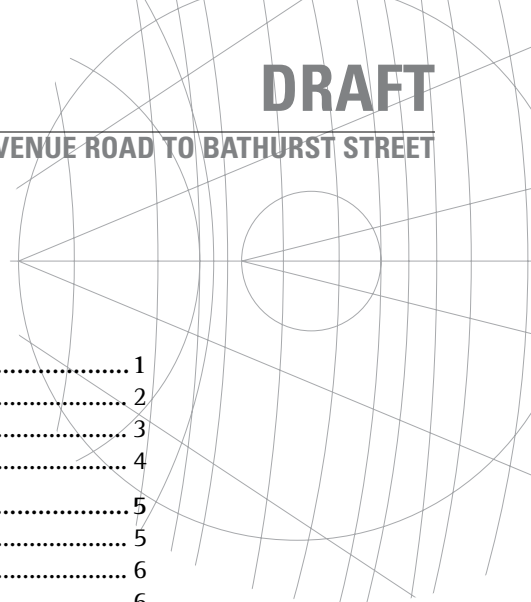


## Toronto Urban Design Guidelines



## Bloor Corridor Visioning Study: Avenue Road to Bathurst Street





**TABLE OF CONTENTS**

**1. INTRODUCTION ..... 1**

1.1 Background..... 2

1.2 Vision Statement ..... 3

1.3 The Bloor Corridor Urban Design Guidelines..... 4

**2. CONTEXT ..... 5**

2.1 Definition of the Bloor Corridor ..... 5

2.2 Planning Context..... 6

2.2.1 Provincial Planning Documents..... 6

2.2.2 Official Plan ..... 6

2.2.3 Zoning By-law ..... 7

2.2.4 Design Criteria for the Review of Tall Building Proposals ..... 7

2.2.5 Additional Relevant City of Toronto Publications ..... 9

**3. DEVELOPMENT PRINCIPLES ..... 10**

3.1 Sustainability ..... 10

3.2 Diversity..... 10

3.3 Built Form ..... 10

3.4 Public Realm ..... 11

3.5 Heritage and Culture..... 11

**4. STRUCTURE PLAN..... 12**

4.1 Nodes and Precincts..... 12

4.1.1 Institutional Precinct ..... 13

4.1.2 OISE Block..... 17

4.1.3 Spadina Node..... 19

4.1.4 University of Toronto Sites ..... 23

4.1.5 Main Street Area ..... 24

4.1.6 Bathurst Node..... 25

4.2 Public Realm Framework ..... 26

4.2.1 Open Space Network ..... 26

4.2.2 Public Spaces ..... 28

4.2.3 Streetscapes..... 30

4.3 Gateways, Views and Terminus Sites ..... 31

4.4 Heritage..... 34

4.5 Public Art Program..... 36

4.6 Supporting Active Transportation ..... 37

**5. GENERAL BUILT FORM GUIDELINES ..... 38**

5.1 Pedestrian Scale Design Considerations..... 39

5.1.1 Interface with the Sidewalk ..... 39

5.1.2 Parking & Loading..... 39

5.1.3 Mid-block connections..... 39

5.1.4 Safety..... 40

5.2 Street Wall Scale Design Considerations..... 40

5.2.1 Street Wall..... 40

5.2.2 Building Elements..... 42

5.2.3 Orientation and Placement..... 42

5.2.4 Parking and Servicing..... 42

5.3 Urban Scale Design Considerations..... 43

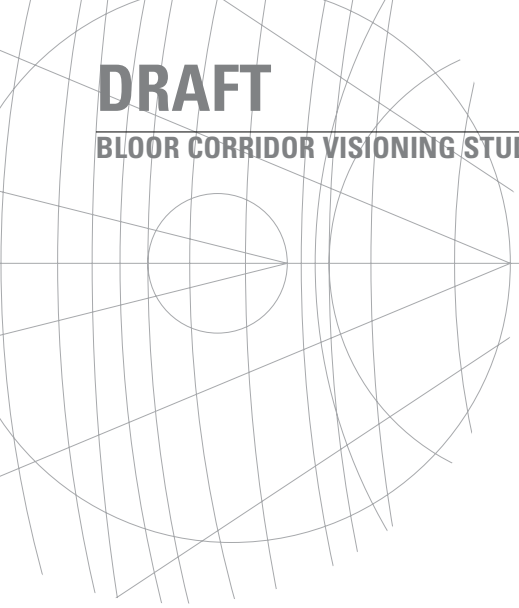
5.3.1 Building Heights and Transition..... 43

5.3.2 Shadows and Pedestrian Comfort ..... 45

5.4 Sustainable Design ..... 46

**DRAFT**

**BLOOR CORRIDOR VISIONING STUDY: AVENUE ROAD TO BATHURST STREET**



## 1. INTRODUCTION

The Bloor Corridor, defined in this document as Bloor Street West between Avenue Road and Bathurst Street, is a high-traffic, mixed-use district serving various public, private and institutional uses. It links three Business Improvement Areas centred on Bloor Street West and connects several distinct and stable residential neighbourhoods. Home to major cultural, academic and other institutions, as well as a vibrant retail/commercial area, it attracts residents, students and visitors from both local and regional levels. The Bloor Corridor is a route for the movement of pedestrians, vehicles and goods into, out of and through the area, with some of the highest cycling volumes in the city, and has become both a destination and a source of urban vitality and activity.



Figure 1: Aerial image of Study Area

Over the length of the Bloor Corridor, several identifiable areas emerge according to the pattern of the existing urban fabric. To the west of Walmer Road, the built form is highly consistent, with two- and three-storey mixed-use buildings lining both sides of Bloor Street in a fine-grained, compact form. The area east of Walmer Road features larger building footprints and variability in heights: generally, high-rise apartments and office buildings are found on the north side of Bloor Street; while the south side consists mainly of significant medium-rise institutional buildings with large building footprints, open spaces, and generous setbacks. These guidelines have been created to reinforce and respond to these characteristics as the Bloor Corridor develops over time.



### 1.1 BACKGROUND: BLOOR CORRIDOR VISIONING STUDY

In 2007, the City launched the Bloor Corridor Visioning Study to create a development strategy that would protect the existing distinct and stable residential neighbourhoods adjacent to the corridor while accommodating some intensification as contemplated in Toronto's Official Plan. Through a comprehensive public engagement strategy, the Visioning Study allowed all stakeholders (residents, business owners, property owners, political representatives) to contribute to the definition of principles that would shape the long-term development of this corridor.

The Visioning Study's main objectives included:

- Developing a coherent urban design concept for the Bloor Corridor;
- Establishing principles for the built form of future development;
- Identifying opportunities for potential public realm improvements and enhancing the pedestrianization of the corridor;
- Setting reasonable expectations for intensification along the Bloor Corridor by examining appropriate areas for development;
- Protecting and enhancing stable low-rise residential neighbourhoods, as well as heritage and cultural resources; and
- Ensuring that change in the Bloor Corridor – and particularly development – contributes to environmental sustainability.

In May 2008, the City's consultants, led by Office for Urbanism, submitted their final report on the Visioning Study process.



The Bloor Corridor: Gateway to the Downtown



Ecology Park



The Royal Ontario Museum



Philosopher's Walk



Bloor Street at Bathurst Street



Bloor - Bedford Parkette

## 1.2 VISION STATEMENT

The Visioning Study exercise resulted in the following Vision Statement for the Bloor Corridor:

*"Stable neighbourhoods should be protected by directing planned growth towards areas along the corridor such that, in the long term, a coherent urban structure will emerge. The visual character of each precinct will be maintained on properties fronting Bloor Street. In particular, the traditional main street character from Walmer Road to Bathurst Street will be protected, and infill in this area will be designed with elements that complement the existing character."*

*Bloor Street between Avenue Road and Bathurst Street should be developed as a pedestrian priority area. This study proposes that a westbound lane west of Spadina Avenue may be removed to accommodate sidewalk expansions. This in turn would accommodate a continuous green promenade contributing to an enjoyable walking experience. It would also visually connect a necklace of open spaces / parks proposed by this study on the south side of Bloor Street between Avenue Road to Bathurst Street, which would create a friendlier interface between institutional uses and public spaces. The public realm should also be enhanced through the creation of new plazas; the Museum Plaza in front of the Royal Ontario Museum would add more programmable space for city-wide cultural activities while a Trinity St. Paul's Church Plaza proposed for the future would provide a neighbourhood focus for local events.*

*Sustainability will be the leading objective in both future developments and the evolution of the public realm. Evaluative criteria that can measure the evolution of this corridor into a sustainable district should be created towards this end. The environmental impact of new and existing development will be informed by the City of Toronto Green Standard."*

This vision statement provides the basis for identifying community priorities, developing policies and guiding an urban design concept for the long-term development of the corridor.



### 1.3 THE BLOOR CORRIDOR URBAN DESIGN GUIDELINES

This document forms a set of guidelines, endorsed by City Council, which build on site-specific Official Plan policies and applicable zoning by-laws that set out land use, built form and public realm objectives. The goal of these guidelines is to improve the quality of the physical environment in the Bloor Corridor and ensure that those elements, which contribute to the special character of the diverse parts of the area, are retained and enhanced.

The Bloor Corridor Urban Design Guidelines define an urban structure for the area as well as principles for responsible and sensitive development. Generally, these guidelines describe the distinct nodes and precincts that comprise the Bloor Corridor and provide direction for improvements to the public realm. Specifically, they:

- provide a vision of the desired urban structure for the area and a framework for development;
- define appropriate relationships between buildings and the public realm;
- provide appropriate built form guidance addressing matters such as setbacks and massing;
- identify opportunities to improve the public realm; and
- provide a tool, which can be used in evaluating applications for site plan approval and rezoning, as well as for co-ordinating public improvements to be undertaken.

The Bloor Corridor Urban Design Guidelines provide additional context and guidance to build upon the vision, which was developed in consultation with the working group and Office for Urbanism in 2007-08 and led to the creation of area-specific policies in Chapter Seven of the City's Official Plan.



Heritage elements



The OISE block



Ecology Park





Retail-Commercial uses west of Spadina



TTC entrance at Walmer Road

## 2. CONTEXT

### 2.1 DEFINITION OF THE BLOOR CORRIDOR

For the purpose of these Guidelines, the Bloor Corridor refers to all properties fronting onto Bloor Street West, between Avenue Road to the east and Bathurst Street to the west. It is important to note that these lands were identified as Phase 1 of the entire Bloor Corridor area, which also includes Phase 2 lands between Bathurst Street to the east and Christie/Grace Streets to the west (see Figure 2). As the 2007-2008 Visioning Study dealt with the Phase 1 lands only, these guidelines only apply east of Bathurst Street. When a study is completed for the Phase 2 lands, resulting in area-specific Official Plan policies and/or urban design guidelines, they may be appended to this document.

The Bloor Corridor includes many key civic and institutional destinations such as the University of Toronto (in particular, Varsity Stadium), the Royal Ontario Museum, the Royal Conservatory of Music, the Bata Shoe Museum, and the Miles Nadal Jewish Community Centre. It also includes numerous retail and office spaces at varying scales. In terms of retail character, the study area includes established 'local' retail shops in the west end which contrasts with the 'regional' destination shops and hotels towards the east. The area is exceptionally well-served by public transit with four subway stations providing access to both the Bloor-Danforth and Yonge-University-Spadina lines, as well as access to the Light Rapid Transit line on Spadina Avenue. The study area is also serviced by several bus routes, including a night bus service route along Bloor Street.

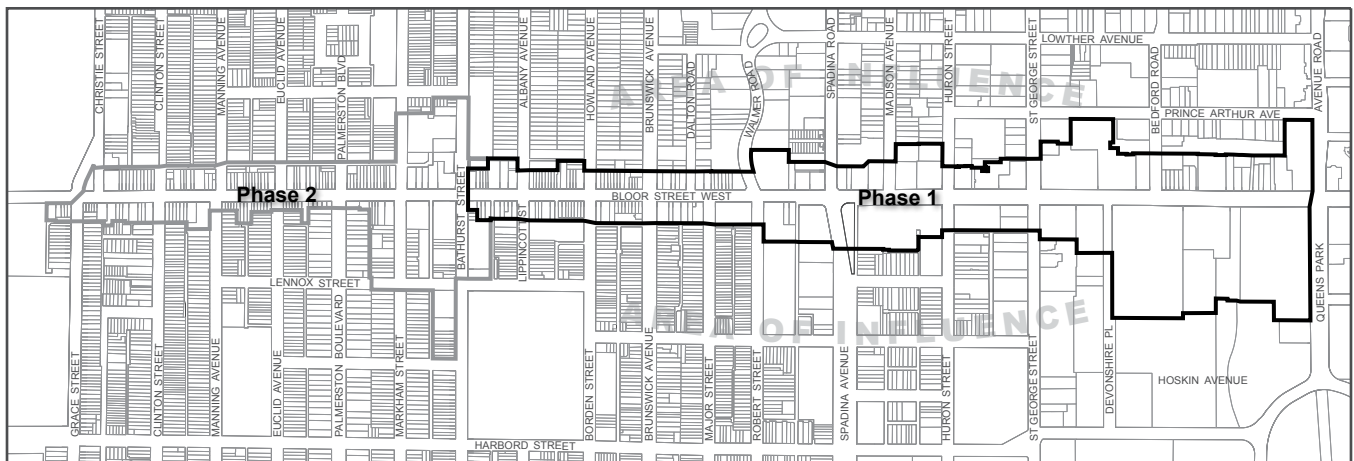


Figure 2: Context Map and Area of Influence

An important element of the Visioning Study has been the consideration of an 'Area of Influence' surrounding the Study Area that includes the neighbourhoods of Christie Pits, Bickford Park, Palmerston, Harbord Village, Huron/Sussex, the University of Toronto St. George Campus, Yorkville, and the Annex. Generally, the Area of Influence, except for the University of Toronto properties, consists of stable and mainly low-rise residential neighbourhoods.

## 2.2 PLANNING CONTEXT

### 2.2.1 PROVINCIAL PLANNING DOCUMENTS

The 2005 Provincial Policy Statement (PPS) provides direction on development and land use planning matters, indicating where intensification and redevelopment is appropriate, and what considerations should be applied. The PPS states that intensification and redevelopment in built-up areas should provide a mix of uses, housing and employment opportunities, parks and open spaces, and transportation choices promoting pedestrian movement.

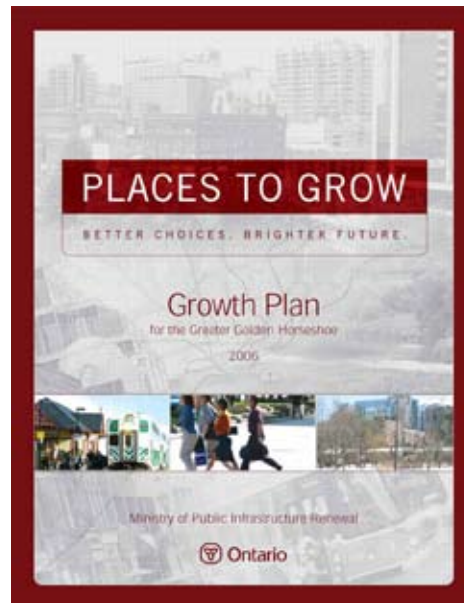
Ontario's Places to Grow Act (2006) provides a vision and Growth Plan for the Greater Golden Horseshoe, which centres on the Greater Toronto Area. The Growth Plan is a policy approach that identifies urban growth centres, sets targets for population and employment density and supports expanded infrastructure in growth areas to protect and conserve rural and greenbelt lands. This strategy is consistent with Toronto's new Official Plan and is the basis for intensifying existing urban areas, including the Downtown, within which the Bloor Corridor is located.

### 2.2.2 OFFICIAL PLAN

The City of Toronto's Official Plan identifies the Bloor Corridor as being part of Toronto's *Downtown* area. In particular, as shown in Figure 3, the majority of the corridor is designated *Mixed Use Areas*, with the exceptions of *Institutional Areas* south of Bloor at Avenue Road, and two local *Parks* fronting Bloor Street. The surrounding 'Area of Influence' consists primarily of existing stable *Neighbourhoods* and *Apartment Neighbourhoods*, as well as *Mixed Use Areas*, *Parks* and *Institutional Areas* toward the eastern end of the Corridor.



Bata Shoe Museum



Growth Plan for the Greater Golden Horseshoe



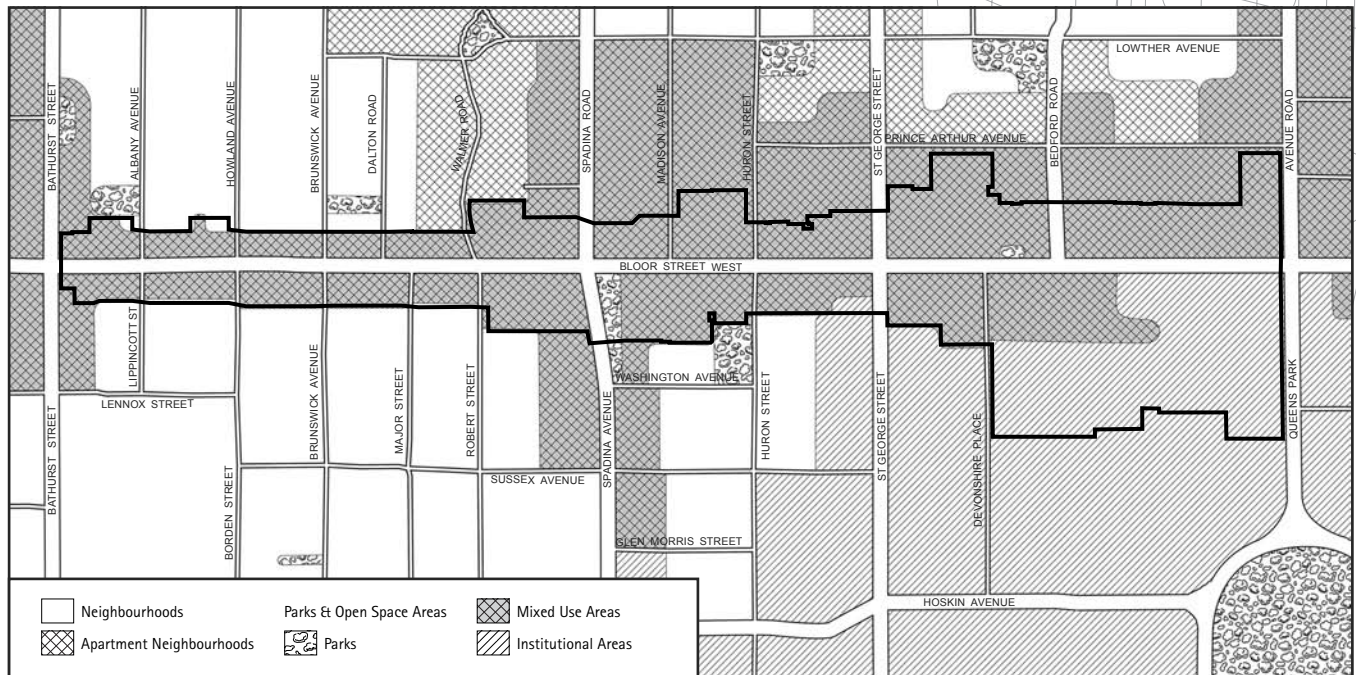


Figure 3: Land Use Designations - excerpt from the City of Toronto's Official Plan

While the *Downtown* and *Mixed Use Areas* are specifically identified for intensification, the Official Plan also recognizes the value of established neighbourhoods to the City of Toronto. The Plan includes policies and criteria for new development regarding appropriate building location, massing, compatibility with surroundings, protection of adjacent *Neighbourhoods* and treatment of the public realm.

Within *Institutional Areas*, major educational, health, governmental institutions and their ancillary uses are regarded as important employers and service providers that will continue to grow to serve the needs of an increasing city and regional population. These institutions are encouraged to create campus plans in consultation with nearby communities that can accommodate planned growth while minimizing its impact.

Area-specific policies identify the character of various districts within the Bloor Corridor and call for new development to respond to and enhance those characteristics through built form, sustainable practices, and opportunities to improve the public realm.



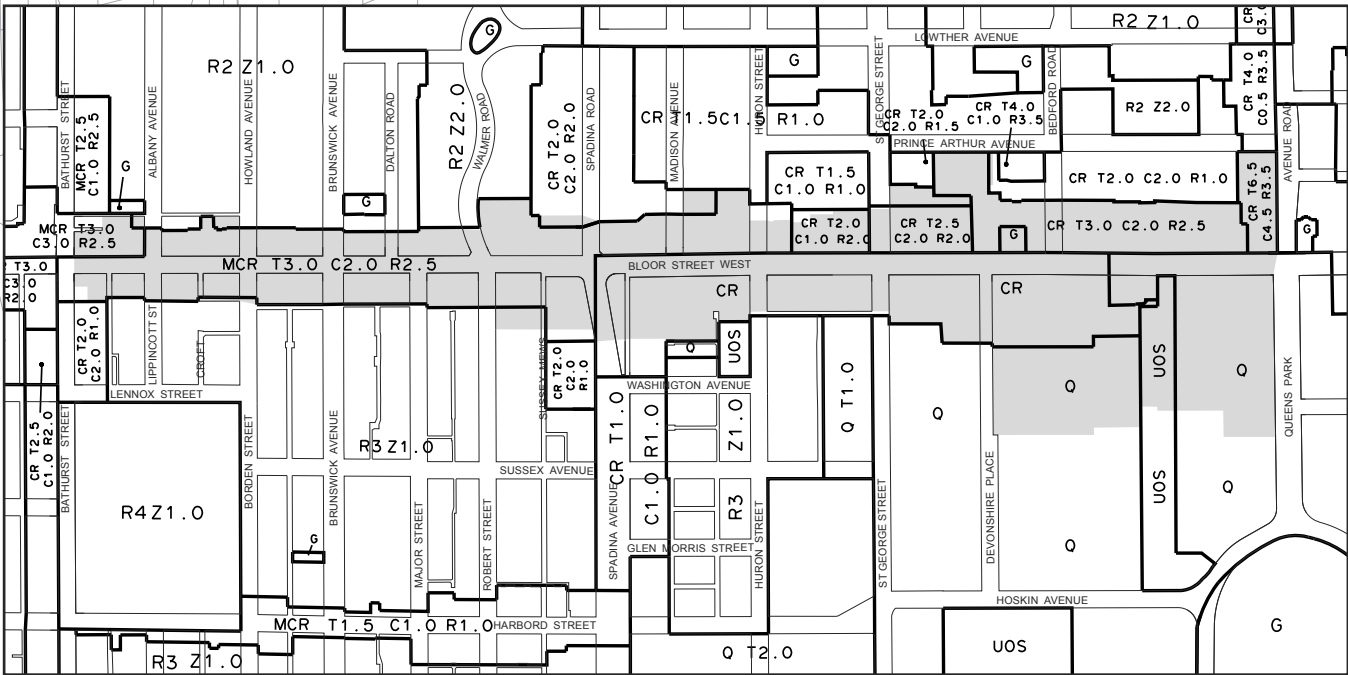


Figure 4: Zoning By-law Designations

### 2.2.3 ZONING BY-LAW

Zoning By-law 438-86, as amended, of the former City of Toronto permits mixed-use development through the majority of the corridor, and only institutional uses along the south side of Bloor, from the Royal Conservatory of Music site through to Avenue Road. Permitted heights and densities are lowest between Bathurst Street and Walmer Road, with heights increasing incrementally, moving eastward to Avenue Road. Recent developments between Bedford Road and Avenue Road, approved on a site-specific basis, have exceeded the general height and density permissions and created a new built form context for this part of the district. Permitted heights and densities in the surrounding neighbourhoods tend to be lower in scale. Throughout the area, controls to limit the placement and massing of buildings are also regulated by the Zoning By-law.

### 2.2.4 DESIGN CRITERIA FOR THE REVIEW OF TALL BUILDING PROPOSALS

The Design Criteria for the Review of Tall Building Proposals (Tall Building Guidelines), adopted in 2006, indicate preferred design considerations for ‘tall buildings’ and the analysis required of their potential impacts. A building is defined as ‘tall’ when its height is greater than the right-of-way



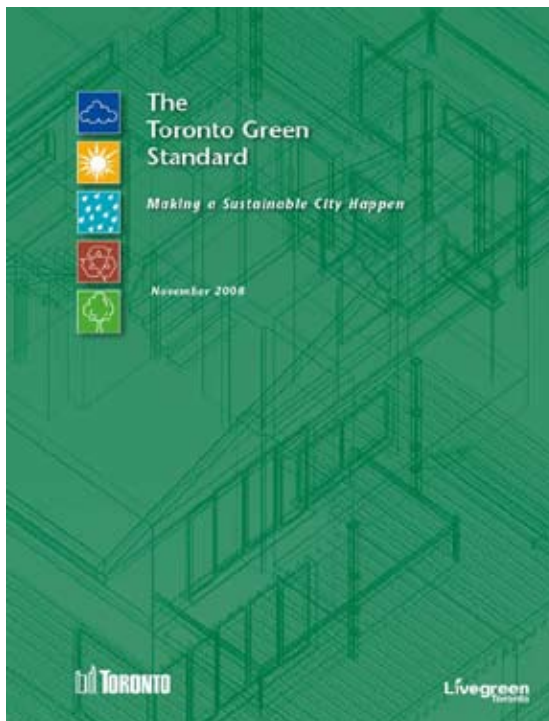
Tall buildings within the Bloor Corridor

width of the principal street on which it is located, or the wider of two principal streets if located at an important intersection. These City-wide guidelines are in place to ensure that tall buildings do not adversely affect public space (open space, streetscapes, building edges), the local environment (wind, shadow, micro-climates), heritage buildings, and concerns like privacy, light, and safety. The document also addresses sustainable building practices such as building orientation, lighting and heating systems, and green roofs. Any applications for tall buildings within the Bloor Street Corridor are subject to these guidelines.

### 2.2.5 ADDITIONAL RELEVANT CITY OF TORONTO PUBLICATIONS

Additional planning and design initiatives that provide context and guidance for development and which should be considered include the following City of Toronto publications:

- Urban Design Handbook
- Streetscape Manual
- Accessibility Design Guidelines
- Preserving Neighbourhood Streetscapes
- Toronto Green Standard and Green Roof By-law
- Bird-Friendly Development Guidelines
- Design Guidelines for 'Greening' Surface Parking Lots
- Guidelines for the Design and Management of Bicycle Parking Facilities
- East Annex Heritage Conservation District Study
- Harbord Village Heritage Conservation District Study - Phase 1
- Emerging studies on Harbord Village and Annex Heritage Conservation Districts
- University of Toronto Secondary Plan (City of Toronto Official Plan, Chapter Six)
- Building Toronto Together: A Development Guide
- Avenues and Mid-Rise Buildings Study (ongoing)



City of Toronto's Green Development Standard

### 3. DEVELOPMENT PRINCIPLES

The following principles form the basis for an urban design strategy specific to growth, development and improvements to the public realm within the Bloor Corridor area:

#### 3.1 SUSTAINABILITY

##### – TORONTO GREEN STANDARD

As Bloor Street changes, it will build on its prime location within the city and its exceptional public transit access so that it may showcase examples of sustainable living and development. Bloor Street will promote sustainability in movement, energy use, building technology, and “green” infrastructure - and will implement creative solutions to the challenges of tree planting in the public right-of-way, and of greening in general.

#### 3.2 DIVERSITY

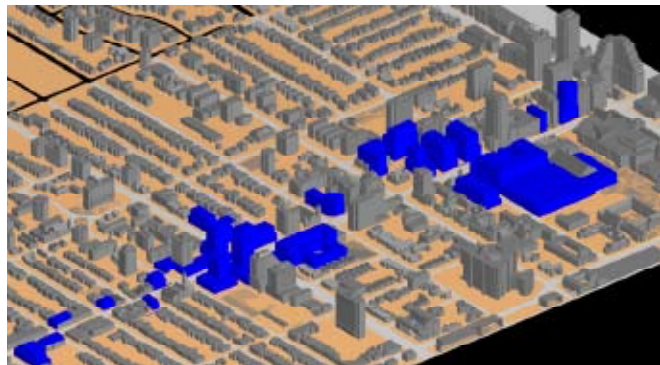
Bloor Street will continue to support a wide variety of retail, residential, employment, institutional and open space land uses, and will integrate them to ensure an active, well-used street at all times of the day and all seasons. Mixed retail at grade, as well as institutional buildings, should co-exist with office and residential uses. Neighbourhoods should maintain a spirit of inclusiveness and residential diversity that can be ensured by supporting a variety of housing types, sizes, and tenures that will satisfy all types of households.

#### 3.3 BUILT FORM

Buildings should contribute to the coherence of the streetscape through high quality design, and through appropriate transitions between buildings and their surrounding context. New buildings should be designed to limit impacts on adjacent areas by ensuring adequate light, views and privacy. Density will be directed to transit nodes. Buildings along Bloor Street should provide a transition in height and built form: on a site-by-site basis; along the corridor between nodes; and to the north and south in order to protect existing stable residential neighbourhoods from the potential negative impacts of development.



Seeking “greening” opportunities



Built form potential in the Bloor Corridor





Public realm enhancements at Bloor-Bedford Parkette

### 3.4 PUBLIC REALM

Bloor Street should be an active, inviting and beautiful street for all users, providing a cohesive public environment while linking the distinct characteristics of its various districts. City policies and actions should protect, enhance and seek new opportunities to develop parkettes and places to sit. The street should provide active at-grade uses that are safe, accessible, and interconnected. This strategy can be supported with the provision of coordinated street furniture that supports year-round, as well as all-day activities. As a destination, Bloor Street will accommodate all modes of travel, with a particular emphasis on pedestrian safety and utility. As a corridor, Bloor Street should balance its vehicular capacity with a high quality, continuous pedestrian realm. Surface parking areas should be redeveloped, while meeting parking demands through other creative solutions.

### 3.5 HERITAGE AND CULTURE

Heritage patterns of block structure, built form and street character, as well as cultural heritage, should be maintained and enhanced to support the overarching vision for Bloor Street. Heritage elements both tangible (built form) and intangible (values, spirit-of-place, character) should be maintained and enhanced to add to the character of the corridor.

Highlighting and emphasising the distinct nodes and precincts of the Bloor Corridor through these guidelines will help maintain those aspects which make the area unique.



Trinity-St. Paul's Church - a heritage landmark

### 4. STRUCTURE PLAN

The primary components that make up the Bloor Corridor, including streets, parks and open spaces, help to establish a framework for future development in the area (Figure 5). This section provides a description of the key organizing elements.

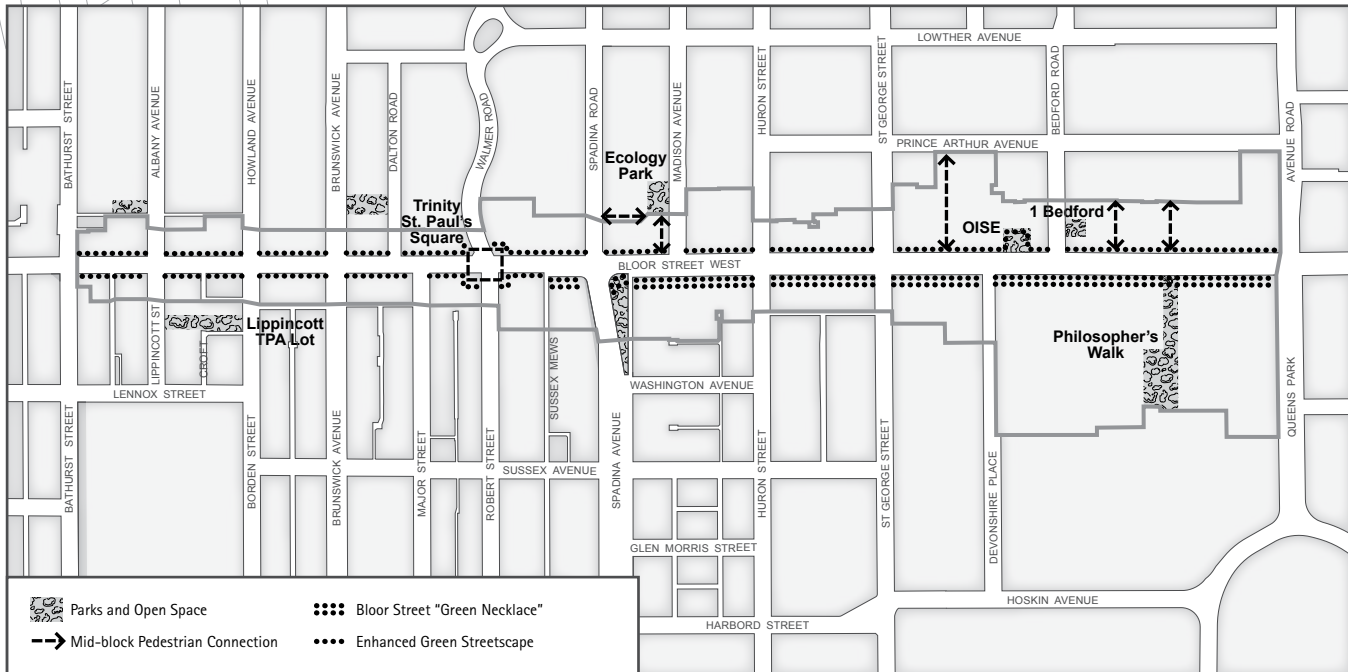


Figure 5: Structure Plan

#### 4.1 NODES AND PRECINCTS

The Bloor Corridor is composed of a number of nodes and precincts, each defined by its attributes in terms of function, built form and character. The organization of the Bloor Corridor into these distinct areas allows consideration of the specifics of each setting and ensures that new development is appropriate to its location. Figure 6 depicts these nodes and precincts.

The descriptions provided by the guidelines of these various nodes and precincts will help further define the individual characteristics of these areas. These characteristics will help outline the longer term goals and objectives of these areas, and where and how growth should be accommodated.

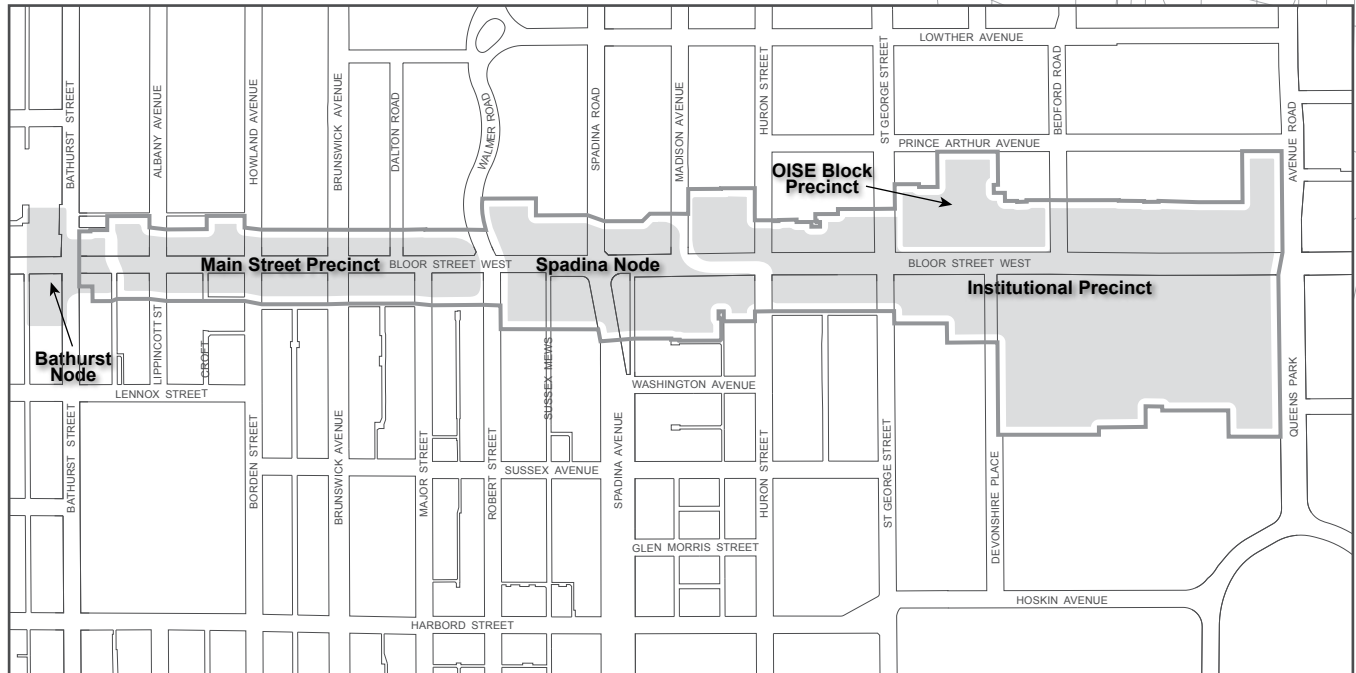


Figure 6: Nodes and Precincts



Institutional Precinct: looking west from Avenue Road



North side of Bloor Street, looking east toward Avenue Road

#### 4.1.1 INSTITUTIONAL PRECINCT

East of Madison Avenue and extending to Avenue Road, the Institutional Precinct includes a significant University of Toronto presence on both the north and south sides of Bloor Street, which is mixed among other uses. New buildings in the Institutional Precinct should contribute towards the creation of a consistent street wall with high quality materials and active at-grade uses. They should infill gaps in the streetscape and provide visual cohesion through the use of massing and architectural elements including ground floor heights, podium heights, cornice lines, materials, and responsiveness to key views and locations.

Buildings on the north side should be built parallel to the setbacks of the existing streetwall while buildings on the south side should be set back from the right-of-way to promote the concept of interconnected open spaces through the precinct, or a “green necklace”.

Starting with the Royal Ontario Museum and continuing with the Royal Conservatory of Music, Varsity Stadium, the School of Global Affairs, Woodsworth College Residence, the Bata Shoe Museum, Senator Croll Building and ending with 371 Bloor Street West and Matt Cohen Park at Spadina Avenue, there is a consistent provision of



outdoor open spaces by way of building setbacks and landscaping. Currently this landscape is handled in many different ways. There may be opportunities in the future to consider greater design consistency and materiality in order to brand these spaces as a unique condition along Bloor Street. Throughout the Visioning Study, these spaces were referred to as a "Necklace of Parks". These guidelines alternatively refer to these spaces as the "Bloor Street Green Necklace" discussed further in Section 4.2.1.

Within the block bounded by Bloor Street, Bedford Road, Prince Arthur Avenue and Avenue Road, opportunities to revisit parking, laneway and access arrangements in the interior of the block, in order to facilitate the creation of a landscaped pedestrian connection between those streets, should be pursued. New development should also support the possibility of converting the existing laneway running north from Bloor Street into a landscaped pedestrian linkage, with opportunities for active uses at grade level.

Building heights between Bloor Street and Bedford Road should take into consideration the preservation and enhancement of views up University Avenue of the Ontario Provincial Legislature.

The built form on the north side of the street should respect existing podium heights and have step-backs which relate to the adjacent buildings. Large exposed blank walls should be avoided.

If the Varsity Stadium site is redeveloped, the front yard setback from Bloor Street should be maintained, consistent with current zoning. This setback, together with the removal of the existing brick wall lining Bloor Street, would enable a wider public realm with generous streetscaping. The view terminus south along Bedford Road should be an important consideration for the design of new buildings, and can be addressed through landmark public art or architectural treatment.

The Bloor Street Transformation Project is under construction east of Avenue Road and involves the re-cladding of the Bloor Street sidewalks in granite. There may be opportunities in the future for this new streetscape treatment west of Avenue Road.



Creating a consistent streetwall: north side of Bloor



Varsity Stadium



Royal Conservatory of Music





Philosopher's Walk - looking south



Philosopher's Walk - looking north toward Bloor



Streetscaping on Bloor Street at Devonshire Place



View east from St. George Street



Open space at Senator Croll Apartments east of Huron Street



University of Toronto Schools landscaped setback





Potential enhancement of "Bloor Street Green Necklace": Bloor Street at Devonshire Place



Potential enhancement of "Bloor Street Green Necklace": looking west from Varsity Stadium





OISE Block



Potential development on OISE Block viewed from St. George Street



Potential redevelopment of Bloor-Bedford intersection showing external transit entrance



Potential redevelopment of Bloor-Bedford intersection showing internalized transit entrance

#### 4.1.2 THE OISE BLOCK

The Ontario Institute for Studies in Education (OISE) block encompasses the lands bounded by Bloor Street, St. George Street, Prince Arthur Avenue and Bedford Road. The block contains a variety of building types, including a low-rise heritage structure, a single-storey subway entrance, and mid- and high-rise buildings. The land uses in the block include institutional, residential, retail and transit uses as well as surface parking and a publicly accessible open space.

Located at the intersection of the Bloor-Danforth and Yonge-University-Spadina lines, this block is appropriate for some intensification. Ideally, new development on these lands should be considered in the context of a coordinated master plan for the block that achieves:

- rationalization of potential shared laneways, parking and service access arrangements;
- public realm and open space improvements;
- mid-block pedestrian connections, both north-south and east-west;
- integration of TTC services; and
- appropriate transition to the *Neighbourhood to the north*.

In general, new buildings should be designed to reinforce the built street wall on Bloor Street while maintaining and enhancing open space within the block.

Development at 246-252 Bloor Street West and the TTC St. George Station – Bedford Entrance/Bus Loop should provide a transition in height from existing heights on Prince Arthur Avenue (11 and 19 storeys) towards a peak on or near Bloor Street. Access to TTC services should be internalized within new buildings, or made visible and prominent from Bloor Street via the position of new public space. Ground floor uses should include highly visible, active uses at grade to animate the street frontage.

On the site of the York Club, at 135 St. George Street, the historic Gooderham House should be maintained and enhanced. Development that does not detract or diminish the prominence of the heritage building could be accommodated on the existing parking lot. Accordingly, new buildings should step down in height from the University of Toronto lands to the east, and should be designed to frame views toward the heritage structure.

# DRAFT

## BLOOR CORRIDOR VISIONING STUDY: AVENUE ROAD TO BATHURST STREET

The “Bloor-Bedford Parkette,” located on University of Toronto property, is a valuable neighbourhood open space that has been enhanced and improved through a recent working group process. The continual enhancement of this space should be included in longer-term redevelopment plans for the block as a highly visible urban park, providing a gateway to the neighbourhood. Though this area may be relocated as part of the redevelopment of the block, it should provide the same or a greater amount of publicly accessible open space, surrounded by active, visible grade-related uses which may include restaurants and cafes to provide animation and overlook. The open space may also be an appropriate location to integrate a new, landmark-quality TTC entrance.



Sketch of Bloor-Bedford Parkette enhancements



Recently completed improvements to Bloor-Bedford Parkette



Bloor-Bedford Parkette





Recent development to the south of Miles Nadal JCC



Matt Cohen Park



Spadina Avenue jog with Matt Cohen Park to the right

#### 4.1.3 SPADINA NODE

The intersection of Bloor Street at Spadina, between Walmer Road and Madison Avenue, is a key multi-modal transit hub where it is appropriate to accommodate intensification. New development at this node will help delineate the different scales, intensity and built form between the Institutional Corridor to the east and the Main Street Area to the west.

While greater heights and densities are contemplated for the Spadina Node, it is important for the built form of new development to integrate with the local, main street character at street level. Buildings in the Spadina Node should incorporate a low-rise podium consistent with the street wall of the Main Street Area, with similar fine-grained uses and characteristics, to provide for a continuous pedestrian experience.

##### Northwest Corner

Given the immediate context of neighbouring high-rise buildings, significant building height at this intersection can be located at the northwest corner of Bloor and Spadina. Opportunities to integrate an entrance to the existing TTC station into the redevelopment of this corner should be encouraged.

##### Northeast Corner

Development at the northeast corner of the Spadina Node will need to balance several urban design considerations, including: its location at the view terminus of Spadina Avenue; its proximity to Ecology Park; its height relative to the peak at the northwest corner of the intersection; and transit access. Because Spadina Avenue jogs slightly to the west as it approaches Bloor Street, accommodating the open space provided by Matt Cohen Park, the buildings at the northeast corner sit at the terminus of an important view northward. This is also within a significant view corridor from College Street, with the spire of the historic University of Toronto One Spadina Crescent, previously the Connaught Laboratories building, as its focus. For these reasons, the design of new buildings at the northeast corner should have particular regard for landmark architectural treatment with attention paid to building articulation, roofline, and the quality of materials. At the same time, buildings should not be built to a height that would detract from the silhouette of the One Spadina Crescent building spire, as viewed from College Street.

New development should also mitigate any shadow impacts on Ecology Park, which may be achieved



by positioning a taller building element closer to the corner, with lower heights moving east towards Madison Avenue (see Figure 7). The visibility and connectivity of the park from both Bloor Street and Spadina Road can be enhanced through such features as a pedestrian mid-block route, colonnade and/or widened sidewalk. The design of any building facing Ecology Park should create a facade overlooking the open space, by including features such as windows or units accessible from grade level. There should not be blank walls, garbage areas or loading docks facing the park.

Opportunities to incorporate the TTC lands into an overall development scheme for the northeast corner are encouraged. This would allow for possibilities to provide a visually prominent transit entrance integrated into the built form, and an enhanced pedestrian linkage or park connection between Ecology Park and Spadina Road.

### Southwest Corner

The Miles Nadal Jewish Community Centre anchors the southwest corner of the intersection and is not likely to be redeveloped in the short term. West of the Centre, any redevelopment of the Metro supermarket lands, including its surface parking lot, should be lower in height than at the intersection, providing a downward transition from the height peak to the Neighbourhood to the south. The front wall of the building should be significantly set back from Bloor Street to provide a sight line to the spire of Trinity St. Paul's Church and to facilitate the future creation of a public square.

To ensure a comprehensive and cohesive treatment of the southwest block and site circulation, these lands should be planned and designed together with the two adjacent lots to the east. This would provide the opportunity to improve and widen the north-south laneway for shared access through the block, including the provision of high-quality paving treatments and building fenestration overlooking the lane.



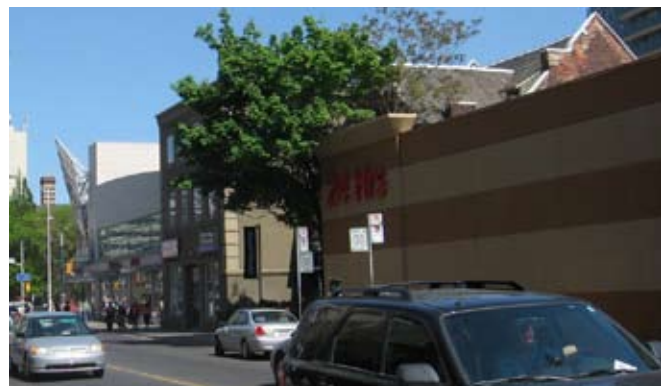
North side of Bloor Street east of Spadina



Figure 7: Potential built form massing at Northeast Corner: view westward from Madison Avenue



Miles Nadal JCC



View of Metro supermarket lands and adjacent lots



Matt Cohen Park - looking south from Bloor



UTS building at Southeast Corner



Rear view of Metro supermarket and adjacent properties from Robert Street Playing Field

### Southeast Corner

At the southeast corner, Matt Cohen Park should be retained and enhanced as a neighbourhood focal point. Any redevelopment of the University of Toronto School (UTS) site should be consistent with University of Toronto Secondary Plan policies and guidelines. New development should maintain the historic Bloor Street façade of the UTS building, with new built form elements stepping back from the street as reflected in the current zoning envelope for the site. Redevelopment of the building should provide active at-grade uses, as well as landscaping treatments and street tree planting along the Bloor Street and Huron Street frontages. Similarly, active at-grade uses facing Matt Cohen Park would help to animate the public open space.

Further west within the Spadina Node are the lands located at the corners of Bloor Street West at Walmer Road. Should these sites be redeveloped, they should be designed with sufficient setbacks to create a public plaza focused on Trinity St. Paul's Church. Incentives such as the permission of additional gross floor area in the podium, integration of the TTC Walmer Road automated entrance, and streetwall height up to seven stories may be used to facilitate the creation of the plaza. New buildings at this intersection should accommodate active, grade-related uses surrounding the plaza, and should be designed with landmark architectural elements to terminate the view northward from Robert Street.





North side of Bloor between Walmer Road and Spadina Road today



Potential redevelopment of Spadina Node: view east toward Spadina



View north toward Bloor Street from Robert Street today



Potential streetscaping at Bloor/Robert/Walmer intersection





University of Toronto gateway at St. George Street



University of Toronto Schools

#### 4.1.4 UNIVERSITY OF TORONTO SITES

The Bloor Corridor Urban Design Guidelines recognize the current building envelopes as set out in the University of Toronto (U. of T.) Secondary Plan and Site Specific Development Guidelines. The University is undertaking a separate secondary plan review which includes their properties within the Bloor Corridor. With respect to U. of T. lands, these guidelines shall be interpreted in conjunction with applicable planning guidelines and policies specific to the St. George campus.

In general, University buildings should contribute to an animated streetscape. Buildings fronting onto Bloor Street or public open spaces should include active at-grade uses that are accessible to the public, for example, retail, and restaurant uses. Heritage elements should be preserved, maintained and enhanced wherever possible.

### 4.1.5 MAIN STREET PRECINCT

The Bloor Corridor's primary commercial shopping area is found in the Main Street Precinct between Bathurst Street and Walmer Road. This district is characterized by attached, low-rise buildings with narrow frontages at the street edge. Typically these buildings house retail uses at grade which serve the surrounding neighbourhoods, and office and residential uses above. New developments that are compatible with the existing form and use in this area are encouraged. Between Lippincott Street and Walmer Road the existing 16 metre (5 storey) zoning envelope should generally be maintained.

New development in the Main Street Precinct may also help to facilitate certain public realm improvements to expand the "Bloor Street Green Necklace" open space network. In particular, the Visioning Study has identified two opportunities to create additional public space in the neighbourhood:

- On the existing City-owned parking lot south of Bloor Street, between Lippincott and Borden Streets, for the establishment of a new park (see Figure 8); and
- At the intersection of Bloor Street with Walmer Road and Robert Streets, to create a new plaza focused around Trinity St. Paul's Church (see Figure 9).

Where development may facilitate such public realm improvements, additional height up to 7 storeys may be contemplated, subject to appropriate angular plane restrictions and other urban design considerations.



Retail-commercial area



Boulevard cafe on Albany Avenue



View east from Dalton Road



Brunswick Avenue south of Bloor





Figure 8: Potential open space between Lippincott and Borden Streets



Figure 9: Potential long-term vision for Trinity-St. Paul's Square



Honest Ed's retail store



Northwest corner of Bloor and Bathurst Streets



South side of Bloor Street looking east from Bathurst Street

#### 4.1.6 BATHURST NODE

As noted in Section 2.1, these guidelines apply to the Phase 1 lands of the Bloor Corridor, between Avenue Road and Bathurst Street. It is anticipated that the Phase 2 lands between Bathurst Street and Christie/Grace Streets will be the subject of a future study. The Bathurst Node, therefore, provides an important transition and connection between the Phase 1 and Phase 2 lands, and should be examined in further detail in the context of that study.

At the intersection of Bloor and Bathurst Streets, as well as the TTC's Bloor-Danforth subway line and the Bathurst streetcar and bus lines, the Bathurst Node is another location that may appropriately accommodate intensification.

New development should be designed with a built form that integrates with the local, main street character at street level. Buildings in the Bathurst Node should incorporate a low-rise podium consistent with the street wall of the Main Street Precinct, with similar fine-grained uses and characteristics, to provide a continuous pedestrian experience as well as appropriate transition to taller built form elements.



### 4.2 PUBLIC REALM FRAMEWORK

The Public Realm Framework for these guidelines provides directions for increasing pedestrian safety and amenity in the corridor and redistributing pedestrian activity to animate every space. The Framework also gives an indication of where to invest in public space facilities. It requires partnerships for the development of new publicly accessible plazas on private properties which could contribute to an over-arching vision of pedestrianism along the Bloor Corridor. This framework is supported by the other sections of these guidelines, which provide general and site-specific recommendations on how to create and transform public spaces.

#### 4.2.1 OPEN SPACE NETWORK

The Bloor Corridor Urban Design Guidelines identify a range of opportunities to improve and expand the public network of parks, open spaces, pedestrian links, forecourts, courtyards, and the quality of the pedestrian environment along the existing road network (Figure 10). An open space system referred to here as the "Bloor Street Green Necklace System" can be achieved by stringing together a sequence of plazas, forecourts and seating areas with a compatible landscaped sidewalk system along the south side of Bloor Street. A continuous pedestrian circuit should be implemented throughout the corridor with way-



Opportunities to improve the public realm

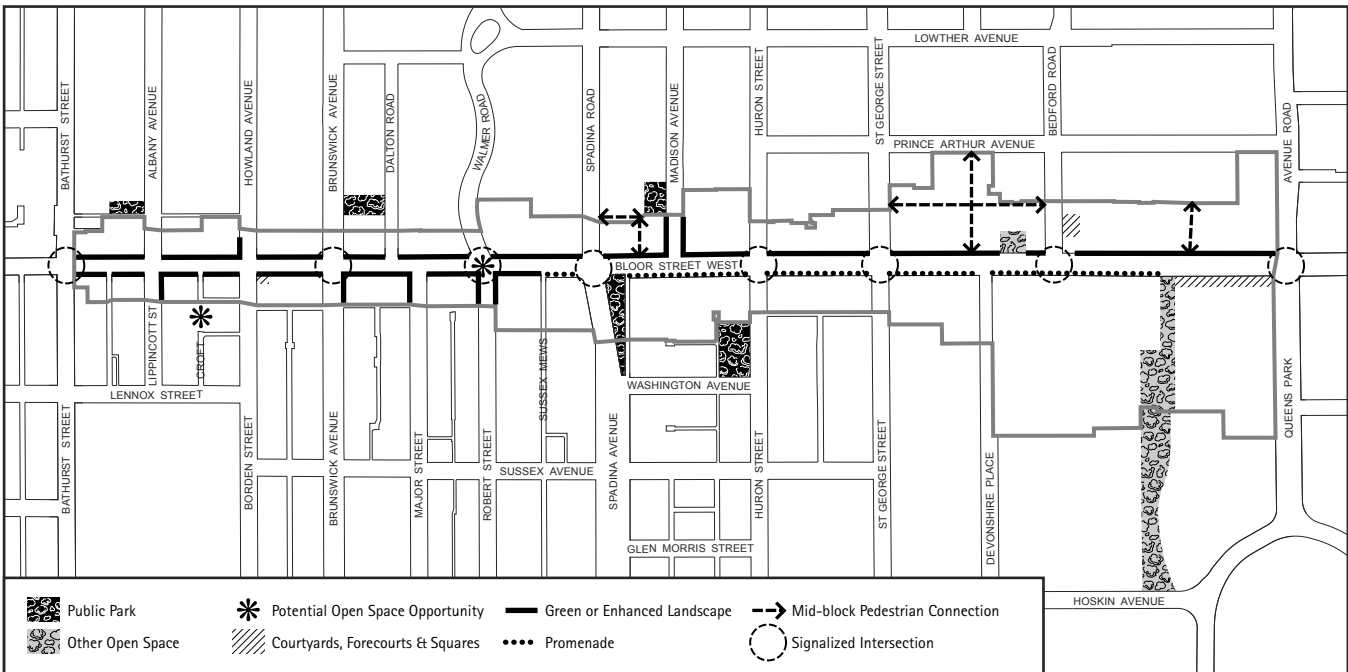


Figure 10: Open Space Network



Passive seating area on a sidestreet



Potential sidewalk widening on north side of Bloor Street



"Green Finger" opportunity on sidestreet south of Bloor

finding elements such as public art, signage and/or a unified landscaping treatment.

Key initiatives include:

- Enhancing existing parks and open spaces;
- Establishing new and enhancing existing mid-block connections to facilitate pedestrian movement throughout the corridor, as shown in Figure 10, especially where they link with parks and open spaces;
- Seeking opportunities to create and enhance "green fingers" on the boulevards of side streets extending north and south from Bloor, through the provision of street tree planting, landscaping, and street furniture;
- Encouraging the contribution of a publicly accessible open space at grade level to the public realm in each significant new development;
- Enhancing streetscaping throughout the corridor, and providing 'promenade' treatments with a double row of trees where space permits and as opportunities arise; and
- Promoting the establishment of new public spaces as detailed in Section 4.2.2 below.



### 4.2.2 PUBLIC SPACES

The vision for the Bloor Corridor includes the pursuit of opportunities to create a range of new civic spaces in certain locations:

#### Museum Plaza

Temporary planters and barricade treatments may be applied across the roadway adjacent to the Royal Ontario Museum frontage on Bloor Street such that it could be used as programmable space for outdoor events. On these occasions, this part of the corridor would be closed to vehicles. Furthermore, to increase pedestrian safety, a mid-block pedestrian crosswalk may be considered to connect Philosopher's Walk and the Museum Plaza to the north side of Bloor Street.

#### Varsity Stadium Plaza

Opportunities exist to enhance the streetscape and sidewalks in front of Varsity Stadium. These treatments may be designed in a similar manner to the Museum Plaza to help strengthen the concept of a sequence of open spaces.

#### Trinity St. Paul's Square

Trinity St. Paul's Church is an existing landmark that is treasured by local residents. It could be recognized as a new focus and gathering place for the neighbourhood through the creation of a public space at the terminus of Walmer Road. At times, the street could be closed to accommodate local festivals in this space. This will reinforce the prominence of local heritage in the neighbourhood and celebrate Trinity St. Paul's Church as a neighbourhood landmark. The new square would also function as a 'threshold' mark between the 'main street' character area found west of Walmer Road and the mixed character to the east of Walmer Road.

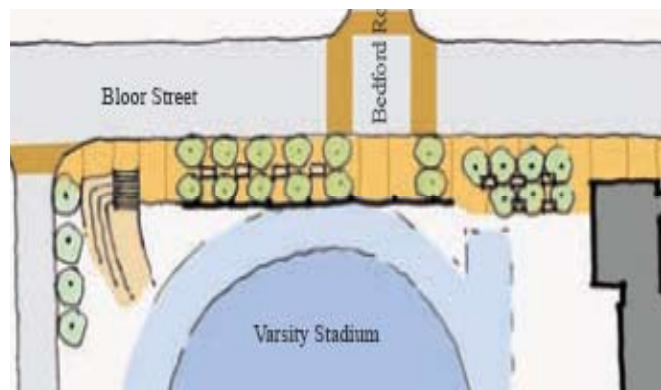
The square should be built in a phased manner, as redevelopment permits. As there are buildings that currently exist on the northeast and northwest corners of this intersection, there may still be opportunities to distinguish the intersection in the short term through a unified streetscaping approach including common landscaping, seating areas, etc (Figure 11). A comprehensive development plan, or consolidation of the properties prior to a master planning process, is necessary to realize the long-term recommendation.



Museum Plaza as a temporary public gathering space



Varsity Stadium



Potential enhancement of Varsity Stadium streetscape treatment



Figure 11: Potential interim plaza treatment for Bloor/Walmer/ Robert intersection





City-owned parking lot between Lippincott and Borden Streets

### Lippincott Park

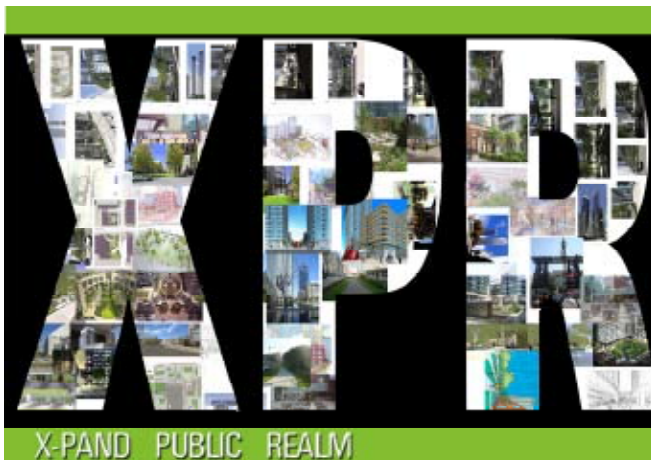
The existing City-owned parking lot south of Bloor Street, between Lippincott and Borden Streets, represents an opportunity to seek public-private partnerships for the purpose of creating a landscaped park at that location with new development facing it. Moderate additional height and density for this development may be considered to provide the incentive to create park amenities on the site.



Vision for a park between Lippincott and Borden Streets

### “XPR” X-Pand Public Realm

Throughout the study area, opportunities may exist to expand the public realm through the development review / planning process. In the last decade alone, well over 1.2 million square feet has been added to the public realm of the downtown on lands that were previously not owned by the city. These spaces take the form of parks, plaza’s, pedestrian connections, parkettes and publicly accessible courtyards. The courtyard at One Bedford is an example of a publicly accessible space that was created through the planning process. The space will incorporate a restored heritage facade and feature a café with outdoor seating.



Public realm considerations in design of One Bedford Road development



Courtyard at One Bedford Road development

### 4.2.3 STREETSCAPES

Bloor Street should be examined to explore options for improving the pedestrian realm and community-wide pedestrian linkages. This may also entail the removal, subject to appropriate review and assessment, of a traffic lane from Spadina Avenue through to Bathurst Street. Sidewalks along Bloor Street at Spadina Road and Bedford Road could then be widened where they are currently too narrow for existing pedestrian demand. There may also be limited opportunities to design integrated lay-bys for drop-offs and delivery, pulling them off Bloor Street through lanes. Streetscapes can also be enhanced by investigating ways to consolidate signage, utilities etc to eliminate 'double-poling' in the public right-of-way. In addition to enhanced landscaping and street furniture placement, creative solutions to street tree planting will be required to enhance the streetscape and pedestrian comfort.



Sidewalks in the Main Street Precinct today



Potential sidewalk widening





View north to Bloor from Spadina Avenue

### 4.3 GATEWAYS, VIEWS AND TERMINUS SITES

These Urban Design Guidelines identify potential and existing Gateway Areas that are of city-wide importance or related to each of the precincts. Figures 12 and 13 illustrate diagrammatic examples of gateway and terminus sites within the Bloor Corridor that warrant special design treatment because of their location and visibility. These sites, and the views toward them, have a tremendous potential to strengthen an area's identity and improve the quality of the public realm.

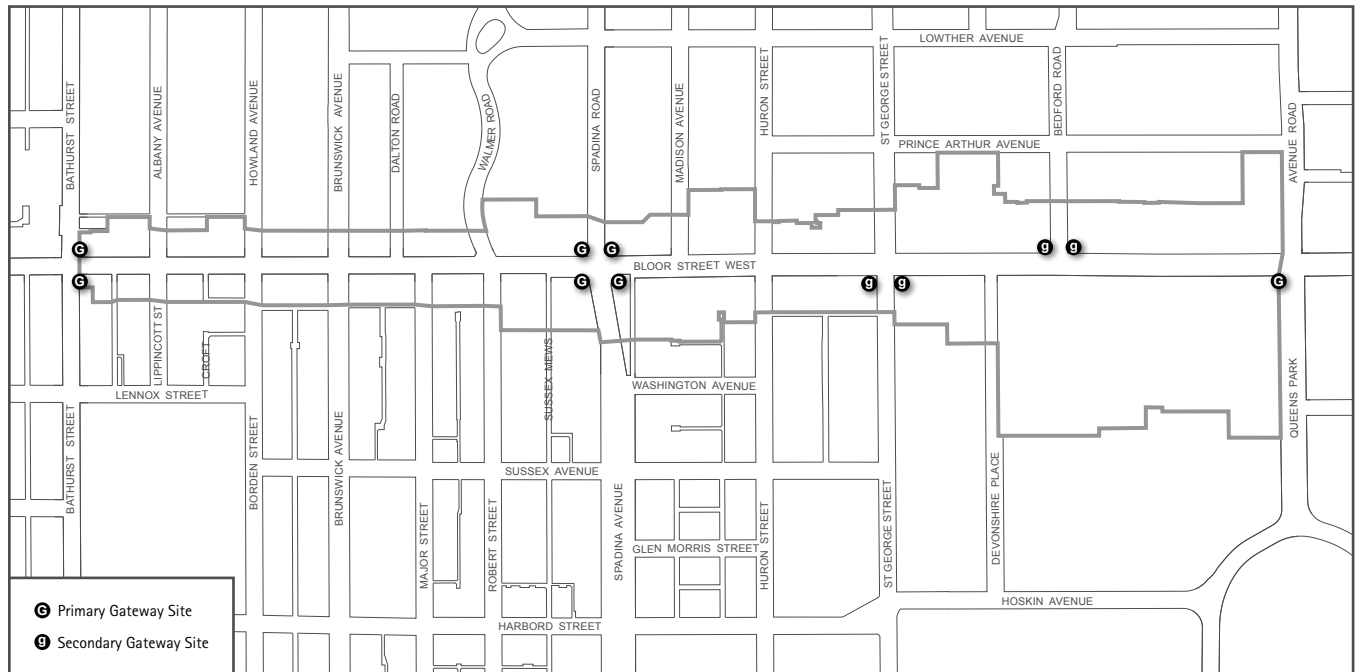


Figure 12: Gateway Areas



Bloor-Bathurst gateway area

Gateway Areas represent significant opportunities to mark entry into the Bloor Corridor area, as well as specific precincts such as the Main Street Precinct or Institutional Precinct. Gateway Areas can be expressed through a combination of landmarks, building mass, landscaping, signage (excluding advertising), upgraded sidewalk treatments, special lighting, gathering areas (where possible), seating and public art. The scale and character of the gateway treatment should be in keeping with the context of the area which it is introducing. Specific sites encouraged for gateway treatment are identified in Figure 12.



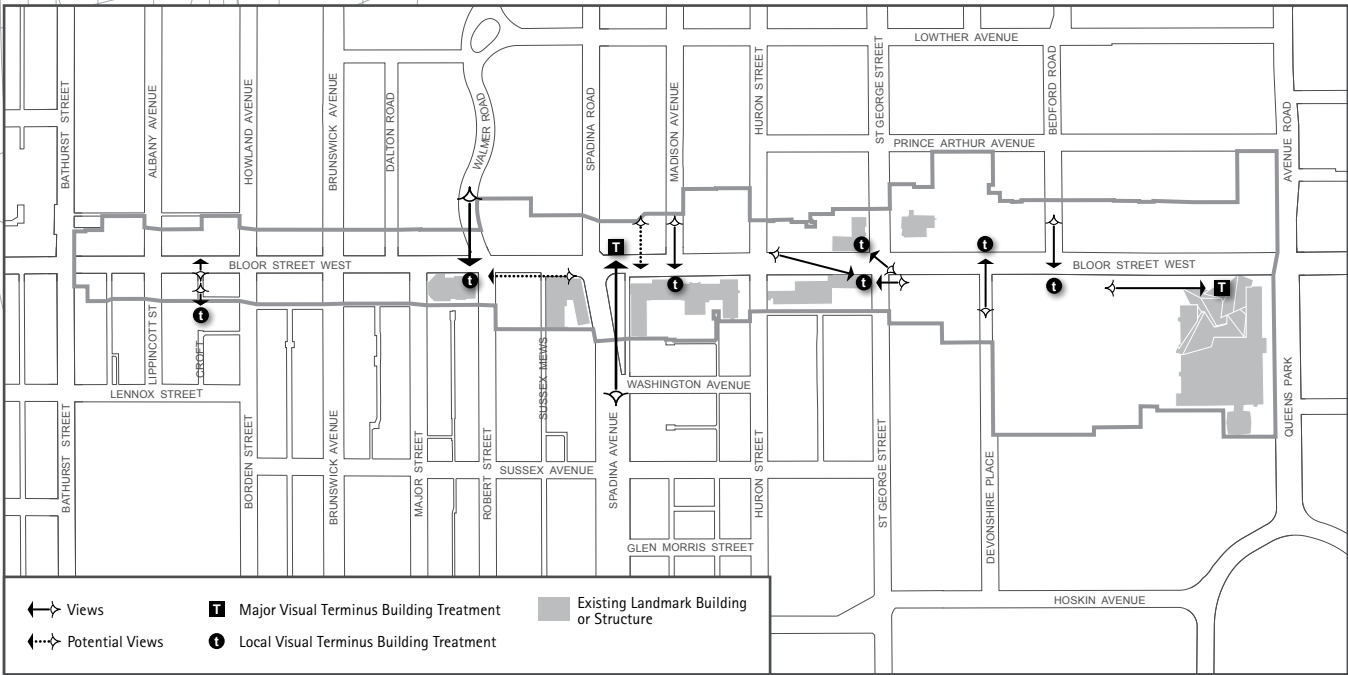


Figure 13: Views and Key Sites

An increased sense of orientation and greater legibility of the different nodes and precincts of the Bloor Corridor can be achieved by reinforcing key view corridors and by providing landmark features at highly visible locations. Views through and to significant sites can also assist in encouraging and directing greater pedestrian movement in all areas. Figure 13 identifies significant views that should be protected and reinforced, as well as locations where visual terminus treatments (building entries, structural elements, banners, public art) should be located.

Terminus sites are the focal point of a view corridor and have strategic locations for public or commercial uses. They also offer an opportunity to create visual interest from greater distances and if designed with distinction, can act as effective orienting devices where people can gauge their relative location in the district or city. Terminus treatments can include architectural elements, monuments and art installations. Terminus treatment sites should not, however, be considered the singular justification for additional height.

At these strategic locations, the programming of the building, the treatment of the architecture, materials and built form should reinforce its location as a gateway, visual terminus, node, or combination thereof. To enhance the distinction and



Gateway Area: Bloor-Bedford intersection

landmark quality of new buildings on prominent corners or visual terminus sites, modest exceptions to step-backs and height restrictions may be permitted to encourage massing and designs that accentuate the visual prominence of the site; for example, architectural treatments can include tall slender elements such as spires and turrets. New developments on terminus sites should align design features to the view axis, including entries or portico openings. On all corner sites development should be oriented to both street frontages.

As new developments at gateway and terminus sites can shape the image and character of an area, they should have greater civic obligations to ensure that the highest possible standards in design and material quality are met.



Terminus Site: Trinity-St. Paul's Church spire



Terminus Site: Varsity Stadium

### 4.4 HERITAGE

Preservation and enhancement of built and natural heritage is vital to the identity of the Bloor Corridor.

Figure 14 illustrates the properties listed on the City's Inventory of Heritage Properties, or designated under the Ontario Heritage Act, to date. Additional properties and/or heritage elements may be added in the future.

These buildings are to be protected and enhanced and adjacent developments should complement and feature these historic structures. While heritage buildings can be incorporated within new developments, where possible, the integrity of the entire original structure should be maintained and restored.

Heritage and landmark buildings should be celebrated in the streetscape wherever possible, through strategies that may include:

- providing a public space in front, such as a plaza or seating area;
- setting back adjacent buildings to provide a direct view of heritage buildings;
- designing adjacent buildings to respond to the massing, articulation and material of the heritage building; and
- ensuring redevelopment of heritage buildings preserves the heritage character of the building, through restoration of heritage elements and careful design of new elements.



Medical Arts Building



York Club



University of Toronto Admissions Building



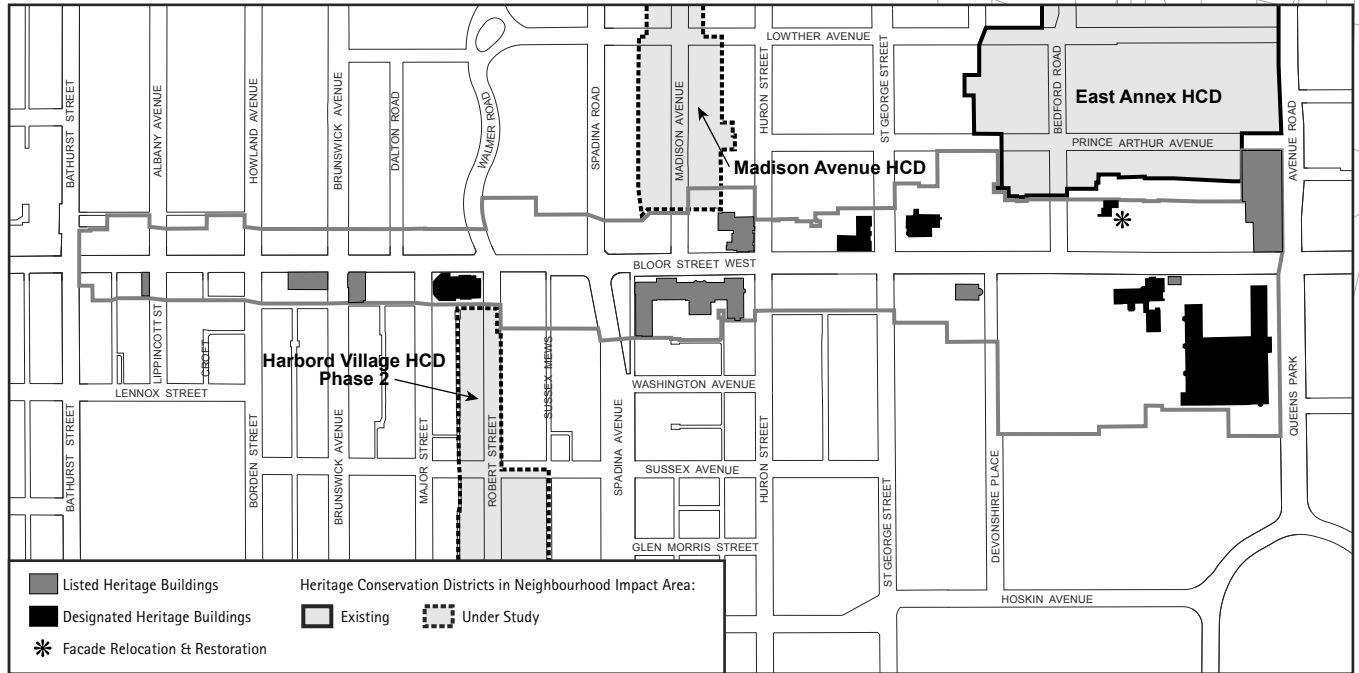


Figure 14: Map of Listed and Designated Heritage Buildings

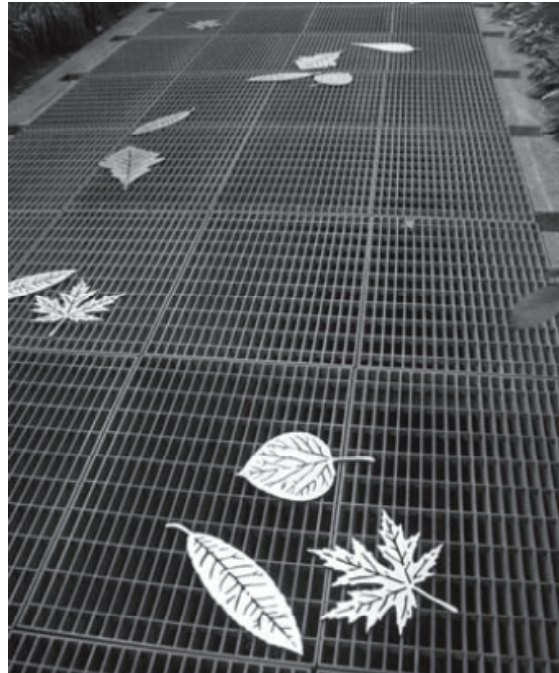


Bloor Street United Church detail

### 4.5 PUBLIC ART PROGRAM

Public art will play a significant role in reinforcing the urban design guidelines for the public realm in the Bloor Corridor. Opportunities for public art can range from the integration of ideas into streetscape, open space and built form designs to the creation of independent sculptures. Gateways and visual corridor terminations should become prominent public art sites.

It is anticipated that the City's Private Developer Percent for Public Art Program will be a major contributor to the improvement of publicly accessible areas, both on private and public lands. Public art policies and guidelines are referenced in the City's Urban Design Handbook.



Public art detail in Matt Cohen Park



Forecourt of Senator Croll Apartments



Gwendolyn MacEwen Park



Matt Cohen Park





Supporting pedestrian movement



Providing cycling infrastructure



Accessibility of public transit

## 4.6 SUPPORTING ACTIVE TRANSPORTATION

### Walking

Alternatives for addressing the sidewalk width on the south side of Bloor Street, west of Spadina, should be examined. This may need to be completed if and when redevelopment occurs adjacent to this location. The provision of street furniture should be consolidated as needed and located to maximize pedestrian capacity.

### Cycling

The cycling network in the study area is consistent with the City of Toronto's 2001 Bike Plan. The existing zoning requires provision of bike storage, change rooms, and showers in all large scale developments. To complement the ongoing efforts of the City of Toronto in implementing the Bike Plan, this requirement should be augmented with provisions for dedicated bike storage in parking lots and garages in new developments or renovations. There may also exist opportunities for consolidated bike parking areas on side streets where pedestrian demands are lower, or where the public realm or a redevelopment allows (for example, in the public boulevards at the southeast corner of Brunswick Street or the southeast corner of Robert Street).

At its meeting of October 23 and 23, 2007, City Council directed staff to report on the feasibility of establishing a bikeway on Bloor Street West and Danforth Avenue. If adopted by Council, a bikeway on Bloor Street should work in harmony with the potential sidewalk widening initiatives identified in this study.

### Transit

The development of new buildings adjacent to transit entrances, or of the entrances themselves, offer the opportunity to integrate and/or enhance pedestrian access to, and visual prominence of, the subway stations. In particular, the Bedford Road entrance to the St. George Station is important as a "gateway" to the Royal Ontario Museum, Varsity Stadium and Arena, and the Royal Conservatory of Music. Opportunities to widen the sidewalks on Bedford Road south of the subway entrance should be explored. Pavement treatments extending across Bloor Street can give added prominence to the pedestrian movements at these locations.



### 5. GENERAL BUILT FORM GUIDELINES

Urban design for the area should consider the comfort and convenience of the pedestrian as shaped by the streetscape and its interface with the built form. In this regard, built form elements such as height, mass, setbacks, parking and servicing, access, sun penetration and visual condition at the street are crucial to the pedestrian experience and contribute to the unique characteristics of the Bloor Corridor.

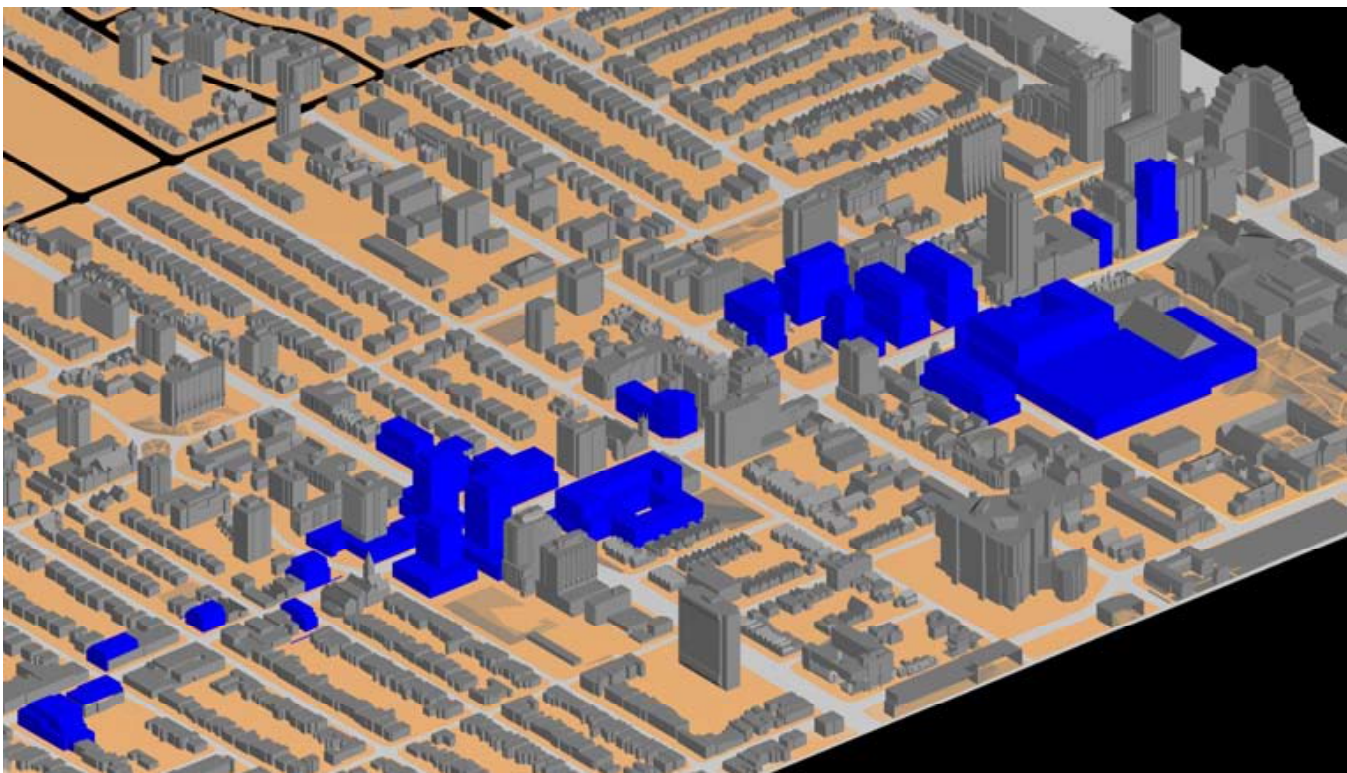
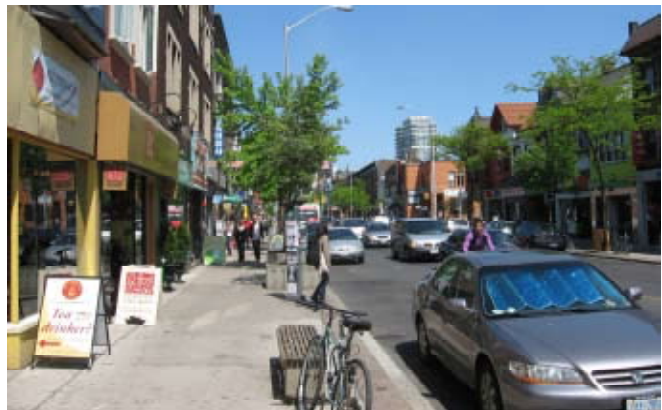


Figure 15: Schematic massing study for the Bloor Corridor

The following guidelines propose a hierarchy of built form standards that correspond to three scales: the Pedestrian Scale, the Street Wall Scale and the Urban Scale. These considerations are derived from the following primary concerns:

- Maintaining and enhancing the vitality of the pedestrian environment.
- Maintaining the pedestrian-scaled street wall where it exists.
- Differentiating low-rise residential and mixed-use from neighbouring higher-rise development.



Low-rise street wall in the Main Street Precinct

### 5.1 PEDESTRIAN SCALE DESIGN CONSIDERATIONS

The pedestrian scale is primarily concerned with a building's interface with the sidewalk, protection from the elements and creating visual interest. These elements affect how the built form supports the comfort of the pedestrian and how it animates the public realm. Creating a comfortable pedestrian realm encourages walking as a clean air alternative, contributing to sustainable development.



Pedestrian walkway design

#### 5.1.2 INTERFACE WITH THE SIDEWALK

In predominantly commercial areas - including the Main Street Precinct, Spadina and Bathurst Nodes and the north side of Bloor in the Institutional Precinct - awnings and canopies for weather protection, as well as transparent window treatments, provide comfort and interest for the pedestrian. Narrower retail frontages are desirable for these strips and signage should be appropriately scaled to the pedestrian.

Throughout the corridor, a positive pedestrian experience will rely on the effectiveness of the streetscaping treatment. The built form should incorporate landscaping treatment to enliven otherwise neutral building edges.

#### 5.1.3 PARKING AND LOADING

Parking and loading areas should be placed below grade where possible. In general, loading and parking areas should be hidden from view, and located on roads with the least amount of pedestrian traffic. Access to parking and loading areas should not be located at gateway sites, or at the terminus of a view corridor unless they are incorporated into the design treatment.

#### 5.1.4 MID-BLOCK CONNECTIONS

Mid-block connections and walkways contribute to the ease and accessibility of pedestrian movement and should be enhanced and encouraged where opportunities arise. These Urban Design Guidelines, as well as area-specific policies in the Official Plan, identify a number of potential extensions to the pedestrian network, without precluding additional or alternative locations. The provision of publicly accessible, privately developed and owned open spaces is highly encouraged on individual sites throughout the Bloor Corridor.



Mid-block connection



### 5.1.5 SAFETY

Safety in parks and off-street pedestrian paths should be increased with appropriate paving treatments, lighting systems, and landscaping. Pedestrian crosswalks should be clearly defined through pavement treatments, markings, signalling and clear signage.

### 5.2 STREET WALL SCALE DESIGN CONSIDERATIONS

The street wall scale is the portion of the public realm that defines and forms the edges to the street. The scale and character of the street wall has a fundamental impact on the pedestrian experience.

#### 5.2.1 STREET WALL

The street wall is the portion of the building that fronts the street and which has the greatest impact on the image of the street. In general, the street wall of a new building should align with those of the neighbouring buildings or have the same setback as the predominant buildings on the block. In some instances, the street wall alignment may be compromised in order to achieve a wider, landscaped sidewalk, as would be preferred within the Institutional Precinct, for example.

It is critical that the street wall has the highest quality of architectural design and materials, especially at the ground and second floors, as this portion of the building is the most visible and accessible to pedestrians. To this end, 1:50 scale elevation details (with materials labelled) will be required with new development applications in order to secure the quality of materials and architectural details adjacent to the public realm. It is at the street wall that the quality of the public realm can be most enhanced.

The street wall throughout the Bloor Corridor should be designed to ensure pedestrian comfort and adequate light penetration, through consideration of the following:

- Buildings facing Bloor Street should have active uses at-grade with a minimum 75% glazing, provided that minimum energy performance targets are met, to achieve maximum visual transparency and animation. Weather protection for pedestrians is encouraged through the use of awnings and canopies;



Mid-rise street wall emerging in the Institutional Precinct



City of Toronto's 1:50 elevation requirements



Main Street Precinct street wall





Opportunities to fill gaps in the street wall

- Podium or street wall heights should generally be 13-16 metres or 4-5 storeys in the Main Street Precinct and Spadina Node west of Madison Avenue;
- Podium or street wall heights should generally be 19-25 metres or 6-8 storeys in the Institutional Precinct, east of Madison Avenue;
- The street wall should contribute to the 'fine-grain' character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts – generally in intervals between 9 and 12 metres;
- At-grade retail should have a prominent presence on the street with a floor-to-ceiling height that is no less than 4.5 metres;
- Commercial signage should add diversity and interest to retail streets, but not be overwhelming;
- Street walls should be designed with the highest possible material quality and detail;
- No significant blank at-grade street wall conditions should be permitted on any frontage;
- While materials and architecture can vary between buildings, it is generally desirable that the street wall height be a consistent line. Above-grade setbacks are generally recommended to strengthen the quality of the pedestrian experience.

### 5.2.2 BUILDING ELEMENTS

To encourage continuity in the streetscape and to ensure horizontal 'breaks' in the façade, buildings should be designed to reinforce the following key elements through the use of setbacks, articulation, textures and materials:

- **Base** – Within the first three to six storeys, a base should be clearly defined that positively contributes to the quality of the pedestrian environment in the level of animation, transparency, articulation and material quality.
- **Middle** – The body of the building above the base should contribute to the physical and visual quality of the overall streetscape.
- **Top** – The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline of the nodes.

### 5.2.3 ORIENTATION AND PLACEMENT

In general, buildings should be oriented to and placed at the street edge with clearly defined primary entry points that directly access the sidewalk. Buildings on the south side of Bloor Street, east of Spadina Avenue, should be set back substantially from the right-of-way to facilitate the public realm vision. Throughout the Bloor Street Corridor, buildings should be built to reinforce the existing street wall.

### 5.2.4 PARKING AND SERVICING

Wherever possible, parking for new developments should be provided below grade and accessed by a rear lane. Redevelopment sites should plan for a continuous rear lane network wherever possible.

Above-grade parking structures should not be considered except above a subway, where below-grade parking is not possible. Where they front onto Bloor Street, such structures should be screened from view through integration of elements such as uses facing the street, "green wall" treatment, or public art.

Service areas including loading docks, garbage areas and garage entrances should be located to the rear of a development and generally not visible from the street. Where service areas are visible or publicly accessible, these entrances should be designed to be integral to the façade and an extension of the public realm, with high quality materials and detailing.



Articulation of building elements - Institutional Precinct



Loading and servicing should be more thoughtfully considered



Considering buildings within their broader urban context

### 5.3 URBAN SCALE DESIGN CONSIDERATIONS

The urban scale defines the segments of buildings perceived from greater distances. Urban design considerations are primarily concerned with issues of massing and height. These issues affect how a building fits into its surroundings, how it is perceived from the street or from a distance. The massing, profile and height of the upper portions of the building should satisfy the following design criteria.

#### 5.3.1 BUILDING HEIGHTS AND TRANSITION

As Figure 16 depicts, existing or approved building heights in the Bloor Corridor generally follow a logical pattern that has peaks at strategic nodes and intersections (Bloor/Bedford, Bloor/Spadina, Bloor/Bathurst) which transition downward to lower heights that reflect the established built form in each of the Institutional Precinct and the Main Street Precinct. This transition lessens both the physical and the perceived impact of height on these areas.



Higher building heights in the Institutional Precinct

Within the corridor, the transition dynamic reflects its position in the general city-wide pattern: higher and more intense toward the City centre in the east, and less so in the west. At Walmer Road, there is a distinct change in height and development intensity. The future built form along Bloor Street should generally maintain this pattern.

An additional consideration is the establishment of development nodes, at St. George, Spadina and possibly at Bathurst Street. Their locations at subway stops are ideal for intensification, and are appropriate locations for higher buildings. Development should be designed to provide adequate transition toward these taller nodes.

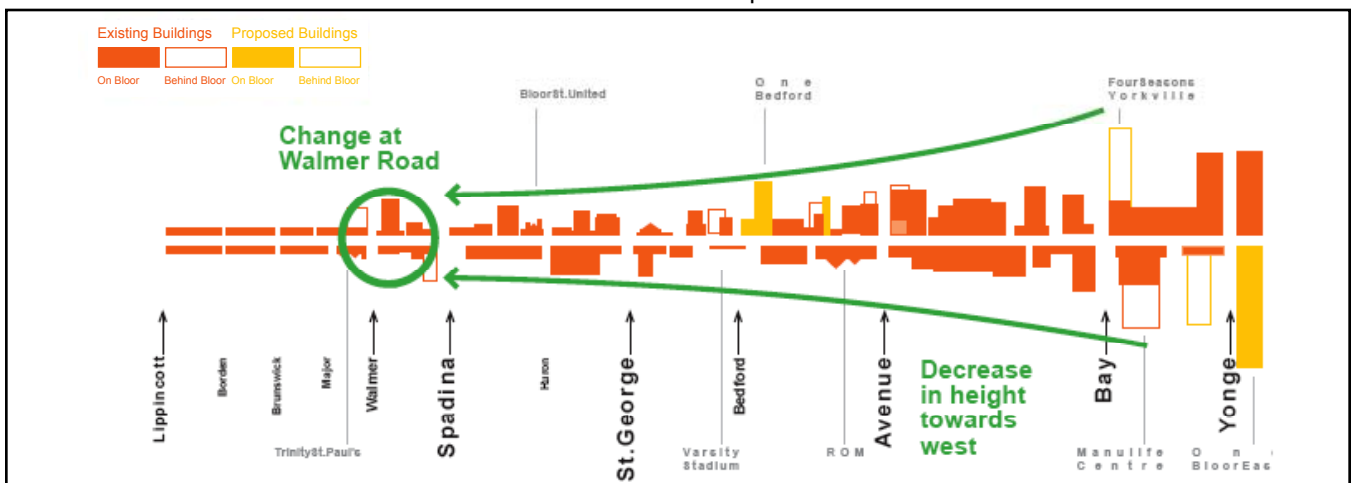


Figure 16: General pattern of building heights

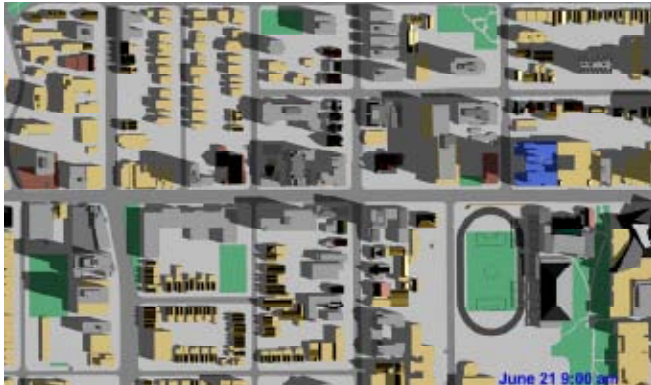


Each building in the corridor must relate to the sites surrounding it, both along Bloor Street, and in the adjacent low-rise Neighbourhoods. In addition to the parameters governing land use, density and height, these site-to-site transitions should involve the careful consideration of site- and building- specific design details, including site planning, building massing, and materials, among others, to ensure fit and consistency within a given context.

General and specific guidelines contained in Section 4 above identify where, on a site by site basis, transitions should consider:

- intensity and land use;
- overall building height, podium height, and massing;
- shadow, wind, and sky view;
- horizontal rhythm;
- at-grade heights, cornice lines, fenestration patterns, and other architectural features;
- materials and colours;
- pedestrian and vehicular access and circulation; and
- views and prominent locations.

Transition should also be a factor in the comprehensive design of sites. For example, there are a number of properties within the OISE Block that should be considered as a whole, in order to plan appropriate transitions for the block. Each site should be planned and designed in concert with adjacent sites, regardless of ownership. Towards this end, owners should consider collaborating, when possible, to create block or area plans, so that transitions can be considered most meaningfully.



Modelling shadow impact of existing and potential development

### 5.3.2 SHADOWS AND PEDESTRIAN COMFORT

Residential areas and the public realm must be protected from undue shadowing from proposed buildings.

In order to minimize the adverse impact of proposed buildings on the neighbouring areas, applicants of projects which have a height above the existing context should provide drawings showing shadows cast by the proposed development on publicly accessible areas and on buildings surrounding it.

Shadows should be shown for March 21 and September 21 for the hours of 9:18am, 10:18am, 11:18am, 12:18pm, 3:18pm, 4:18pm, 5:18pm and 6:18pm. Shadow drawings are to be provided early in the development review process. Shadow studies at additional times may also be required, for example in June when the sun shines well into the evening. Shadow studies for additional times may be required when warranted.



Shadow-sensitive areas include parks and open spaces



### 5.4 SUSTAINABLE DESIGN

Development in the Bloor Corridor should exhibit leadership in environmentally sustainable planning and design within an urbanized setting, with the objective to achieve higher standards for the district as a whole. The Official Plan promotes and encourages sustainable development, and in December 2008, City Council adopted the revised Toronto Green Standard (TGS). Minimum sustainability performance measures are required for all new development going through the planning process. In addition, green roofs are required under the Green Roof By-law in new development for buildings larger than 2,000 square metres starting January 31, 2010.

The TGS is a two-tiered system of performance measures that are concerned with the protection of air and water quality and urban forests, and the reduction of energy use, greenhouse gases, waste production, and light pollution. There are separate standards for mid-to high-rise development, low-rise residential development and low-rise non-residential development. Tier 1, which requires meeting an energy efficiency target of 25% better than the Model National Energy Code for Buildings (MNECB), is required through the planning process. Tier 2 is designed to achieve a higher level of environmental performance, including an energy efficiency target of 40% better than MNECB. It is achieved through incentives such as a 20% development charge refund. The performance measures of Tier 2 of the Toronto Green standard will be encouraged for all new development in the Bloor Corridor.

The Toronto LEED (Leadership in Energy and Environmental Design) supplement will be available as of the Fall 2009 to assist developers who intend to pursue the LEED accreditation, to ensure they have addressed the City's TGS. Design options to implement the performance measures of the TGS can be found in 'Design Guidelines for Greening Surface Parking Lots' and the 'Bird Friendly Development Guidelines'.

The City offers incentives to undertake energy efficiency modeling through the Better Buildings Partnership for New Construction program, and further incentives for new buildings that achieve reduced electricity consumption. The Eco-Roof Incentive Program offers up to \$50 per square metre for installation of a green roof and \$2 to \$5 per square metre for installation of a cool roof for industrial, commercial and institutional retrofits.



Encouraging sustainable design

*More information can be found at:*

[www.toronto.ca/greenroofs](http://www.toronto.ca/greenroofs)  
and  
[www.toronto.ca/planning](http://www.toronto.ca/planning)