

# Bloor Dundas 'Avenue' Study

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

## 1.0 Introduction:

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

## 1.2 Purpose:

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

## 1.3 Who Came to the Kick-Off Meeting?

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

## 1.4 What was Presented?

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

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

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

## 2.0 Community Input Exercise

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

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



Retail Vitality



Green Streets



Industrial Heritage



Cultural Uses



Streets for People

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

# Bloor Dundas 'Avenue' Study

implementation for select recommendations.

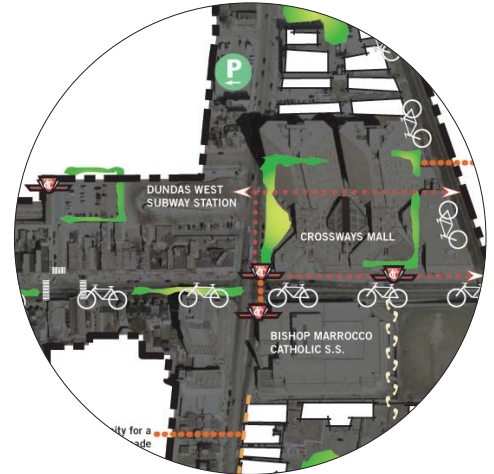
3. Visual Preference Survey: Participants chose precedent images of built form they liked and identified where they would like to see placed in the study area.

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

## Working Station 1: Community Mapping

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

1. Traffic and Parking
  - a. Traffic moves too fast through the area
  - b. More stop signs/traffic lights should be incorporated into this stretch
  - c. Large bump-outs at intersections to allow large trees, benches, and patios
  - d. Remove private parking that abuts Bloor Street
2. Building Form and Massing
  - a. Building height should be more uniform
  - b. Limit building height through Zoning
  - c. Taller buildings should be transitional and placed away from stable residential buildings
3. Pedestrian Crossings should to be improved at:
  - a. Indian Grove
  - b. Dundas Crossway to TTC
  - c. Dorval



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

## Working Station 2: Street Design and Transportation Recommendations

The general comments from Working Station 2 are summarized into four themes:

1. Dundas Street West TTC Access + GO Station
  - a. Access to Dundas Street West should be provided off Edna Street
  - b. There should be a TTC connection from the Crossways
  - c. At-grade pedestrian access should be improved
  - d. Provide a pedestrian tunnel or connection between the subway and GO station
2. Calming Traffic on Bloor Street
  - a. Place a median in the centre of Bloor Street
  - b. Widen the sidewalks on Bloor Street and Dundas Street, and narrow the road lanes.
  - c. Make Bloor Street one lane in both directions

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

# Bloor Dundas 'Avenue' Study

- d. Provide on-street parking
3. Improving the Pedestrian Realm
  - a. People should be considered first in designing public spaces
  - b. Street furniture needs to be updated and consistent
  - c. Provide continuous landscaping on Bloor and Dundas through street trees and other planting
  - d. Provide visually pleasing retail signage
  - e. Extend High Park into the neighbourhood
4. Traffic Regulations
  - a. Facilitate left turns at Bloor and Dundas
  - b. Improve/realign Indian Road Intersection
  - c. Improve the Roncesvalle/Dundas Street West intersection
  - d. Provide improved taxi stands that are safe for pedestrians
  - e. Prevent taxis from doing U-turns (i.e. a central street median)

## Specific comments included:

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

## Working Station 3: Visual Preference Survey

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

## Some additional comments included:

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



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

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

# Bloor Dundas 'Avenue' Study

## 3.0 Questions and Answers

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

**Q:** In the past there was a lengthy process with the Loblaws lands. Will we have to go through it again?

**A:** Yes. This will give us a fresh look at the area as a whole.

**Q:** What is the current population density of the study area?

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

**Q:** What is the optimal density for the neighbourhood?

**A:** The 'Avenue' Study will help to define what buildings should look like from a massing, height and articulation perspective and will then be able to estimate potential density based on proposed building envelopes.

**Q:** What is the difference between a step-back and set-back?

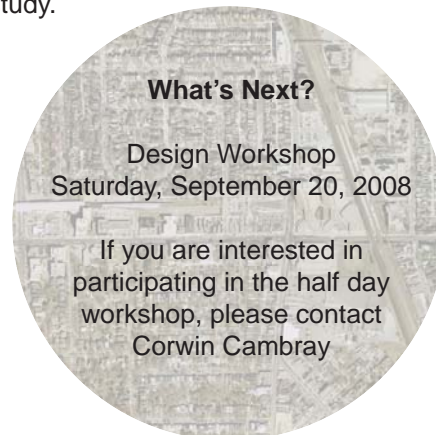
**A:** Setbacks refers to the distance between the public right-of-way or property line and the face of a building. Setbacks may occur at the front, rear or sides of properties.

Stepbacks refers to the setting back of the building facade at an interval above the building base to provide appropriate separation between adjacent buildings, streets and/or open spaces

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

**Q:** Will the Airport Link be completed? And will there be a connection between the GO station and TTC station?

**A:** The City will be meeting with TTC and GO soon to discuss these matters in the context of the study.

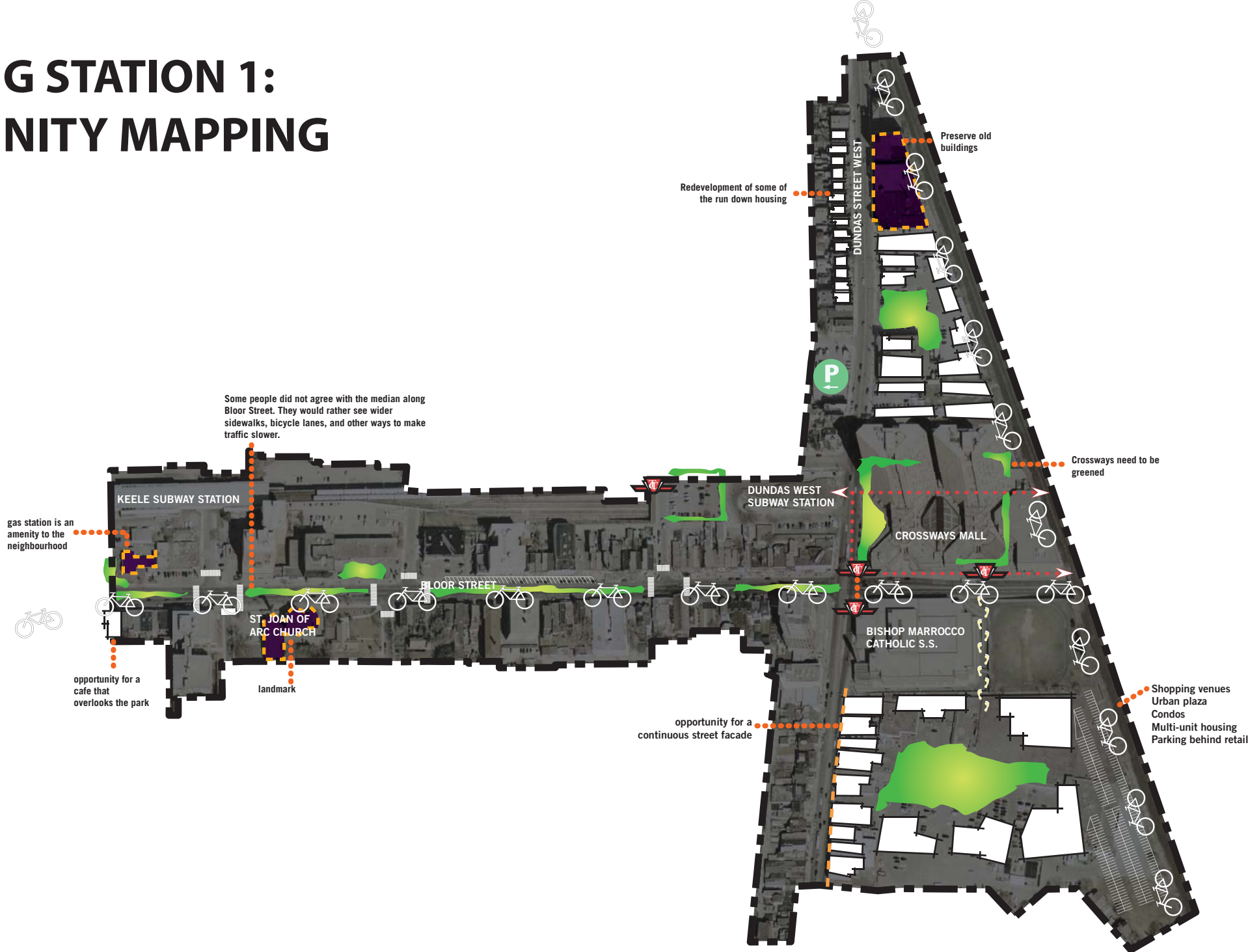


## Contact Information:

Corwin Cambray, Senior Planner, City Planning Division, City of Toronto  
tel: (416)397-0244  
email: ccambra@toronto.ca

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

# WORKING STATION 1: COMMUNITY MAPPING



**LEGEND**

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

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

