1540 through to 1552 Bloor Street West, Site B is 1730 and 1750 Bloor Street West, Site C is 1730 Bloor Street West, Site D is 1660 Bloor Street West, Site E is 1701 Bloor Street West.

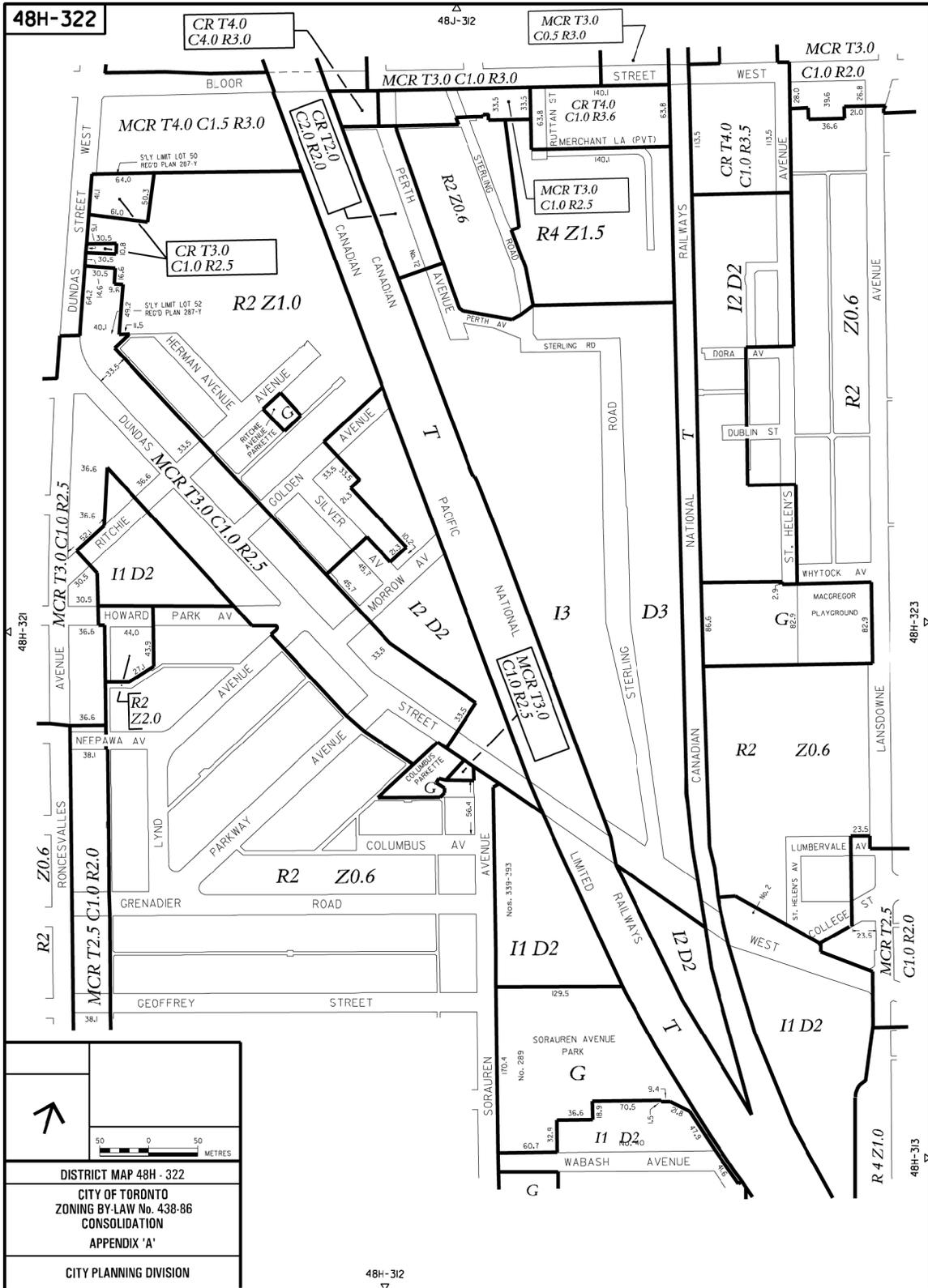
5. Section 12(2) of By-law No. 438-86, as amended is further amended by adding a new exception as follows:

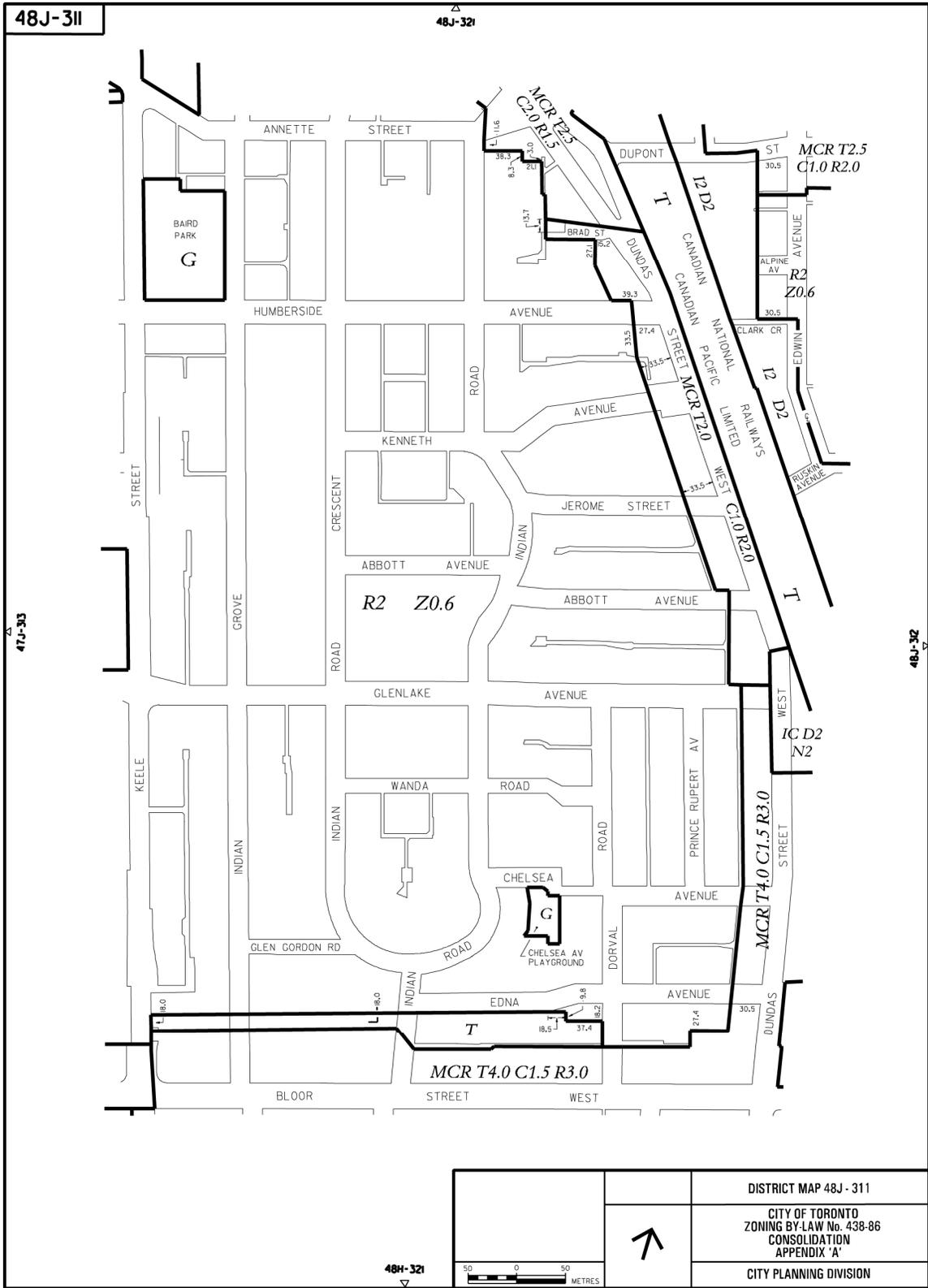
**#XXX**

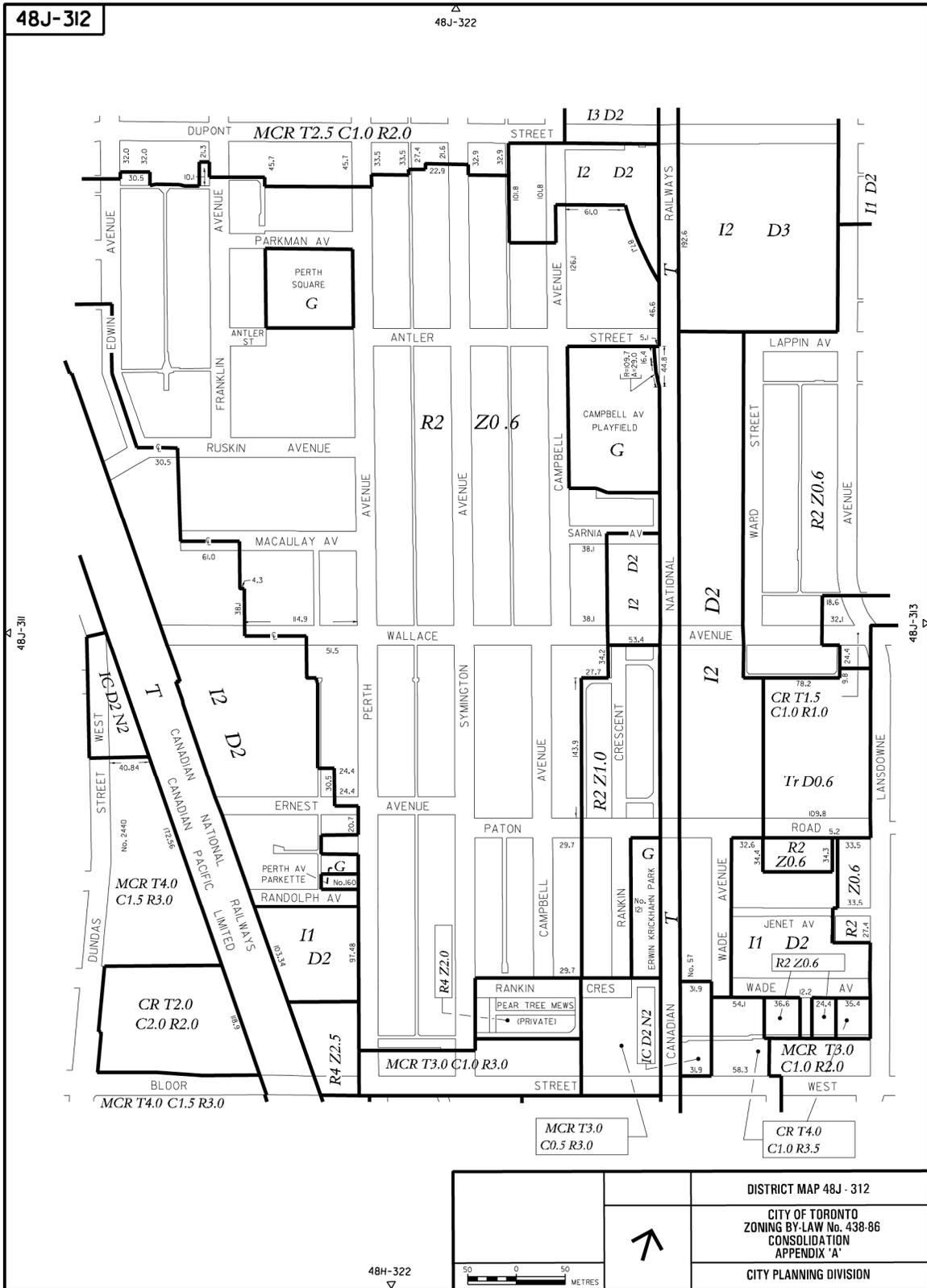
No person shall use the lands delineated by heavy lines on the attached maps for the following uses, except where existing on October 1, 2009: *automobile service and repair shop, automobile service station, car washing establishment, commercial parking lot, motor vehicle repair shop class ‘A’, motor vehicle repair shop class ‘B’, private commercial garage, public garage and sales and hire garage”, detached house, duplex, row house, rowplex, semi-detached duplex, semi-detached house, semi-detached triplex, triplex.*

# Schedule 1









## Schedule 2

