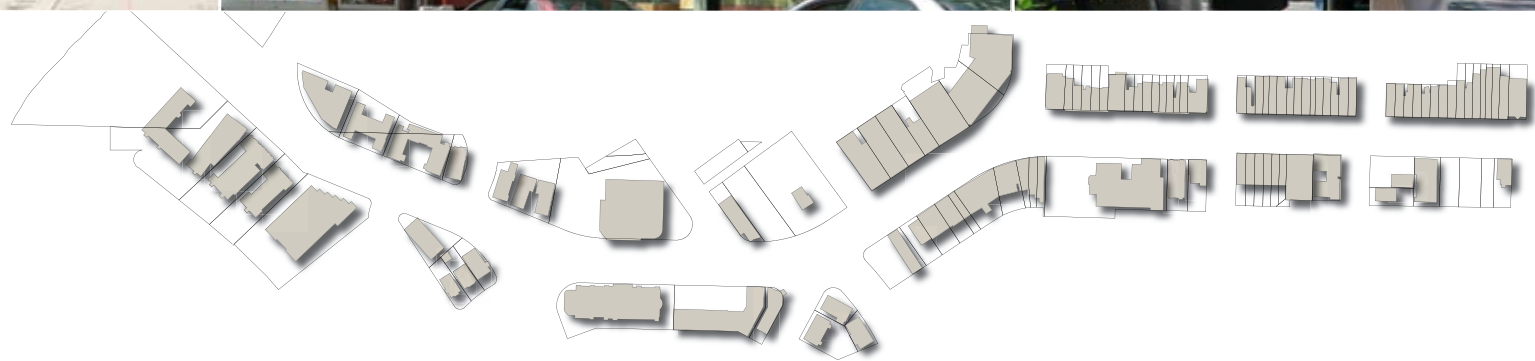




**Bloor
Street
West**



Avenue Segment Study

March 2009

Prepared for **Humberview Auto Centre Ltd. (Deltera Inc.)**

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one introduction

1.1 Purpose and Summary

This Bloor Street West Segment Study was prepared by The Planning Partnership, with input from Bousfields Inc., and Read, Voorhees & Associates for Humberview Auto Centre Ltd. (Deltera Inc.). Humberview Auto Centre Ltd. is the owner of properties located at 2500 Bloor Street West and 2490 Bloor Street West, Toronto (Subject Properties). The Subject Properties are designated both *Mixed Use Area* and *Avenue* by the City of Toronto Official Plan. Accordingly, this Segment Study was prepared in compliance with policies 2.2.3.3(a) and (b) of the Official Plan, summarized as follows:

Development may be permitted on the *Avenues* prior to an *Avenue* Study being completed and will implement all relevant policies of the Official Plan. In addition to the policies of the Plan for *Mixed Use Areas*, such proposals will also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. This review will:

- i) include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allocating for distinguishing circumstances;
- ii) consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*; and

iii) consider whether the proposed development is supportable by available infrastructure.

The review must demonstrate that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and the parameters of the review.

The key objectives of this *Avenue* Segment Study is threefold:

1. To describe the development proposal for the Subject Properties, including the form, scale and intensity;
2. To assess the development proposal's influence on potential intensification opportunities (soft sites) within the Primary Study Area (see Figure 1); and
3. To assess the overall impact of the development of the entire *Avenue* segment on any adjacent *Neighbourhoods* or *Apartment Neighbourhoods* and if it is supportable by available infrastructure.

This Study is the culmination of a comprehensive planning and urban design review and analysis of the *Avenue* Segment area. The community working group process undertaken in advance of this development application also informed this analysis. The Planning Rationale prepared by Bousfields Inc. should be read in conjunction with this report as it provides greater detail with respect to the

process, physical context, the development proposal, and applicable policies for the Subject Properties.

A key outcome of the analysis was the establishment of guiding principles and an urban design framework for the Subject Properties and the scale and form of other potential developments within the *Avenue* Segment. This framework (summarized in Section 2 of this report) is consistent with good urban design and is in keeping with the intent and purpose of the Official Plan, in specific policies for Avenues, Built Form, and Mixed-Use Areas.

This Segment Study assesses the cumulative impacts of other development along the *Avenue* Segment, if comparable development approaches are implemented on potential soft sites. Considerations include land uses and urban design, residential and employment populations, community and facilities capacity, as well as traffic and transportation issues.

Having considered the relevant policies of the Official Plan and the intent and purpose of the *Avenue*, this study ultimately concludes that the proposed development at 2490 and 2500 Bloor Street West is supported by available infrastructure, will result in no adverse impacts on adjacent neighbourhoods, and will establish a positive influence for the rest of the *Avenue* Segment.



Location of Subject Properties



1.2 Study Area

The Bloor Street West Avenue Segment Study is centred on the Subject Properties of 2490 and 2500 Bloor Street West. Consistent with Official Plan policies, this Segment Study addresses a more focused area on the Avenue.

The Avenue Segment Study is divided into two scales of study area:

The Contextual Study Area






The Contextual Study Area refers to the extent of the Segment Study with respect to the analysis of contextual matters such as community services and traffic assessment. The scale of this area is consistent with other central Toronto segment studies and is defined by the logical extent of change that can be anticipated within proximity and the 5 minute walk (approximately 400 metre radius) from of the Subject Properties. This area is generally bounded by the Humber River Valley to the west; Riverside Drive and Sunnybrook Road to the south; Windemere Avenue to the east; and, Catherine and Colbeck Streets to the north.

The Primary Study Area

The Primary Study Area refers to the area that is consistent with the 'Avenue' designation in the Official Plan. This is a more focused area of study for the purposes of detailed analysis of development and urban design matters such as soft site and redevelopment potential. This area is generally bounded by the extents of properties fronting onto Bloor Street West (including parking lots, parkettes, and TTC properties directly to the north of Bloor Street West), extending from the Humber River Valley in the west to Windemere Avenue to the east.



Figure 1
Study Area Map

- ## LEGEND
- | | |
|---|--------------------------------|
|  | Primary Study Area Boundary |
|  | Contextual Study Area Boundary |
|  | Subject Properties |
|  | TTC Subway Line |
|  | TTC Subway Station |

two

urban design framework

Building on the guiding principles established in the working group process, an urban design framework for built form and the public realm emerged that informed the proposal for the Subject Properties and was considered in defining the soft site massing scenarios. These principles and framework are consistent with Avenue studies undertaken by the City and widely accepted as appropriate standards in urban design practice. They include:

- In order to ensure a proportional street relationship, appropriate transition, and to minimize visual, shadow and wind impacts, the massing and height of new development should be subject to 45-degree angular planes from Bloor Street and properties in the adjacent Neighbourhoods.
- New development should have a clear expression of building elements, including a base, middle, and top, through the use of stepbacks and/or architectural articulation in order to visually define the different layers of the facade.
- Consistent with the character of the area, larger scaled developments should take on building forms that are of a mid-rise, street-oriented character.
- New developments should provide a low-rise base building placed close to the sidewalk that provides a consistent and well-defined street edge with active at-grade uses.
- The massing of taller developments should provide a visible stepping down of heights to adjacent low-rise residential areas.
- In order to contribute to an attractive, safe and comfortable pedestrian environment that encourages walking, new development should contribute to the enhancement of the street through landscaping and paving treatments, street furnishing and complementary at-grade uses where possible.
- Key terminus and gateway sites should be enhanced and be made visually prominent.
- Parking and loading for new development should be hidden from view and accessed through side streets and rear lanes.
- Any new open spaces should be provided with positive frontages from adjacent new developments, and be visually and physically accessible to the surrounding street network.



Bloor Street West

Avenue Segment Study



three

proposal description and assessment

3.1 Location & Site Topography

The specific development proposal which precipitated this Avenue Segment Study is located at 2500 (Building A) and 2490 (Building B) Bloor Street West (Subject Properties). Building B occupies the north terminus of South Kingsway. The Subject Properties are centred between Jane Street and the Humber River, located in close proximity to Jane subway station (approximately within 300 meters). Currently, both sites are occupied by car dealerships, however the Building B site also includes a modest 4-storey office building.

In the Bloor West Village Urban Design Study (2005), the Subject Properties are identified as part of the South Kingsway Character Area. This area is considered a transitional area between the residential character to the west, and the mixed-use main street character of Bloor West Village to the east. That South Kingsway terminates at the easterly site and Bloor Street curves southward at this particular location, further makes these sites unique within the Study Area. As a result, the Subject Properties are afforded with an exceptional opportunity to reinforce the notion of a gateway into the Bloor West Village area.

The sloping topography of the Subject Properties is a defining feature in the westerly part of the Primary Study Area. A gradual drop of approximately 20 metres in elevation occurs as one moves westward from Jane Street towards the Humber River. With respect to the Subject Properties, there is a slope downward of approximately five meters from the Bloor Street West elevation towards the residential neighbourhood to the north.

The impacts of these slopes will need to be carefully observed in any urban design considerations for the site, especially in terms of shadow impacts, massing configurations, height, and transition to neighbouring residential uses.

3.2 Proposal Description

Each site contains a single mid-rise building with below-grade parking and at-grade uses. The following describes the proposal on a site by site basis:

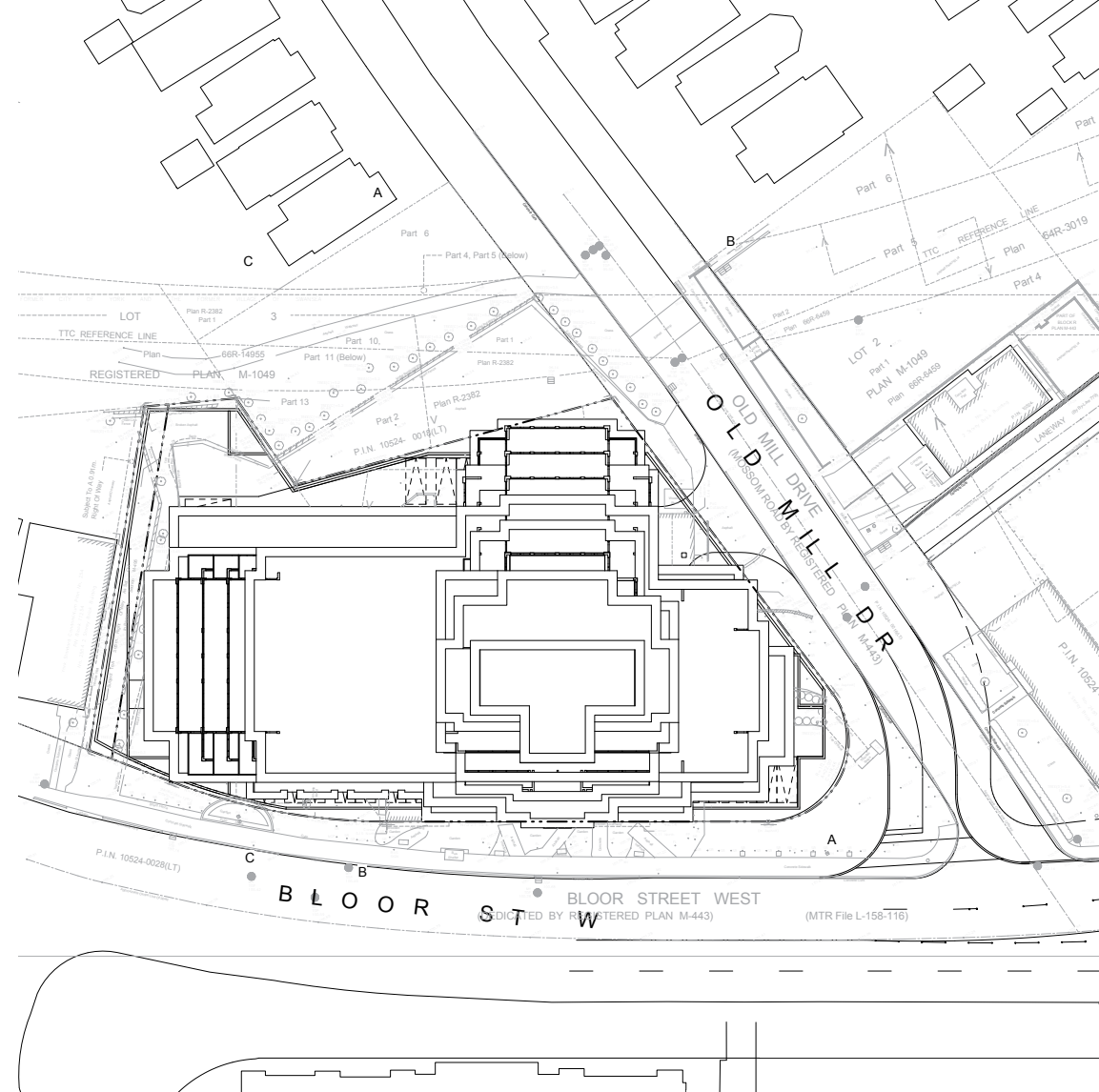


Figure 2. Proposed development at 2500 Bloor Street West (Building A), Site Plan

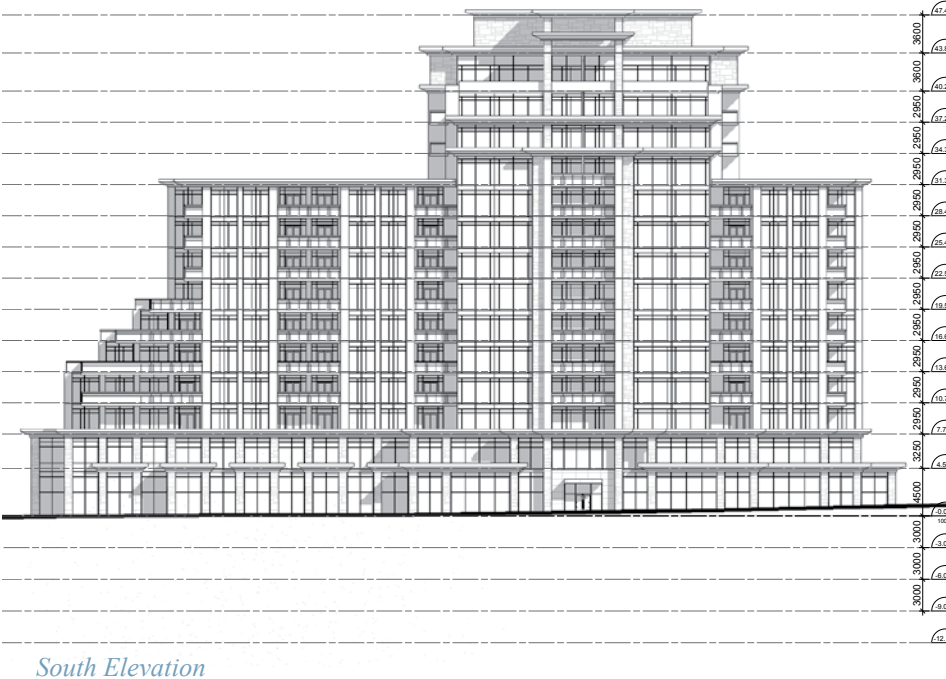
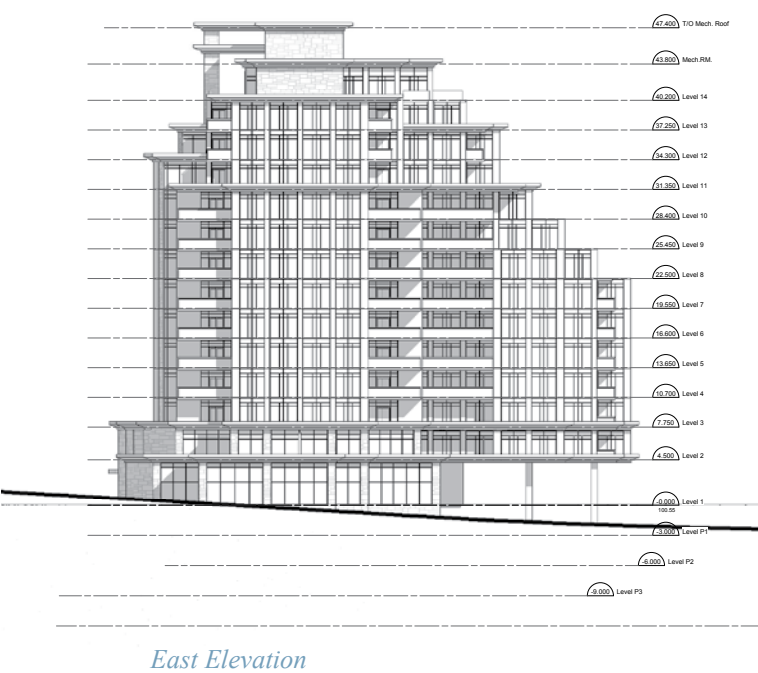
2500 Bloor Street West (Building A)

Building A maintains a 2-storey street related podium height along Bloor Street wrapping around the corner on Old Mill Drive. The building massing consists of two intersecting volumes: a predominantly 10-storey mid-rise component parallel to Bloor and a 13-storey component perpendicular to Bloor.

The 10-storey building steps down to the lower rise building to the west. The upper levels of the 13-storey building steps back from 10-storey component, consistent with the 45-degree angular plane ensuring a 1:1 proportional relationship with Bloor Street. The 13-storey building also maintains a 45-degree angular plane by stepping down to the low-rise neighbourhood to the north. The upper levels of the building are further articulated through step backs and strong cornice lines, lending to the overall expression of the building.

The 2-storey podium includes residential uses as well as the residential lobby and amenity space. Street-accessed townhouse units front onto Bloor Street. Loading, service and residential drop-off are located at the rear of the building.

Figure 3. Proposed development at 2500 Bloor Street West (Building A), Elevations



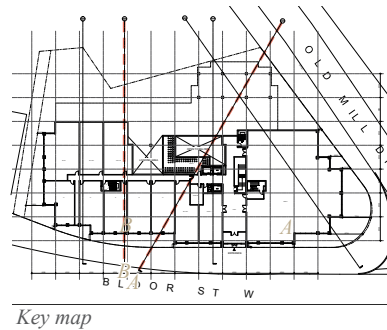
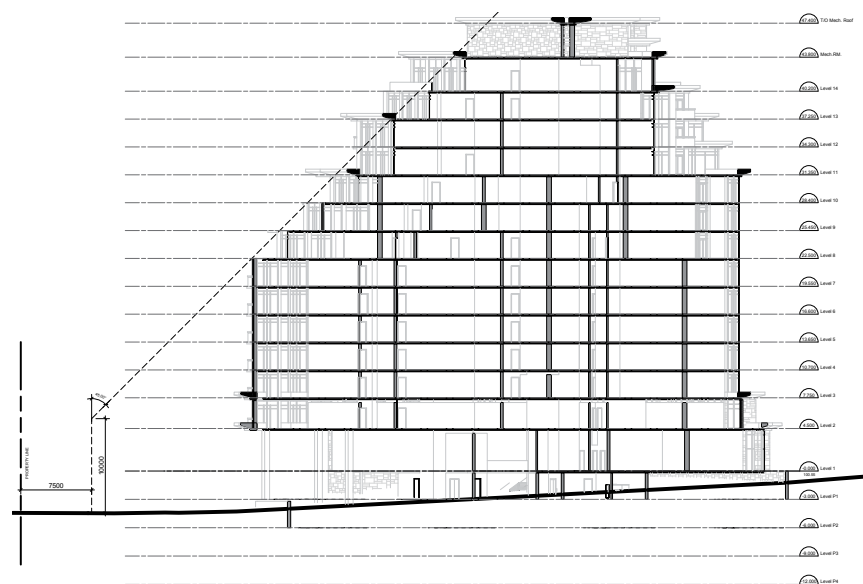
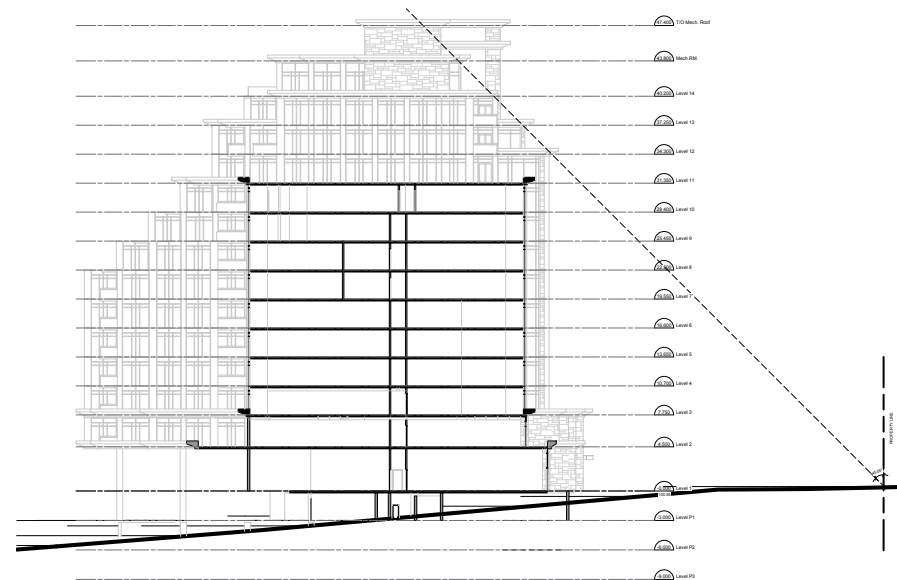


Figure 4. Proposed development at 2500 Bloor Street West (Building A), Cross Sections with Angular Planes

Cross Section AA



Cross Section BB



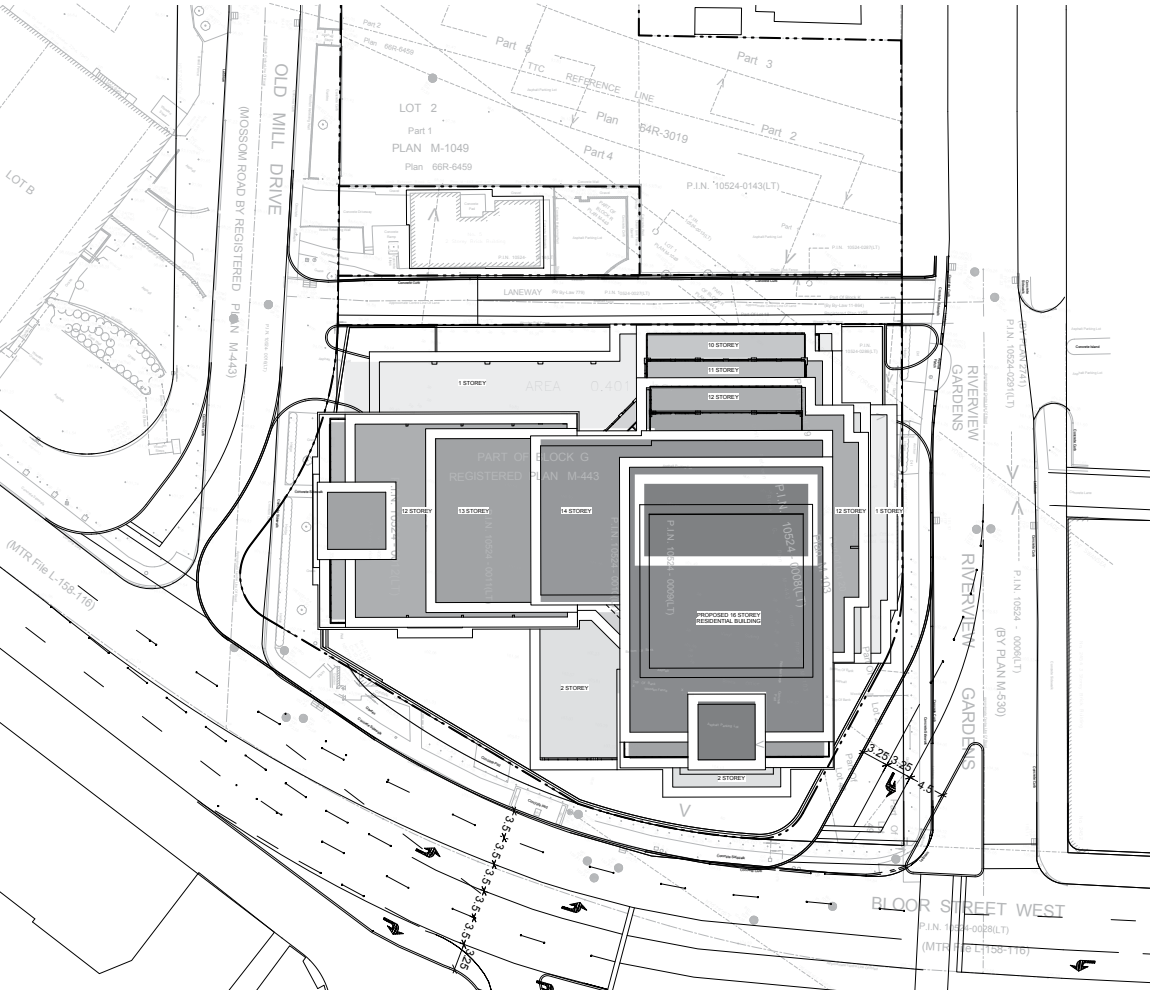


Figure 5. Proposed development at 2490 Bloor Street West (Building B), Site Plan

2490 Bloor Street West (Building B)

Similar to Building A, the proposed development is in the form of a 2-storey street-related podium over which is a stepped building. The building massing consists of two intersecting volumes: a 12-storey mid-rise component parallel to Bloor Street; and a step up from 12-storeys to a slender 16 -storey component perpendicularly oriented to Bloor Street.

Except for the slender end of the 16-storey component, all aspects of the building are located within a 45-degree angular plane measured from Bloor Street. Topped with a prominent architectural feature, the upper 4 levels of the 16-storey component that project into the angular plane are aligned with, and are intended to reinforce the terminus of Kingsway South and form a gateway to the Bloor Street West commercial area.

At the rear and facing north, the slender side of the 16-storey building faces the neighbourhood and steps back at the upper levels to maintain a 45-degree angular plane. The east-west oriented mid-rise component is setback from the base and the 16-storey component, which further articulates the massing of the north facade. The upper two to three levels of the building are further articulated through step backs and strong cornice lines, lending to the overall expression of the building.

Vehicular access is provided at the rear of the site, through a separate driveway entrance off Old Mill Drive and Riverview Gardens. This driveway also accommodates other proposed uses including service and loading for retail.

Retail uses are located in the podium and front onto Bloor Street West as well as Riverview Gardens. A modest plaza is provided at the westerly side and adjacent to Old Mill Drive. The residential lobby is accessed off the plaza as well as off the rear lane one level below, from the vehicular drop off area. The ground level of the development also includes amenity space and bike storage. Residential uses and additional indoor amenity space are located above the ground level of the podium.

Associated with the development is a proposal to realign Riverview Gardens in a westerly direction so as to create a normalized intersection with South Kingsway that will serve both the development and broader community.

The proposed development attempts to negotiate between a number of ordering principles that include the curvature in Bloor Street, a sloping site, the north view terminus of South Kingsway, adjacent properties with differing characteristics, and the proposed realignment of Riverview Gardens. While the overall massing and grade level conditions are not entirely parallel to Bloor Street West, the proposed development configuration reconciles these irregular orders while strengthening the building's urban design merits with respect to serving as a gateway and view terminus.

Figure 6. Proposed development at 2490 Bloor Street West (Building B), Cross Sections with Angular Planes

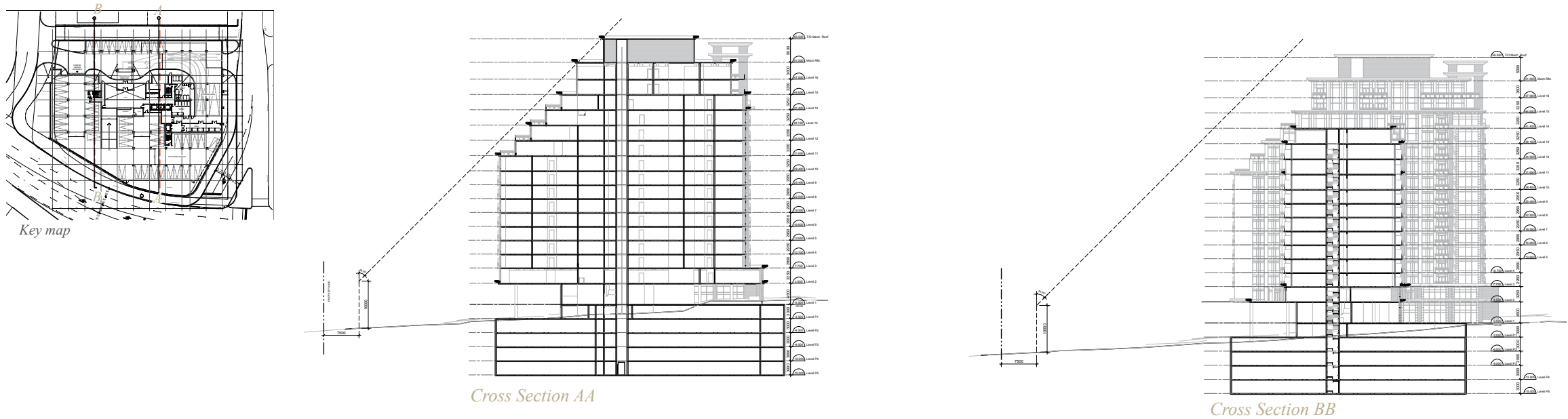
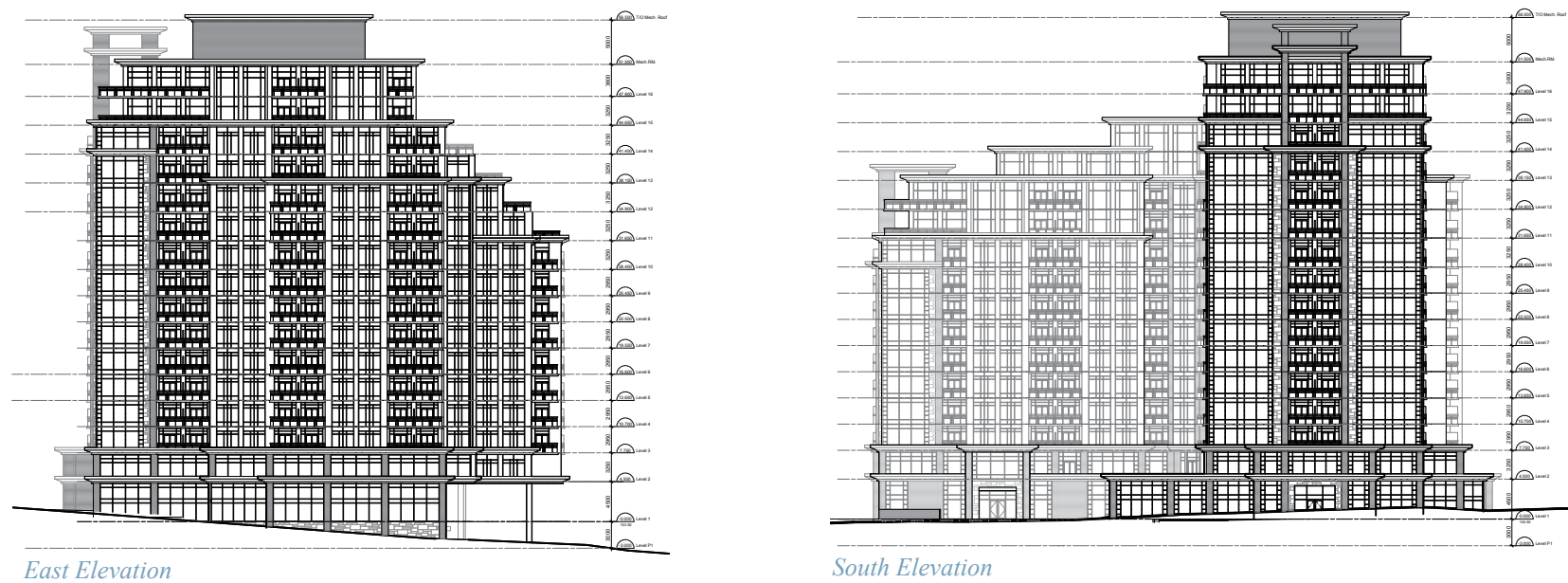


Figure 7. Proposed development at 2490 Bloor Street West (Building B), Elevations



3.3 Development Statistics

Table 1 summarizes the development statistics for proposed Building A and Building B.

Table 1
Development Statistics Summary for Proposed Development

<i>Development Statistics</i>	<i>Building A (2500 Bloor St W)</i>	<i>Building B (2490 Bloor St W)</i>	<i>Totals</i>
Site Area	4,119 square metres (1.018 acres)	4,007 square metres (0.99 acres)	
Average Lot Depth	41 - 54m	37- 64m	
Street Frontage	approx. 89m along Bloor Street W; and, approx. 48m along Old Mills Dr	approx. 69m along Bloor Street W; approx. 64m along Riverview Gardens; and approx. 37m along Old Mills Dr	
Max. No. of Storeys	13 storeys	16 storeys	
Max. Building Height*	43 metres	50.5 metres	
Gross Floor Area	23,695 square metres	30,126 square metres	53,821 square metres
Residential GFA	23,695 square metres	29,106 square metres	52,801 square metres
Retail GFA	0 square metres	1,020 square metres	1,020 square metres
No. of Res Units	217 units	271 units	488 units
FSI	5.8	7.5	

* Building height excludes mechanical penthouse, architectural parapets, and rooftop elements

3.4 Architectural Statement

While there will be two buildings established in the proposed development, they will express the same architectural language in the materials and style, while also generating strong vertical and horizontal urban massing elements. The two buildings therefore work in a seamless synergy that helps to define and embrace the Bloor Street edge at the lower two levels and establish an upper level horizontal benchmark.

Architecture should understand the challenge of embracing a neighbourhood, especially one that in parts is eclectic in its physical appearance. While Bloor Street establishes a general commercial/retail height along the east/west corridor – the style and colours of each building vary, as well as the proportion of windows and openings. It has transformed over the last few decades to become a hub for a softer/warmer pace of life that has been expressed in some moderation in the general architecture. It has been the idea rather than in the material reality of the locality that suggests the notion of “Bloor West Village” and the glimpse of the arts and crafts style of architecture.

The proposed buildings at 2490 and 2500 Bloor Street West reinforce this goal and even in some sense become a striking metaphor for everything that Bloor West Village strives to emulate.

The style of architecture suggests a noticeable reference to Frank Lloyd Wright and the sweeping “Prairie House” style that was evident in the early 1900’s. The materials will also borrow from the references of Bloor Street, with deeper earth tones in the frames of the windows and tint of the glazing. Each façade will have elements of cut stone that can be found along the edge’s and entrances to High Park that is a symbol for the area.

The buildings will both strive to feature as many of the sustainable elements of LEED design, such as site design, green roof technology, daylighting to internal rooms, and intensification along major arterial transportation networks. This approach will showcase an elegant building, while becoming a leader in reducing its environmental impact.

The buildings over the next few decades will establish themselves as the defining symbol of smart growth and a sensitive regeneration of Bloor Street West.

four

potential soft sites & development scenarios

4.1 Identification of Soft Sites

4.1.1 Soft Site Criteria

In their Terms of Reference for an Avenue Segment Study, The City of Toronto has identified a set of criteria for determining soft site candidates. The Official Plan further references incremental development of similar form, scale and intensity (Policy 2.2.3.b.i.).

Keeping in mind the relevance to our Primary Study Area, the following criteria have been established in our selection of redevelopment soft sites for the Study:

- Sites with current redevelopment applications;
- Larger and deeper lot sizes;
- Current sites that are single-use, auto-oriented, under-utilized and/or vacant; and,
- Contiguous property lots held by the same land owner.

In general, sites that were likely to experience redevelopment with more intense, urban, and transit-oriented land uses, under the right policy and/or market conditions, were considered candidates for our potential redevelopment scenarios.

4.1.2 Lot Consolidation

In order to create a more comprehensive design strategy for the overall Avenue, we have assembled several parcels in two instances.

First, we have assumed lot assembly for land parcels held by the same land owner. This particular situation applies to the former Humber Odeon site at 2442 Bloor Street West, with adjacent lots 2444, 2446, 2448, 2450, 2452, and 2454 Bloor Street West.

Second, we have assumed lot assembly for several narrow frontage lots to enable a substantial redevelopment parcel. In this case, we have identified the land associated with the Turner & Porter Funeral Directors. The property at 237 Willard Avenue has been included in order to complete a regularized lot assemblage.

4.1.3 Redevelopment Potential & Evaluation

Based on our analysis of current development applications and a review of existing uses and built form conditions along the Avenue Segment, we have classified the soft sites into two categories according to their redevelopment potential.

Prime Redevelopment Sites

Prime redevelopment sites are parcels of land with existing redevelopment applications that are anticipated to redevelop in the very near future. They are also currently underdeveloped or under-utilized, are relatively large, contiguous blocks that do not require significant assembly and have no existing residential uses or heritage building constraints.

Long-term Redevelopment Sites

Sites classified as long-term redevelopment sites are parcels of land with existing uses and built form that, given current conditions, are not likely to redevelop in the near future, but that may be considered for redevelopment as the Avenue intensifies over time.

The following Plan (Figure 8) illustrates the application of these categories to the Primary Study Area.

Figure 8
Redevelopment
Site Evaluation



LEGEND

★ Subject Properties

Soft Sites

- 1 Site 1
2442, 2444, 2446, 2448, 2450, 2452 & 2454
Bloor St West
- 2 Site 2
2489 & 2489A Bloor St West
- 3 Site 3
2485 Bloor St West
- 4 Site 4
2333, 2351, 2357 & 2365 Bloor St West and
237 Willard Avenue

- Prime Redevelopment Site
- Long-term Redevelopment Site



Table 2: Soft site and proposed development summary statistics

	Municipal Address	Lot Assembly Required	Current Land Use	Site Area (m2)	Avg / Range of Lot Depth (m)	Approx. Street Frontage (m)	Max. No. Of Storeys	Max. Bldg Height*** (m)	Gross Floor Area (m2)	Residential GFA (m2)*	Retail GFA (m2)**	No. Of Res Units	FSI
Site 1	2442, 2444, 2446, 2448, 2450, 2452, 2454 Bloor Street West	Yes	Vacant Humber Odeon; 4 mixed-use builidngs	3,500	41 - 48m	80m along Bloor; 41 along Riverview	12	37m	27,825	24,560	3,265	246	8.0
Site 2	2487, 2489, 2489a Bloor Street West	Yes	Commercial	2,245	30.5	68m along Bloor; 31.5m along Mossom	8	25m	10,430	8,665	1,765	87	4.6
Site 3	2485 Bloor St West	No	Commercial (Esso Gas station)	968	31m	30m along Bloor; 31m along South Kingsway	8	25m	3,980	3,320	660	33	4.1
Site 4	2333, 2351, 2357, 2365 Bloor St West & 237 Willard Ave	Yes	Commercial	3,212	33.4m	96m along Bloor; 34m along Willard; 33m along Windemere	7	22m	11,900	9,510	2,390	95	3.7
Development Proposal - Building 'A'	2500 Bloor St West	No	Auto Commercial	4,119	41 - 54m	89m along Bloor; 48m along Old Mill Dr	13	43m	23,695	23,695	0	217	5.8
Development Proposal - Building 'B'	2490 Bloor St West	Yes	Commercial & Auto Commercial	4,007	37 - 64m	69m along Bloor; 64 along Riverview Gardens; 37 along Old Mill Dr	16	50.5m	30,126	29,106	1,020	271	7.5
				Site Area (m2)					Gross Floor Area (m2)	Total Residential GFA (m2)*	Total Retail GFA (m2)**	Total No. Of Res Units	Average FSI
Total				18,051					107,956	98,856	9,100	949	5.6

Note

* Assumes 100 sq.m/residential unit on a gross calculation (includes stairways, service elements, etc) for Sites 1-4; Actual statistics for Development proposal at 2490 and 2500 Bloor St West.

** Assumes first floor retail at grade units for Sites 1-4; Actual statistics for Development proposal at 2490 and 2500 Bloor St West.

*** Building height excludes mechanical penthouse, architectural parapets, and rooftop elements

Summary

The following table summarizes the development statistics for all four soft sites in addition to the proposed development of 2490 and 2500 Bloor Street West.

The statistics related to the Sites 1 through 4 reflect the analysis conducted on the following pages in Section 4.2 *Development Scenarios*. The dimensions and area calculations were derived from the massing deployed on the soft sites achieved when a similar design approach as the proposed development is applied.

4.2 Development Scenarios

4.2.1 Purpose and Objective

The objective of this section is to provide a hypothetical redevelopment scenario and associated development statistics for each soft site identified along the *Avenue* Segment.

In order to evaluate the redevelopment potential of the *Avenue* Segment, several demonstration projects have been developed as potential redevelopment scenarios within the Primary Study Area. In all scenarios, the redevelopment projects are subjected to the same urban design framework (summarized in Section 2) applied to the development proposal at 2490 and 2500 Bloor Street West. The purpose of this approach is to evaluate, from a comprehensive perspective, the broader implications of the subject development proposal on the Bloor Street West *Avenue* Segment.

This analysis is useful to project future population densities and the potential built form character of the *Avenue*. By applying a similar urban design approach as the development proposal at 2490 and 2500 Bloor Street West, we can assess the type of influence the subject proposal may create for soft sites along the entire *Avenue* Segment. Furthermore, the analysis provides assumptions for studying the cumulative impacts for traffic and community services (see Section 5).

4.2.2 Demonstration Plans and Development Statistics

The following potential soft sites have been identified within the Primary Study Area:

Site 1

2442, 2444, 2446, 2448, 2450, 2452 & 2454 Bloor St West;
Former Humber Odeon Site and adjacent lots owned by the same land owner

Site 2

2489 & 2489A Bloor St West;
Existing 3-storey commercial building

Site 3

2485 Bloor St West;
Existing Esso gas station

Site 4

2333, 2351, 2357 & 2365 Bloor St West and 237 Willard Avenue;
Existing Turner and Porter Funeral Directors and associated uses, and a 3-storey commercial building.

To reiterate, the redevelopment scenarios suggested here are hypothetical, and do not suggest that they are the only possible development forms, nor do they preclude other sites within the Segment from being developed.

Site 1 is strategically located within the Bloor-Jane gateway, at the north apex of South Kingsway. The site is currently comprised of four mixed-use buildings, and the vacant former Humber Odeon Site. This site is a prime redevelopment site within the Primary Study Area for our analysis for several reasons: first, redevelopment applications have been previously submitted at 2442 Bloor Street West; second, the properties are all under one land ownership, which allows for a substantially larger lot area; furthermore, the sloping condition towards the rear of the property, as well as the municipal-owned land that buffers the property from the existing residential neighbourhood to the north, are attributes shared with the Subject Properties.

To ensure consistency with existing redevelopment permissions at 2442 Bloor Street West, a proposed 12-storey building at the corner of Riverview Gardens also sits on a 3-storey podium. Above the third storey, the building steps back 3m from the property line up to the 9th storey. The building steps back another 1 to 2 metres above the 9th storey in order to clearly express the upper floors of the building and remain within the 45-degree angular plane. Stepping also occurs at the rear of the building, which allows for visual transition towards the existing residential neighbourhood.

This analysis incorporates the development parameters of the 2006 pre-approval on the former Humber Odeon site at 2442 Bloor Street West. Consequently, while the balance of the development scenario conforms to the urban design framework described in Section 2 of this report, the building mass on the Humber Odeon site does not conform to the 45-degree angular plane at the rear of the lot, which abuts an existing residential property.

In summary, Soft Site 1 can accommodate a 12-storey building using a similar design approach to the proposed development at 2490 and 2500 Bloor Street West. Despite the unique site attributes of the proposed development at 2490 and 2500 Bloor Street West, this analysis demonstrates that a new development which is comparable in scale, form, and intensity to the proposed development can be achieved on other sites with appropriate urban form and be in keeping with the objectives of the Official Plan.

Soft Site 1

2442, 2444, 2446, 2448, 2450, 2452 & 2454 Bloor St West

Lot Assembly Required	Yes
Redevelopment Potential	Prime Redevelopment Site
Current Land Use	Vacant (Former Humber Odeon Site), and four mixed-use buildings

Development Statistics

Site Area	3,500 square metres
Average Lot Depth	41- 48m
Street Frontage	80m along Bloor Street W; and, 41m along Riverview Gardens
Max. No. of Storeys	12 storeys (3 storey podium)
Max. Building Height	37 metres
Avg. Building Footprint	50m x 25m
Gross Floor Area	27,825 square metres
Residential GFA	24,560 square metres
Retail GFA	3,265 square metres
No. of Res Units	246 units
FSI	8.0

* Assumes gross calculation of 100 sq.m./residential unit

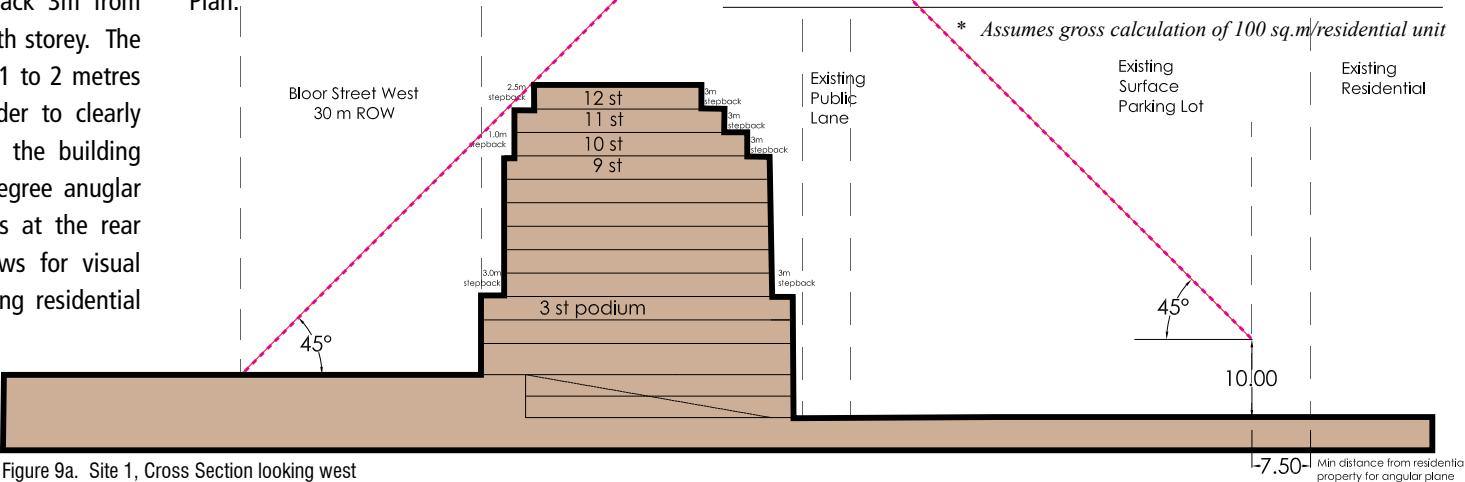


Figure 9a. Site 1, Cross Section looking west

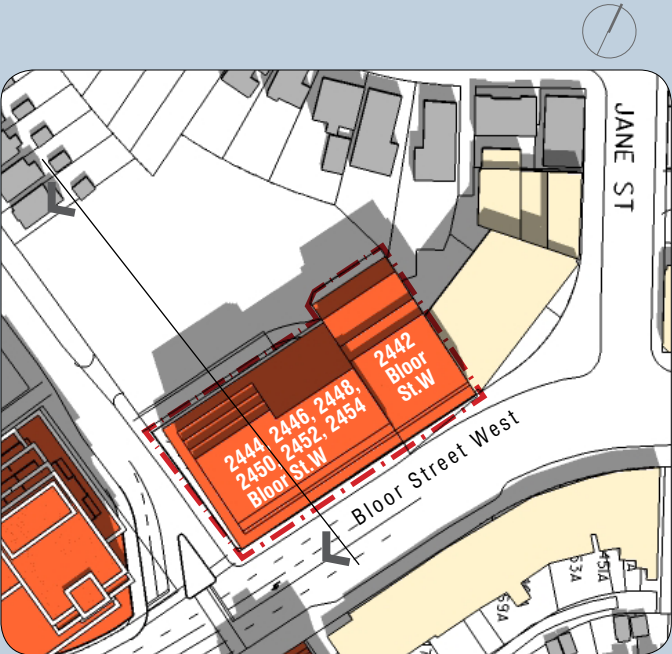


Figure 9b. Site 1, Plan View



Figure 9c. Site 1, Axonometric View

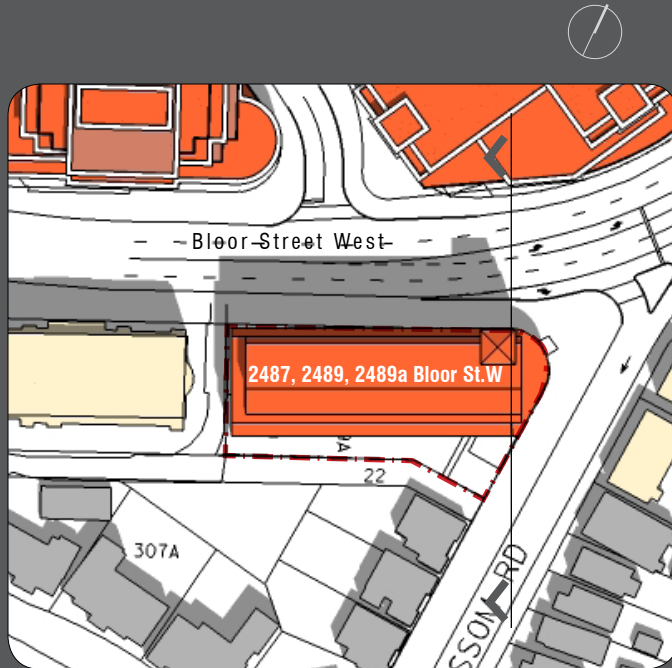


Figure 10b. Site 2, Plan View



Figure 10c. Site 2, Axonometric View

Soft Site 2 2487, 2489 & 2489a Bloor St West

<i>Lot Assembly Required</i>	Yes
<i>Redevelopment Potential</i>	Long-term
<i>Current Land Use</i>	Commercial

Development Statistics

Site Area	2,245 square metres
Average Lot Depth	30.5 metres
Street Frontage	68 m along Bloor Street W; and, 31.5 m along Mossom Road
Max. No. of Storeys	8 storeys (2 storey podium)
Max. Building Height	25 metres
Avg. Building Footprint	25m x 66m
Gross Floor Area	10,430 square metres
Residential GFA	8,665 square metres
Retail GFA	1,765 square metres
No. of Res Units	87 units
FSI	4.6

* Assumes gross calculation of 100 sqm/residential unit

Site 2 is located at the south apex of Old Mill Drive. As such, it acts as a gateway to the community, as well as a minor terminus site with key directional views from Old Mill Road. Currently on the site are 2-3 storey commercial uses. This is selected as a long-term redevelopment site because it is a single-use and has poor urban form. It is currently set back more than 15m from the street, fronted by surface parking. Despite a similar street frontage to the Subject Properties, the lot depth is substantially shorter at approximately 30m (the lot depth for 2490 at times exceeds 60m). Another significant difference is the proximity of the residential neighbourhood located just south of Site 2. Without the municipal-owned land to buffer the Subject Properties from the existing residential neighbourhood, the allowable building mass and height for Site 2 is constrained.

In this analysis, an 8-storey building can be accommodated with a 2-storey podium that

wraps around the corner of Mossom Road. With a 25m building width, this concept assumes a double-loaded corridor with stepbacks occurring at both the front and rear of the building. The top two levels of the building stepback to a 10m building width, and assumes a single-loaded corridor condition. This is necessary to ensure that the massing fits within 45-degree angular planes from both the street and residential side. The building also steps down to five-storeys to provide a transition in height to the adjacent lower residential building to the west.

Clearly, the site attributes of Site 2 do not allow for a building of similar scale, form or intensity to that proposed for the Subject Properties. But, a similar design approach as the proposed development does allow for an appropriate building form given its site constraints, of an 8-storey mid-rise building on Site 2.

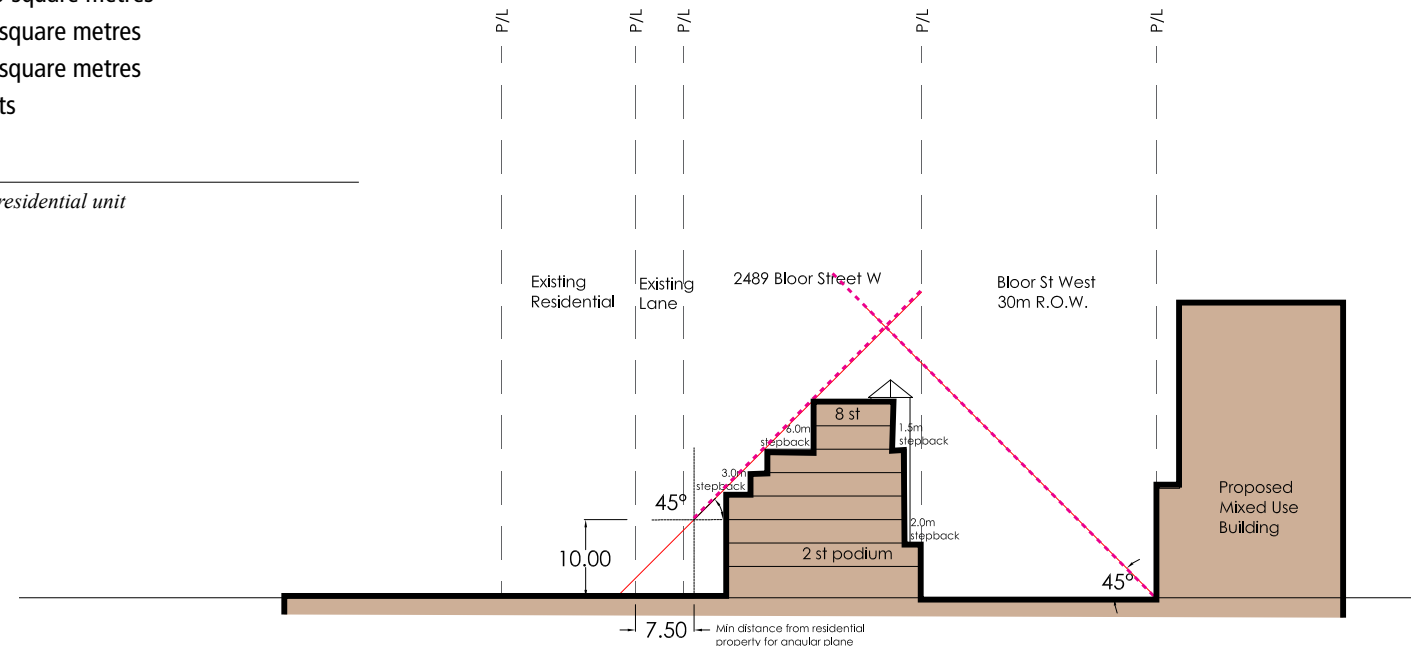


Figure 10a. Site 2, Cross Section looking west

Site 3 is situated at the south apex of Riverview Gardens, acting as a minor terminus site with directional views coming south from Riverview Gardens. The property is currently the site of a gas station, and was selected as a soft site with long-term redevelopment potential because of its singular automotive-related use.

This property has the least similar site attributes as the Subject Properties. The lot frontage and depth dimensions are substantially smaller than any of the other soft sites described in this analysis. Coupled with the fact that Site 3 abuts a residential zone with no buffer area, this property’s redevelopment potential is highly constrained.

Despite the differences, however, the site can still achieve an 8-storey building with a 2-storey podium which complements Bloor West. The building can accommodate a double-loaded corridor; at the top two levels, the building steps back to a single-loaded corridor condition.

As the site is located at a minor terminus, a landmark and/or significant architectural feature has been designed at the apex of Riverview Gardens to signify the importance and arrival to the Bloor Street.

This analysis has demonstrated that when maximized within the parameters of the urban design framework, this site can at best accommodate an 8-storey building. The site’s constraints make it very difficult to replicate the scale and intensity of the building mass achieved on the Subject Properties.

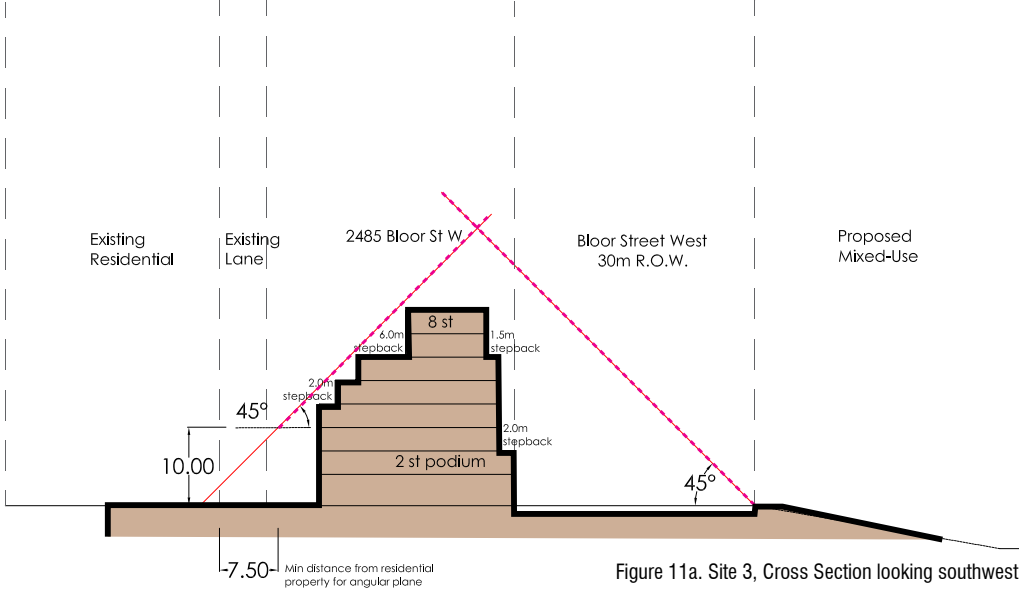


Figure 11a. Site 3, Cross Section looking southwest

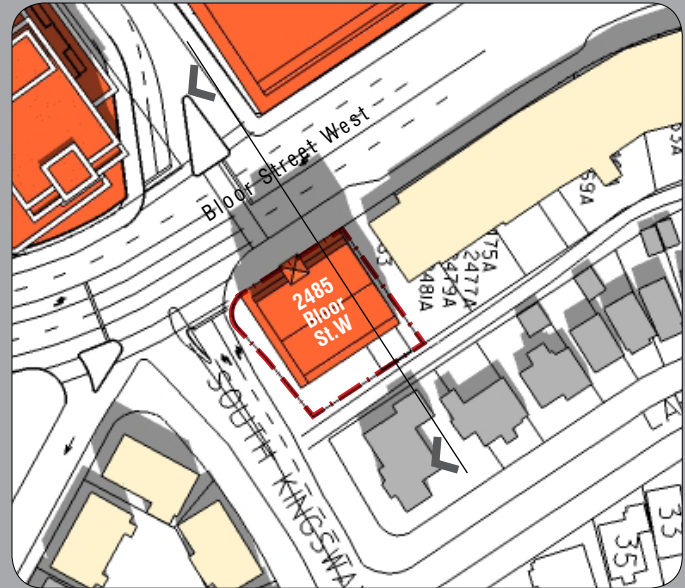
Soft Site 3 2485 Bloor St West

Lot Assembly Required No
Redevelopment Potential Long-term
Current Land Use Commercial - Esso Gas Station

Development Statistics

Site Area	968 square metres
Average Lot Depth	31 metres
Street Frontage	30 m along Bloor St W; and, 31 m along South Kingsway
Max. No. of Storeys	8 storeys (2 storey podium)
Max. Building Height	25 metres
Avg. Building Footprint	25m x 26m
Gross Floor Area	3,980 square metres
Residential GFA	3,320 square metres
Retail GFA	660 square metres
No. of Res Units	33 units
FSI	4.1

* Assumes gross calculation of 100 sqm/residential unit



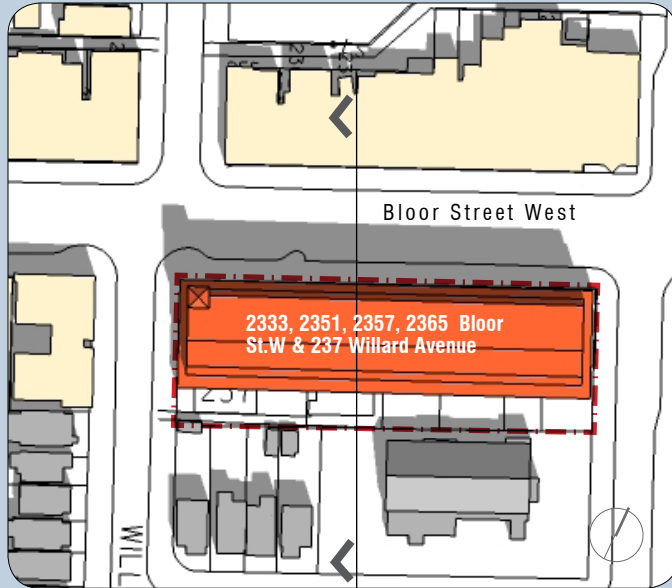


Figure 12b. Site 4, Plan View



Figure 12c. Site 4, Axonometric View

Soft Site 4 2333, 2351, 2357, & 2365 Bloor St W and 237 Willard Avenue

<i>Lot Assembly Required</i>	Yes
<i>Redevelopment Potential</i>	Long-term
<i>Current Land Use</i>	Commercial

Development Statistics

Site Area	3,212 square metres (0.3212 ha)
Average Lot Depth	33.4 metres
Street Frontage	96.1 m along Bloor Street W; 33.7 m along Willard Avenue; and, 33.1 m along Windemere Avenue;
Max. No. of Storeys	7 storeys (2 storey podium)
Max. Building Height	22 metres
Avg. Building Footprint	25m x 96m
Gross Floor Area	11,900 square metres
Residential GFA	9,510 square metres
Retail GFA	2,390 square metres
No. of Res Units	95 units
FSI	3.7

* Assumes gross calculation of 100 sqm/residential unit

Site 4 is located at the east end of the Primary Study Area, acting as a terminus to Willard Avenue. This site has long-term redevelopment potential due to its single land usage, and its poor interface with Bloor Street West. The property is comprised of several commercial buildings and the site of the Turner and Porter Funeral Homes, which includes a large and visible surface parking area. Furthermore, as a consolidated property, this site has a Bloor Street frontage of over 90 metres, which is larger than that of the Subject Properties. However, it has a shallow lot depth and is in much closer proximity to residential properties.

In this analysis, a 7-storey building can be accommodated. On the Bloor Street frontage, the building steps back above the 2-storey podium, and further steps back at the two upper levels. At the rear, the building steps back at various levels subject to the angular plane.

In summary, it is clear that when the design approach for the proposed development is applied to Site 4, the resulting scale and intensity is not comparable to the proposed development at 2490 and 2500 Bloor Street West.

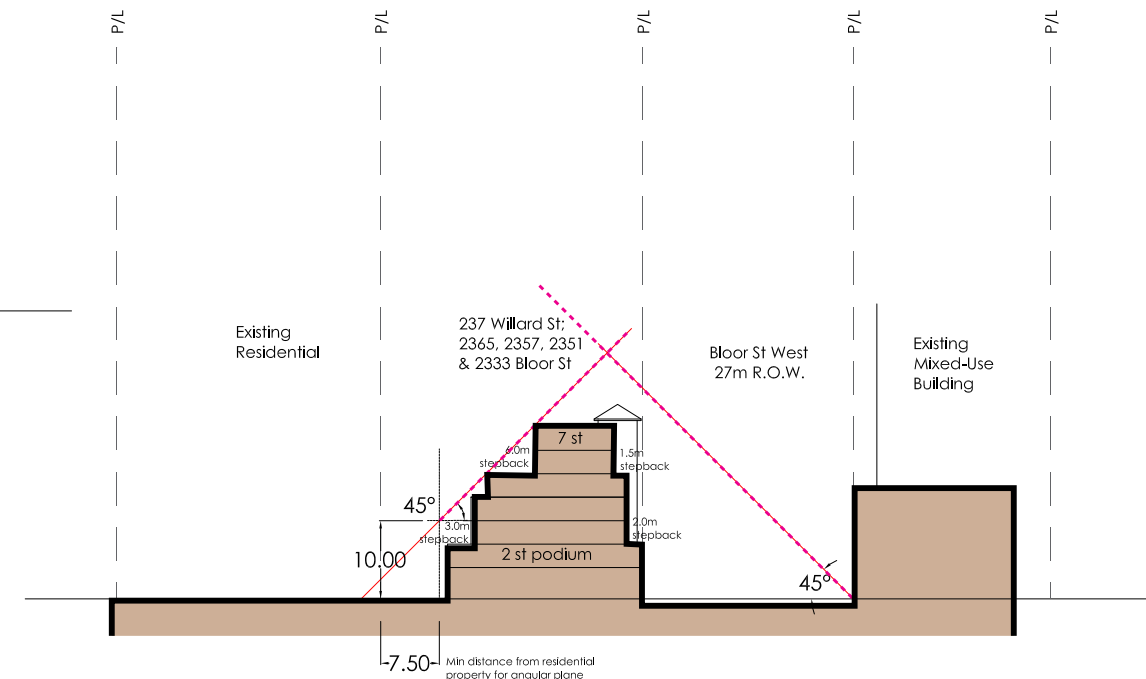


Figure 12a. Site 4, Cross Section looking west

3.2.3 Area Model Renderings

The following renderings (Figures 13, a-c) illustrate the potential evolution of the Avenue with the development of the soft-sites and 2490 and 2500 Bloor Street West. This series of drawings illustrates the short-term and long-term Avenue massing potential.



Figure 13b.
Short-term Redevelopment Scenario (model rendering)



Figure 13c.
Long-term Redevelopment Scenario (model rendering)



3.2.4 Shadow Studies

The following diagrams illustrate the shadow impacts of the soft sites, as well as the proposed development at 2500 (Building A) and 2490 (Building B) Bloor Street West (Figures 14, a to h). Consistent with the Toronto Development Guide, shadows are tested on March/September 21 for specific times throughout the day.

The studies take into account the sloping conditions and are modelled to assess the amount and extent of shadows casted onto public spaces and adjacent residential neighbourhoods. The location of the building at 5 Old Mill Road is illustrated in the sun/shadow modelling prepared by Kirkor Architects contained in the Planning Rationale report prepared by Bousfields Inc., dated March 2009.

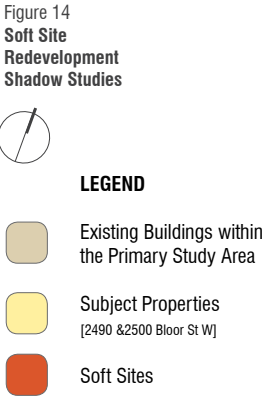
In the morning hours when shadows are at their longest (9:18-11:18am), Buildings A and B as well as Soft Site 1 cast shadows on residential lots and Traymore Park directly to the north of these sites. However, with each passing hour, there is a significant reduction in the extent and duration of shadows. Most impacted lots experience shadowing for roughly an hour. It appears that only one lot and partially a second experience shadow impacts for a two hour duration, but by 12:18pm all lots are free of shadow impacts. By 11:18am, Traymore Park is almost completely free of shadow impacts.

In the morning hours, Soft Sites 2, 3 and 4 are casting shadows across Bloor Street. However, by 11:18 the sidewalks on the north

side of the street are free of shadow impacts from Soft Sites 3 and 4, and by 12:18 there are no impacts on the north side.

In the early evening hours when shadows are elongated (5:18pm), Building B and Soft Site 1 cast shadows across Bloor Street, and Soft Site 3 begins to cast shadows on the rear yards of several residential lots to its south-east. By 6:18pm the sun is low enough in the sky that impacts would be comparable to that of as-of-right developments.

In conclusion, the development of Buildings A and B as well as the soft sites result in minimal shadow impacts. Few residential properties are impacted and for relatively short durations. With the exception of a one hour duration in the morning, Traymore Park receives sun throughout the day. The impact on Bloor are minimal relative to the as-of-right development permissions.



a. March/September 21, 9:18am



b. March/September 21, 10:18am



c. March/September 21, 11:18am



d. March/September 21, 12:18pm



e. March/September 21, 3:18pm



g. March/September 21, 5:18pm



f. March/September 21, 4:18pm



h. March/September 21, 6:18pm

five implications for the segment

Based on the hypothetical soft site demonstration plans and their associated development yields in Section 4, this chapter of the report looks at the broader implications of the potential long-term build-out of the Avenue Segment. More specifically, this section summarizes the projected residential and employment population, implications for community services and facilities, in addition to traffic and transportation issues.

5.1 Residential & Employment Population

Based on the yields for the Avenue Segment outlined in Table 1 *Soft Site and Proposed Development Summary Statistics*, an estimate for the potential residential and employment population can be derived.

For the residential population estimate, an estimated total of 949 units was yielded from the combination of the proposed development and build out of the soft sites. Assuming that 50% of the units were one bedroom or smaller and 50% two bedroom or larger, the weighted average persons per unit factor would be 2.04 according to the City of Toronto Development Charges Background Study (2004). As these developments do not replace existing residential units, this would result in a population estimate of 1,936 additional persons in the Avenue Segment.

For an estimate of the employment population, it was assumed that an average of 1 employee per 46 square metres of retail would be generated. However, given that on all sites some commercial uses

of varying scales currently exist, including a 3 storey commercial building on soft site 2, it was also assumed that possibly only a 50% increase in retail space would result from these developments. Accordingly, an estimated 4,500 square metres of additional retail space can be anticipated, generating approximately 98 additional jobs or employees.

5.2 Community Services & Facilities

The Study reviewed the availability of community services and facilities in light of the potential number of additional units which the corridor could accommodate.

It would appear that the elementary and secondary schools in the public system, and the elementary schools in the separate system, could benefit from some reorganization, as the designated schools for this area are over-subscribed, while other schools in the study area are operating below capacity. Within the study area, there is sufficient capacity in all categories to accommodate the potential students of both the proposal and the soft site developments. The designated secondary school in the separate system is only operating at 65% capacity and can easily absorb the potential new students.

The study area also suffers from a shortage of available day care spaces. Other community facilities and services are well-supplied and would appear adequate to accommodate the development of both the proposal and the soft sites.

5.3 Transportation

An 'Avenues' transportation analysis has been carried out by Read, Voorhees & Associates for the segment of Bloor Street from Riverside Drive to Windermere Avenue. This is part of the evaluation of impacts resulting from development of the Humberview Auto Centre Ltd. site, along with development of other sites along this section of Bloor Street that could be redeveloped in a similar manner to the proposed development at 2490 and 2500 Bloor Street by Humberview Auto Centre Ltd..

The project study team has identified four locations within the 'Avenues' limit where a reasonable residential development could be carried out. Three of the sites are essentially adjacent to the Humberview Auto Centre Ltd. development, and one is to the east at Windermere Avenue. The sites range in size from 33 to 246 units, giving a total of approximately 460 units. Each would be over a first floor retail component, which in most cases replaces existing retail space.

In terms of traffic generation, the following Table 3 shows the peak hour traffic that would be generated by the Humberview Auto Centre Ltd. property plus the four other development sites. The trip rates and distribution pattern used are the same as was used in the traffic impact study for the subject site at 2490 and 2500 Bloor Street, and represent high rise condominium/town house development.

Trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 7th Edition have been used as the base for site traffic. However, the location of the site on the Bloor-Danforth subway line will result in a lower trip rate than the values in the ITE Manual, which do not include the influence of such a significant transit line. A reduction of 25% has been applied to the ITE rates for this location. The proposed rates are consistent with data that has previously been collected by the City at several locations in Etobicoke near subway stations.

The first floor retail component of the sites will be replacing existing retail uses, but there could be some increase in total commercial floor area. For the traffic forecast, approximately one-half of the total ground floor area is assumed to be new commercial space. Also, it is estimated that 30% of the retail site traffic generated by this type of development will be passby traffic, or traffic already on the road system (see Table 3).

In terms of overall corridor travel, it is assumed that the directional distribution of the new destined traffic that is generated will be divided about 35% north on Jane Street, 25% south on South Kingsway, and 20% each east and west on Bloor Street.

The amount of traffic generated is not large, and when divided over four directions, the impact on any one road is quite minor. With the

Table 3
Avenue Development Plan Traffic Generation

USE		A.M. PEAK HOUR		P.M. PEAK HOUR	
		In	Out	In	Out
Residential					
Rates	per d.u.	0.05	0.21	0.18	0.10
Subject Properties	488 units	24	102	88	49
Site 1	246 units	12	52	44	25
Site 2	87 units	4	18	16	9
Site 3	33 units	2	7	6	3
Site 4	95 units	5	20	17	10
TOTAL	901 units	47	199	171	96
Retail					
Rates	Per 100 m ²	0.3/100	0.2/100	1.5/100	1.5/100
Subject Properties	1020 m ²	3	2	15	15
Site 1	3265 m ²	10	6	49	49
Site 2	1765 m ²	5	3	27	27
Site 3	660 m ²	2	1	10	10
Site 4	2390 m ²	7	4	36	36
TOTAL	10,880 m ²	27	16	137	137
50% NEW GENERATION	5,440 m ²	14	8	69	69
PASSBY	30% in p.m.	0	0	21	21
NET TOTAL		14	8	48	48
SYSTEM TOTAL		61	207	219	144

retail traffic greatest in the p.m. peak hour, this will be the period of largest impact. Therefore the largest increase on Jane Street is a two way total of about 125 trips in the p.m. peak hour. Current two way volume on Jane Street in the p.m. peak hour is about 1500 vehicles.

The largest increase on South Kingsway is a two way total of about 90 trips in the p.m. peak hour. Current two way volume on South Kingsway in the p.m. peak hour is about 1900 vehicles.

The largest increase on Bloor Street easterly and westerly is a two way total of about 70 trips in the p.m. peak hour. Current two way volume on Bloor Street to the east in the p.m. peak hour is about 2200 vehicles and to the west is 2600 vehicles.

Therefore the increases in traffic on the major road system with all of the sites developed is between 2% and 8%, with an average of just under 5%.

If the new development occurred over a five year period, this would be equal to an annual growth rate of about 1%. This is equal to the 1% annual increase in background traffic that is typically used in traffic studies to represent possible future conditions along a corridor.

There are signalized intersections in the study area at Bloor and South Kingsway, at Bloor and Jane, and at Bloor and Windermere. The intersections at the arterial roads, at Bloor and South Kingsway, and at Bloor and Jane, have been operating close to capacity for a number of years, and will continue to operate with the same level of service with the assumed development. These arterials are the major routes across the area, and will continue to be used up to their full available capacity.

Transit service with the Bloor subway in the corridor is very good, and can easily absorb the added transit ridership that 'Avenues' type redevelopment would generate.

six summary conclusions

Consistent with sustainable growth objectives and good city-building principles, Provincial policies and Toronto's Official Plan seek to direct appropriate levels of intensification to existing urban areas where they can be accommodated and supportive of transit. Identified as an Avenue, the Official Plan envisages Bloor West as a mixed-use corridor, supported by a subway line and intensified with new developments that enhance the public realm, reinforce the area's distinct character, and that are well mannered in their relationship with adjacent established residential neighbourhoods.

The proposed development for 2490 and 2500 Bloor Street West demonstrates a positive intensification of this Avenue. It achieves an appropriate density of development within close proximity of the Jane Subway Station and other essential amenities, including the retail and services afforded by Bloor West Village. Furthermore, it does so within the confines of best practices in urban design with respect to ensuring a proportional relationship to Bloor Street and to providing adequate transitions to the adjacent low-rise residential neighbourhood. At the same time, the proposal achieves a number of exceptional urban design objectives that are unique to this site.

This proposed development is in keeping with the approved, and by extension, the planned emerging context for this segment of the Avenue. However, this Avenue Segment Study also demonstrates that this development proposal is afforded with exceptional circumstances due to its site that enable its scale to fit in this context in an appropriate manner.

Moreover, the application of similar principles to other sites across the rest of the Avenue Segment demonstrate that development opportunities will not be uniform or comparably scaled in meeting similar planning and urban design objectives. As demonstrated in the soft sites analysis, the application of an urban design framework consistent with that of the proposal for the Subject Properties results in incremental development on the Avenue segment that would not adversely impact adjacent Neighbourhoods.

The assessment of the impact on the Segment Study area reveals that with the proposed street realignments many persistent traffic issues can be resolved in addition to accommodating the traffic generated by the development. Not only would the overall implications of development across the Avenue Segment not adversely impact the area from a traffic standpoint, but the proposed street realignments will likely improve the current traffic situation. However, although other services can adequately accommodate further growth, schools and daycare within the study area are over subscribed. New developments may do their part in contributing to rectifying this, but given that this corridor is designated for intensification, the onus is on the public sector to adequately provide for sufficient services to meet anticipated growth.

In sum, the proposed form and scale of the proposed development is in keeping with the spirit and intent of the Official Plan and will positively influence the area for the following key reasons:

- The proposed development is consistent with Official Plan policies with respect to Avenues, Mixed Use areas, Urban Design and Tall Buildings;
- The proposed design and massing of the proposed development enables a significant intensification of the sites within close proximity of the subway station, while providing for a proportional relationship to the street, adequate transitions to adjacent low-rise residential areas, and minimizing shadow and visual impacts;
- The proposed development contributes positively to the site and Bloor West community through the infill of two significant 'gaps' in the streetscape; providing a link and transition between the shopping and residential uses to the east and west; introducing a residential population to further enhance the vitality of local retail businesses; resolving systemic traffic circulation issues for the broader area; and, by creating a high quality, signature architectural landmark at a key gateway and visual terminus to Bloor West Village; and,
- The proposed development represents a positive influence for the Avenue with respect to setting a high standard for the quality and form of development, sustainability principles, and for establishing an urban design criteria by which to consider and test other subsequent development applications.