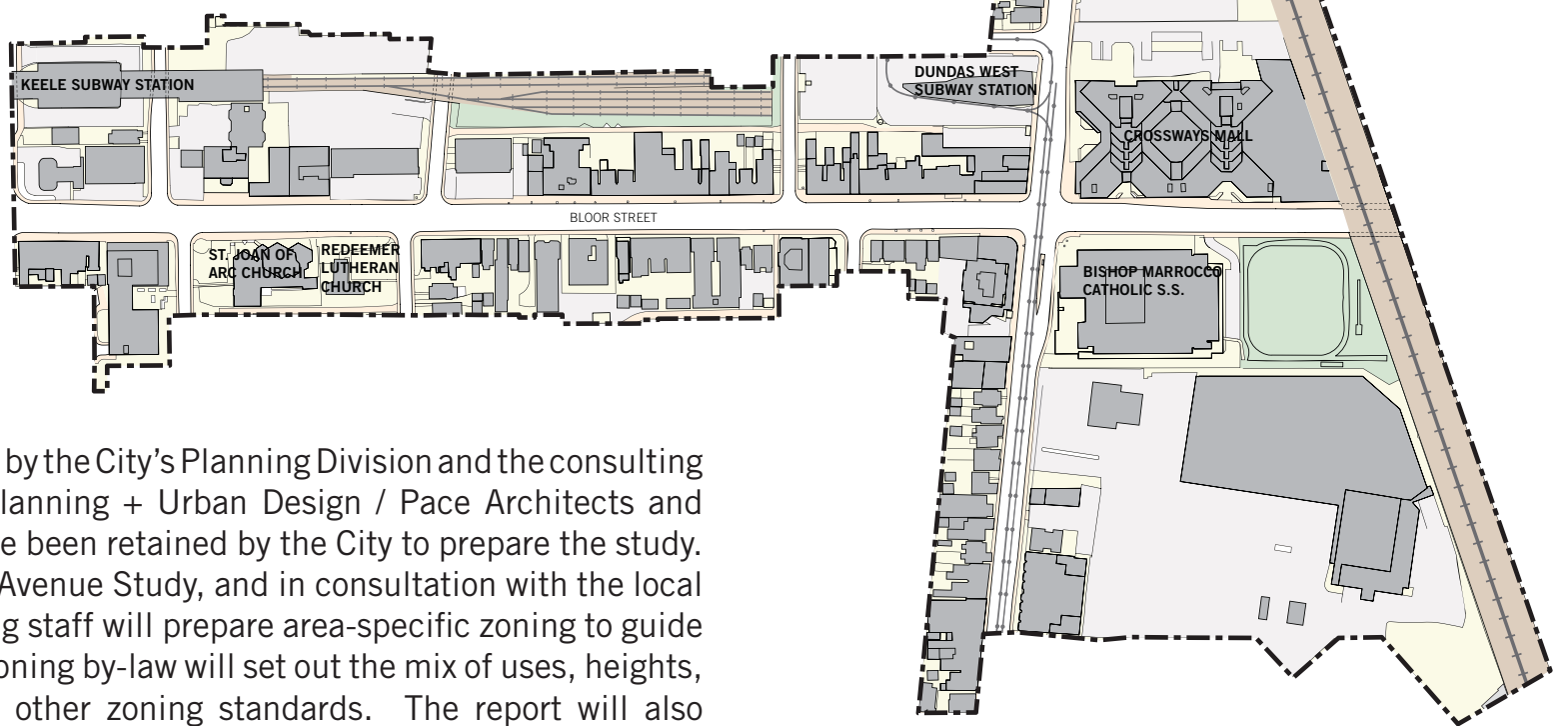


# 1 Introduction

## Welcome

This is the third public meeting for the Bloor Dundas Avenue Study (see map below). The Avenue Study is being prepared over the next several months and is scheduled to be completed early 2009. Your input today will help shape the study recommendations.

The LAC is comprised of local stakeholders including residents, business owners and property owners. The role of the LAC is to advise City Planning staff and the consulting team of issues and opportunities within the area and to provide feedback throughout the study process. The City and consultant team meet with the LAC for regularly scheduled meetings throughout the study.



## Study Team

This Study is a joint effort by the City's Planning Division and the consulting firm of Brook McIlroy Planning + Urban Design / Pace Architects and Poulos + Chung who have been retained by the City to prepare the study. Upon completion of the Avenue Study, and in consultation with the local community, City Planning staff will prepare area-specific zoning to guide development. The new zoning by-law will set out the mix of uses, heights, densities, setbacks and other zoning standards. The report will also identify key community objectives such as new and improved green and open space, community facilities and improvements to the right-of-way. These will be supplemented with urban design guidelines.

**Brook McIlroy Planning +  
Urban Design & Pace Architects**  
(Planning & Urban Design)

**Poulos & Chung Limited**  
(Traffic & Transportation)

For further information please contact:  
Corwin Cambray, City of Toronto  
tel: 416-397-0244  
email: [ccambra@toronto.ca](mailto:ccambra@toronto.ca)  
or visit: [www.toronto.ca/planning/bloordundas.htm](http://www.toronto.ca/planning/bloordundas.htm)

## You Can Participate Today by:

Reviewing the display panels and asking questions and discussing your ideas with staff from the City and from the Study Team;

Visiting the project website, reviewing study materials and sharing your ideas with City staff via email.

## What Has Been Happening?

To date, the consultation process has included:

- Local Advisory Committee Meeting #1: June 26th, 2008
- Kick-off Public Meeting - Open House #1: July 8th, 2008
- Local Advisory Committee Meeting #2: Sept. 3rd, 2008
- Public Design Charrette: Sept. 20th, 2008
- Local Advisory Committee Meeting #3: Nov. 5th, 2008

## What Happens Next?

- On-going meetings with the LAC
- On-going updates to the City's website
- On-going consultation with other stakeholders and city staff
- Final Public Open House #4 (date TBD) to present final study recommendations
- Updated materials on City's website [www.toronto.ca/planning/bloordundas.htm](http://www.toronto.ca/planning/bloordundas.htm)

# 2 Design Workshop Summary

## Design Workshop Outline

On Saturday, September 20th, the City of Toronto, in conjunction with the consulting team of Brook McIlroy Planning + Urban Design/ Pace Architects (BMI/Pace) hosted a Public Design Workshop. The objective of this workshop was to gather design input from a variety of stakeholders, including residents, business owners, and members of the Local Advisory Committee (LAC).



## Who Came to the Public Design Workshop?

Approximately forty-five members of the community attended the design workshop. These participants included a mix of residents, property and business owners, and representatives from the LAC. Staff from the City's Planning, Transportation Services, Parks Divisions were present to help facilitate the design workshop and answer questions. A BMI/Pace staff or City Staff member was present at each table.

## Exercise 2 & 3: Area Precincts & Focal Points and Built Form Principles & Opportunity Sites

In the second exercise, the questionnaire instructed participants to further discuss the "precincts" identified at the July 8th kick-off public meeting and Bloor Street West Visioning Initiative. They were asked what defined the character within each precinct of the study area and how the built form and streetscape respond to these different conditions.

In the third exercise, groups were asked to discuss the draft Built Form Principles, focusing on: Building step-backs and massing, Replicating the character of a main street, Preserving sunlight and skyviews & creating enclosure, other discussion points, such as: Where are taller buildings appropriate, and What are important characteristics of good buildings? Model pieces and trace paper were provided for the groups to demonstrate the desired build-out of opportunity sites.

### Summary of Findings

The school's sports field could become an amenity for new communities within the redeveloped Loblaws site. Smaller green spaces could also be introduced within this larger site and would provide pedestrian connections between new open spaces.

The height of the tallest buildings should be limited by the impacts they would have on the residential community on the far side of the railway tracks.

The character of High Park should spill out onto Bloor Street with widened sidewalks on the north side secured through lower level setbacks, and a green boulevard on the south side of Bloor Street.

The area's character should be enhanced to more closely resemble that of Roncesvalles or Bloor West Village.

The warehouse type buildings are appropriate along Dundas Street West, but there should be redevelopment of the parking lots. The street should have grade-level retail and continuous frontages.

Residential uses would bring more people to the street throughout the day and could make the area feel safer. Other street-related uses, such as pubs, cafes, etc. would help to create a vibrant streetscape and could be encouraged by creating a wider setback at the base of buildings.

The Loblaws site should be a low to mid-rise "village" with a unique identity, but integrated into the surrounding communities of Golden-Ritchie and Roncesvalles to the south, and provide connections to the West Toronto Railpath. To avoid too much height at the street, taller buildings should be incorporated in the east portion of the site, and mid-rise at the street.

New population should be supported by community services and facilities, schools, daycares and open spaces.

## Exercise 1 Bloor Street West R.O.W.

In this exercise, each group was given a set of short and long-term right-of-way options for Bloor Street West. In the questionnaire, groups were asked to identify the priorities for circulation, how the design and greening of the street ties into the surrounding area, and what necessary improvements to the streetscape are desired.

### Summary of Findings

The pedestrian experience on Bloor Street West and Dundas Street West is very important, and therefore sidewalk width and character is very important.

Cycling lanes are needed and should be clear and consistent to eliminate conflicts with traffic and parked cars.

On-street parking is needed to slow traffic and support local businesses.

The streetscape along Bloor in the Bloor by the Park area should have a strong connection with High Park.

A second subway entrance is needed to improve pedestrian connections from the east side of Bloor Street West and Dundas Street West.

The Dundas Street West streetscape needs to be improved through widened sidewalks and a more urban built form.

# 3 Emerging Framework

## Character Areas & Constraints



### IMPORTANT COMMUNITY FACILITIES/CHARACTER AREAS

- Buildings/open space with heritage character
- Bishop Marrocco fields should be retained with possible reconfiguration of field

### EXISTING BUILDINGS

- Includes buildings that are unlikely to redevelop, such as taller buildings, buildings with a large footprint, rental housing (rental replacement by-law protects these units)

### SHALLOW PROPERTY DEPTHS

- Properties under 30m in depth, cannot be developed above +/- 6 storeys, once the following are applied
  - 45 degree angular plane
  - 7.5m rear yard setback / lane

### NARROW PROPERTY WIDTHS

- Narrow properties <10m in width
- Consolidation of multiple narrow storefronts is difficult
- Redevelopment is unlikely, although additions, infill are possible

## Open Space & Connections



### GREEN & OPEN SPACE

- Improvements on existing open spaces (access, visibility, amenities)
- Creation of small pockets of public space (corners, R.O.W.)
- Integrations of green/open space as a part of new, larger redevelopments (i.e. Loblaw's, sites north of the Crossways)

### NEW & IMPROVED PEDESTRIAN NETWORK

- New signage/improved markings for pedestrian crosswalk at Indian Road
- New TTC entrance on east side of Dundas & improved access / crosswalk on west side
- Connections to West Toronto Railpath (existing/proposed)

### WEST TORONTO RAILPATH

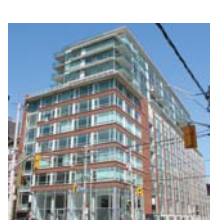
### IMPROVED CIRCULATION NETWORK

- Improvement for pedestrian crossings (signage, pavement markings) @ Roncesvalles & Dundas, Indian Road & Bloor, Dundas & Bloor

### IMPROVED CIRCULATION NETWORK

- Integrated street network on larger sites
- Existing surface parking lots should be integrated into structures and/or redevelopment
- This would have to be coordinated with improvements to TTC and

## Potential Built Form



### LOW-RISE BUILT FORM AND EDGE (1 - 3 storeys)

- Creates a transition to street and residential
- Podium or step-back can create a balanced street-wall

### MID-RISE BUILT FORM (1:1 ratio of the R.O.W. or 4 - 8 storeys)

- Transition to street and residential
- All streets should be fronted with a low or mid-rise edge, including new streets

### TALLER BUILT FORM (above the 1:1 ratio of the R.O.W.)

- Selected locations where the impact on adjacent residential and open space is minimized
- East side of Dundas was most commonly cited as a potential location
- North side of Bloor because of TTC tracks and R.O.W.

# 4 Bloor Street Right of Way (Short Term and Long Term Options)

## Short Term Options

- All groups stressed the importance of on-street parking (one or both sides of the street) to support local business, bike lanes and wider sidewalks.

- Participants preferred two short term options shown below:

### Option 3: Three Lanes with Bike Lanes and Parking on One Side

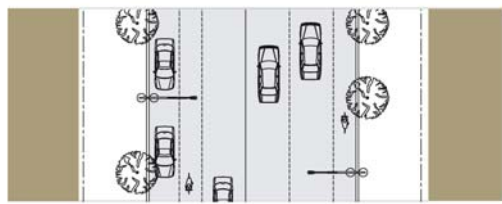


#### ADVANTAGES

- Dedicated, marked bike lane on both sides of the street
- On-street parking maintained on one side of the street throughout the day
- Reduced travel lanes (4 – 3)
- Minimal cost – restriping

#### DISADVANTAGES

- Asymmetrical road configuration
- Reduced available on-street parking (on 1-side only)
- Reduced vehicular capacity, by one lane
- Difficult to transition at intersections
- Reduced travel lanes (4 – 3)



### Option 4: Two Travel Lanes with Striped Median and Bike Lanes

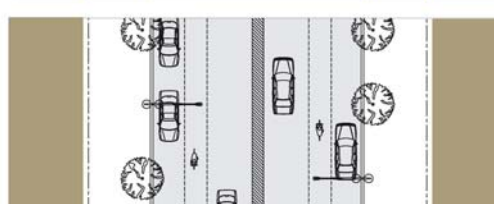


#### ADVANTAGES

- Dedicated, marked bike lane on both sides of the street
- On-street parking maintained on both sides of the street
- Narrow median or painted “dead zone” in the middle of the street creates a mid-point for pedestrians
- Reduced travel lanes (4 – 2)

#### DISADVANTAGES

- Minimal cost – restriping
- Painted median may be unattractive
- Reduced travel lanes (4 – 2)
- Potential Environmental Assessment (for reducing travel lanes – to be confirmed)



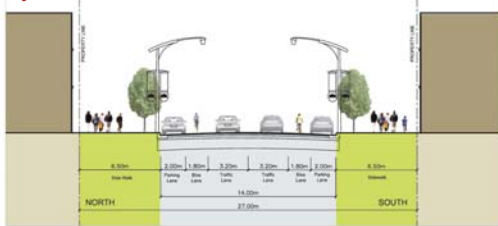
## Long Term Options

- The primary goal is to slow down traffic and create a safe and welcoming environment for walking & cycling
- Narrowing the pavement width as well as the travel lanes
- Travel lanes are currently quite wide 3.6 (inside lanes) – 4.5m (outside lanes)

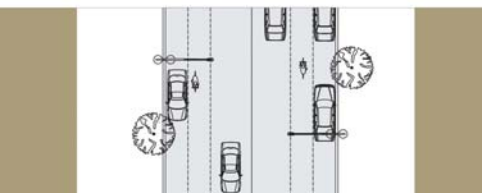
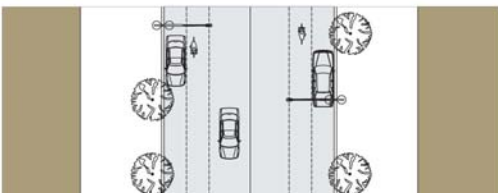
- City is considering reduced travel lane widths.
- By narrowing the pavement width, the boulevard width is increased and available for pedestrians, tree planting and street furniture

### Option 1: Dedicated Bike Lane, Two Traffic Lanes, All-day On-Street Parking and Wide Sidewalks

#### Symmetrical Boulevard



#### Asymmetrical Boulevard



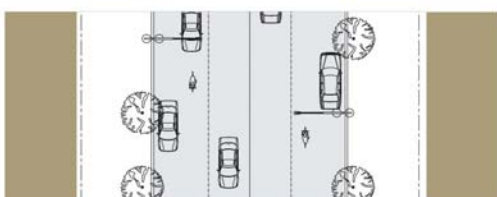
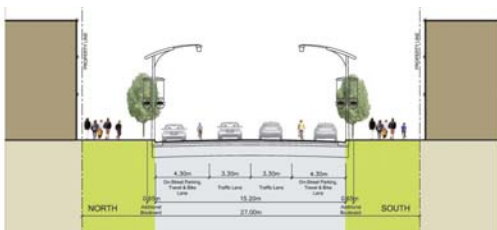
#### ADVANTAGES

- Widened boulevard creates opportunities for greening the street
- Dedicated bike lanes
- On-street parking is maintained on both sides of the street
- Snow can be cleared easily

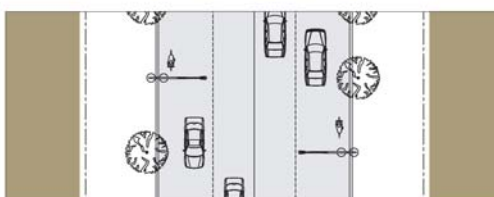
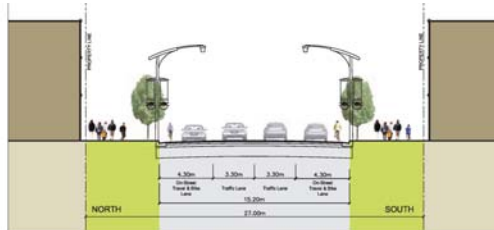
#### DISADVANTAGES

- Reduced traffic lane could lead to environmental impacts (i.e. idling) and traffic infiltration
- Separation between bike lane and on-street parking may not be wide enough, increasing potential for bicycle-vehicle conflict (car doors)

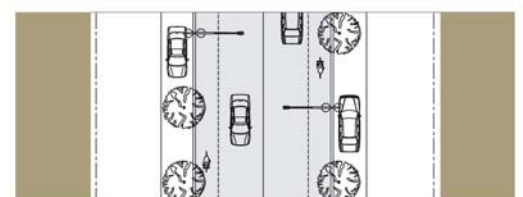
### Option 2A: Two Traffic Lanes, Shared On-Street Parking and Bike Lanes (Off-Peak)



### Option 2B: no Traffic Lanes, Shared On-Street Parking and Bike Lanes (Peak Hours)



### Option 3: Two Traffic Lanes, Bike Lanes and Bump-Out Parking



#### ADVANTAGES

- Shared parking, bicycle lanes on both sides of the street
- On-street parking is maintained on both sides of the street
- Widened boulevard creates opportunities for greening the street
- Additional 1.3m boulevard

#### DISADVANTAGES

- Minimal reduction in pavement width and additional boulevard space
- Bike lane is beside on-street parking, increasing potential for bicycle-vehicle conflict
- Reduced traffic lanes could lead to environmental impacts (i.e. idling) and traffic infiltration

#### ADVANTAGES

- Wide curb lanes accommodate bicycles
- No on-street during peak hours parking reduces bicycle-parked car conflicts
- Widened boulevard creates opportunities for greening the street
- Additional 1.3m boulevard

#### DISADVANTAGES

- Minimal reduction in pavement width and additional boulevard space
- No dedicated bike lane – bike lane is shared with vehicles
- No on-street parking

#### ADVANTAGES

- Significant reduction in pavement width and additional boulevard space
- On-street parking is in bump-outs and can therefore be used all day
- Bump-outs can be used for additional streetscaping
- Wide curb lanes accommodate bicycles

#### DISADVANTAGES

- Potential for conflict between on-street parking and bicycles
- Change in cross-section throughout the short distance of Bloor Street West may be confusing to drivers and cyclists
- Reduced traffic lanes could lead to environmental impacts (i.e. idling) and traffic infiltration
- snow clearing is difficult