

Bloor Dundas Avenue Study

Public Open House #3
November 18, 2008



Presentation Overview

7:00 – 7:15 Panel Viewing

7:15 – 8:45 Introduction & Presentation

1. Community Priorities
2. Design Workshop Results – Exercises #2 & 3
3. Emerging Area Framework
 - Open Space & Connections
 - Character Areas & Constraints
 - Built Form
 - Opportunity Sites & Conceptual Urban Design
4. Bloor Street R.O.W.

← Question Break

← Question Break

← Question Break

8:45 – 9:00 Wrap-up

1. Community Priorities

Ensuring that the uniqueness of the area is retained

- This area is unlike other Avenues – distinct in its context
- A diverse neighbourhood and shopping district
- New buildings, street improvements should contribute to a great community main street



1. Community Priorities

Ensuring that the uniqueness of the area is retained

- Create visual and functional connections to High Park & TTC
- Intensify at appropriate locations
- Outline the right scale and character for the area
- Comprehensive plans on larger sites should demonstrate sustainable development (energy, built form, streetscape, etc.)



2. Design Workshop Results

Exercise 2 & 3 – Character & Built Form



Precincts

- Bloor and Dundas have distinct and different characters which can be reflected in built form
- Bloor east and west of Indian Road has a different character
- Indian Road & Bloor West is a centre of the Bloor precinct: an ideal community gathering area
- Greening Streets and Buildings & will help create High Park connection
- Importance of existing & new green space (e.g. Church & Loblaw's site) as focal points

2. Design Workshop Results

Exercise 2 & 3 – Character & Built Form

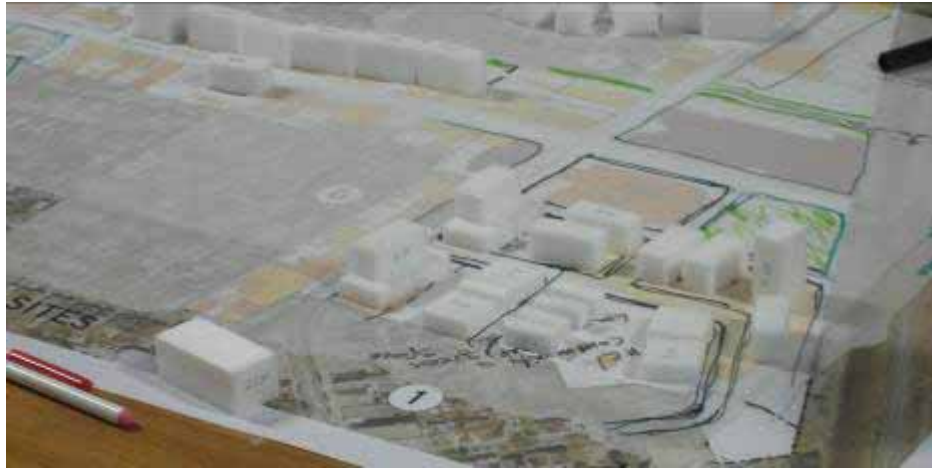
Built Form & Character

- “Village” character, mixed use buildings
- Integrate **sensitively scaled built form** new development with streets, lanes and adjacent neighbourhood
- Building envelope is dependent on location and impacts
 - Mid-rise could be 5 – 8 storeys
 - Some areas could accommodate taller buildings: Context is key
- Dundas Street W. should be a more pedestrian-oriented street: wider sidewalks framed by human-scaled building edges
- Reflect the traditional width of retail storefronts (4 – 6 m)



2. Design Workshop Results

Exercise 2 & 3 – Character & Built Form



Bloor Dundas Avenue Study – Open House #3

3. Emerging Area Framework

Key Points

Retain important existing character areas and facilities:

- Community services & facilities (schools, recreation)
- Open spaces
- Main street retail fabric (these are unlikely to redevelop, particularly when there are larger, consolidated properties)
- Warehouse/Industrial buildings that recall the heritage of the area

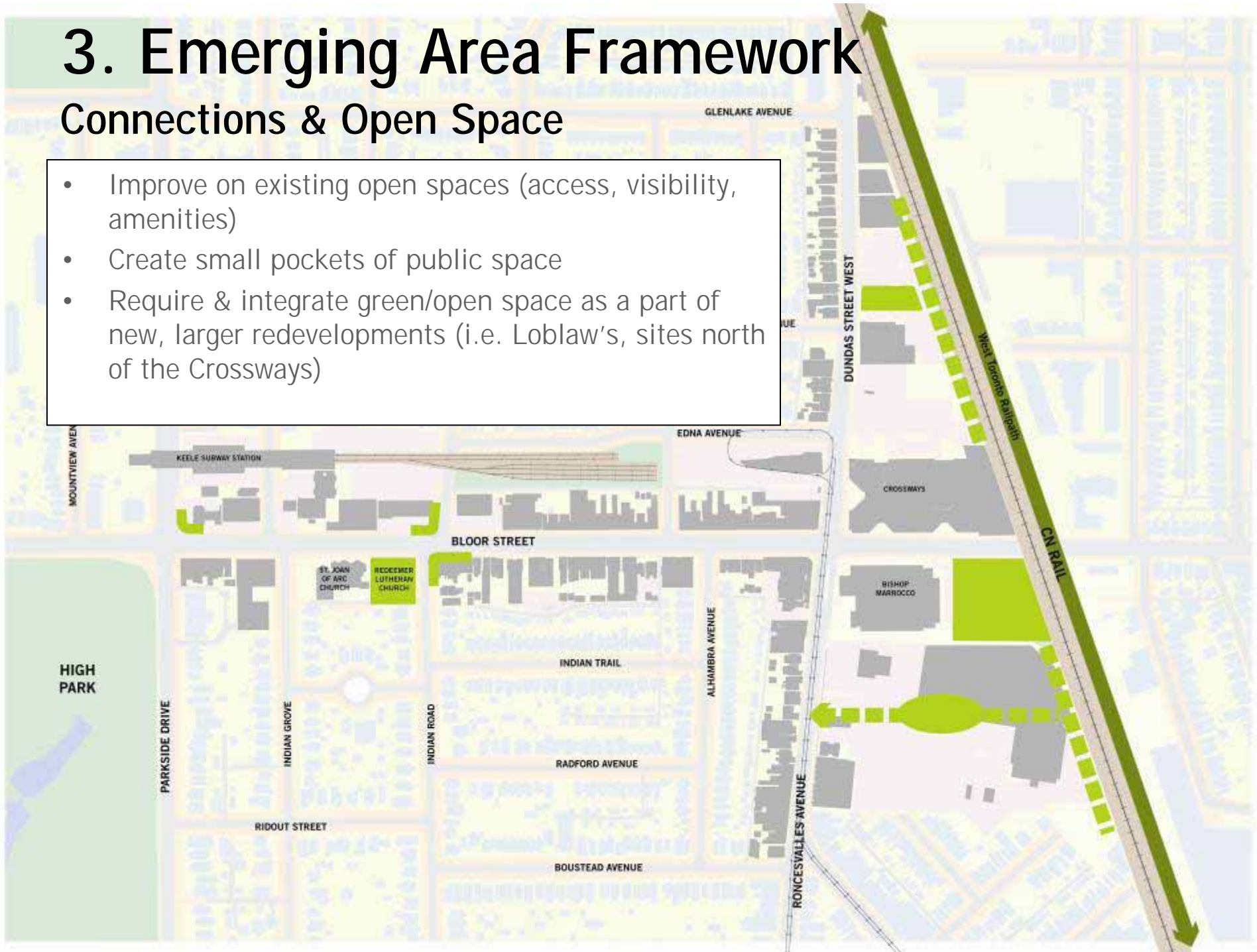
Include important features in new development:

- Pedestrian-scale street wall & improved streetscaping
- Protection of residential neighbourhoods
- New open/green space
- Community services & facilities (especially daycares), schools
- Affordable housing
- Green & sustainable design

3. Emerging Area Framework

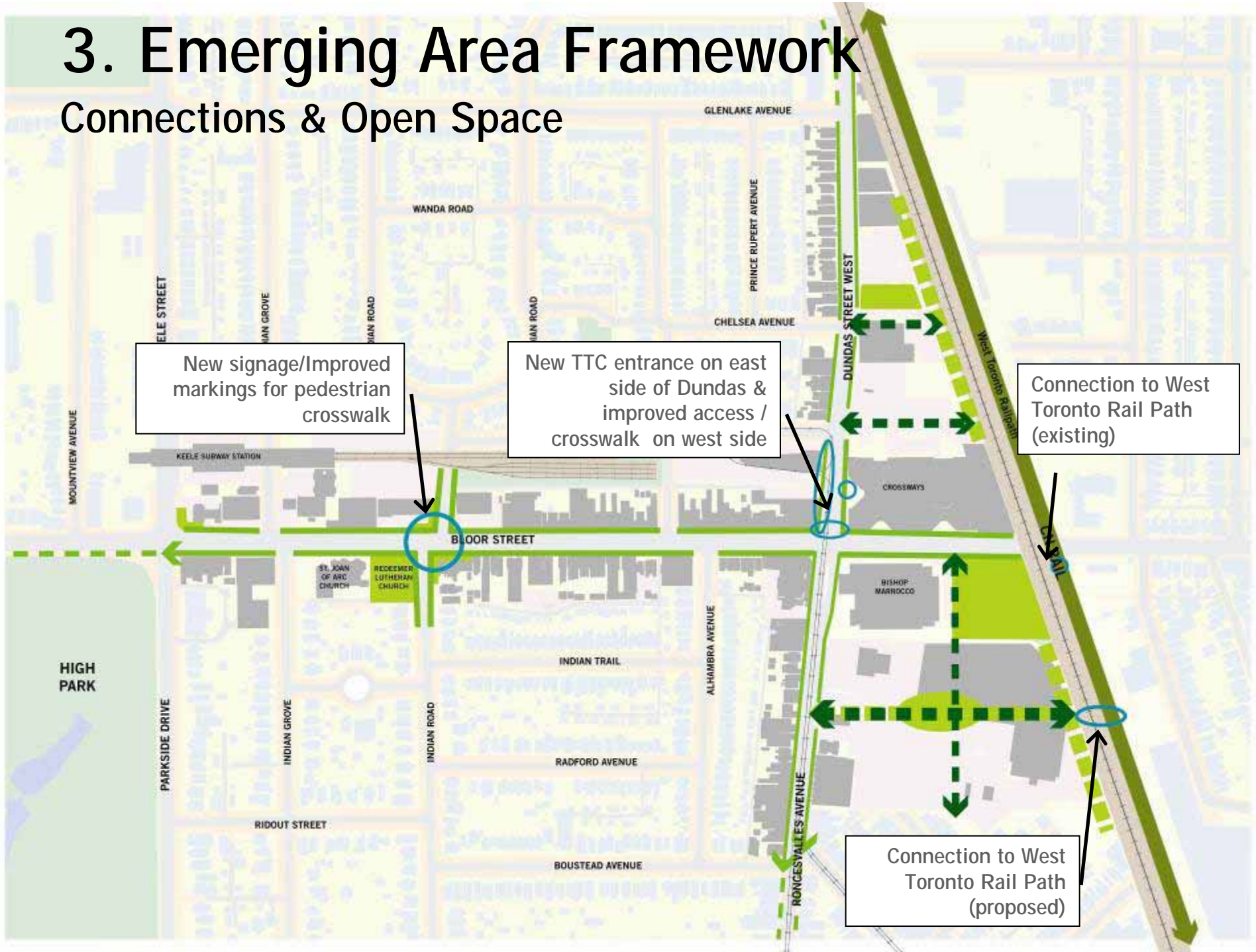
Connections & Open Space

- Improve on existing open spaces (access, visibility, amenities)
- Create small pockets of public space
- Require & integrate green/open space as a part of new, larger redevelopments (i.e. Loblaw's, sites north of the Crossways)



3. Emerging Area Framework

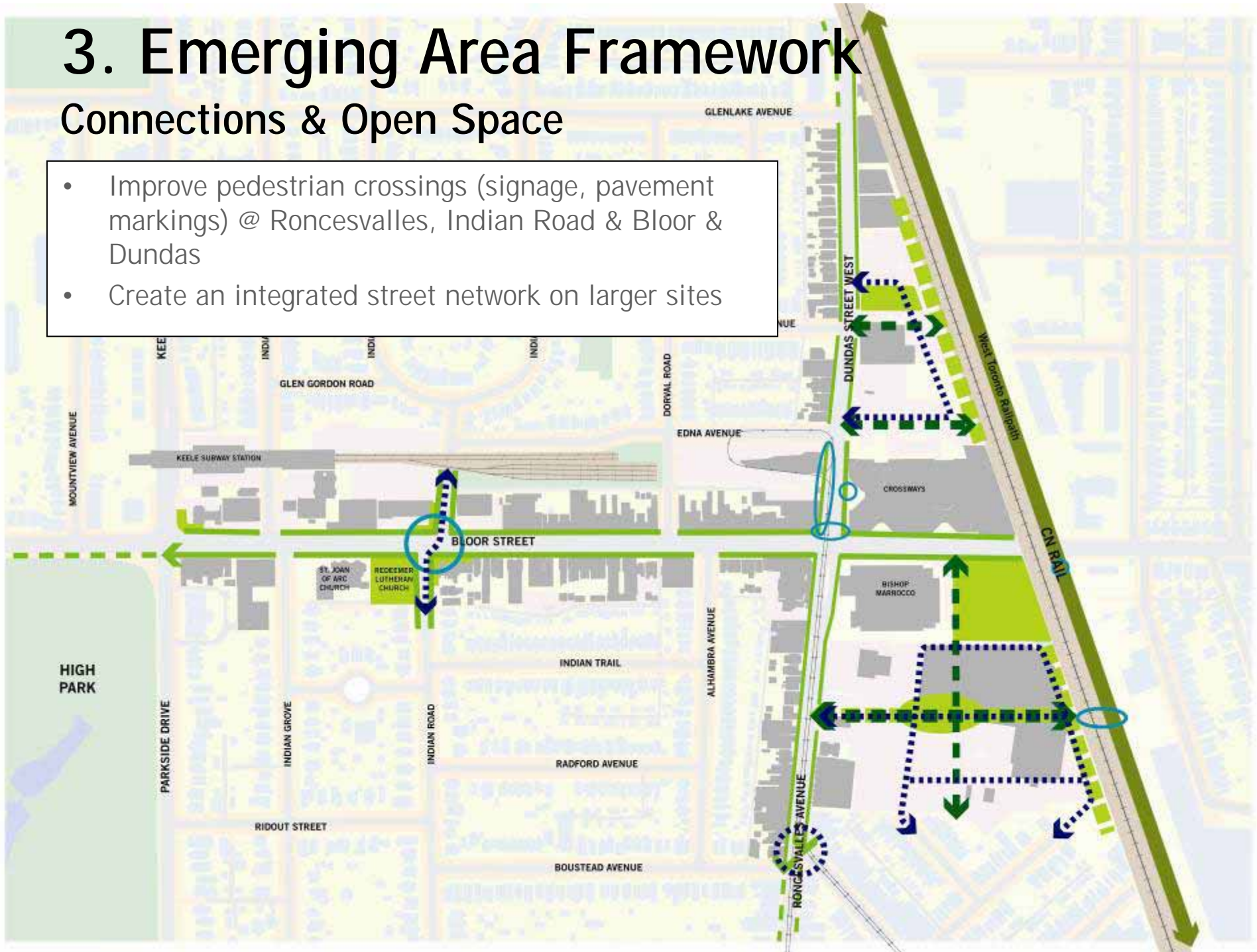
Connections & Open Space



3. Emerging Area Framework

Connections & Open Space

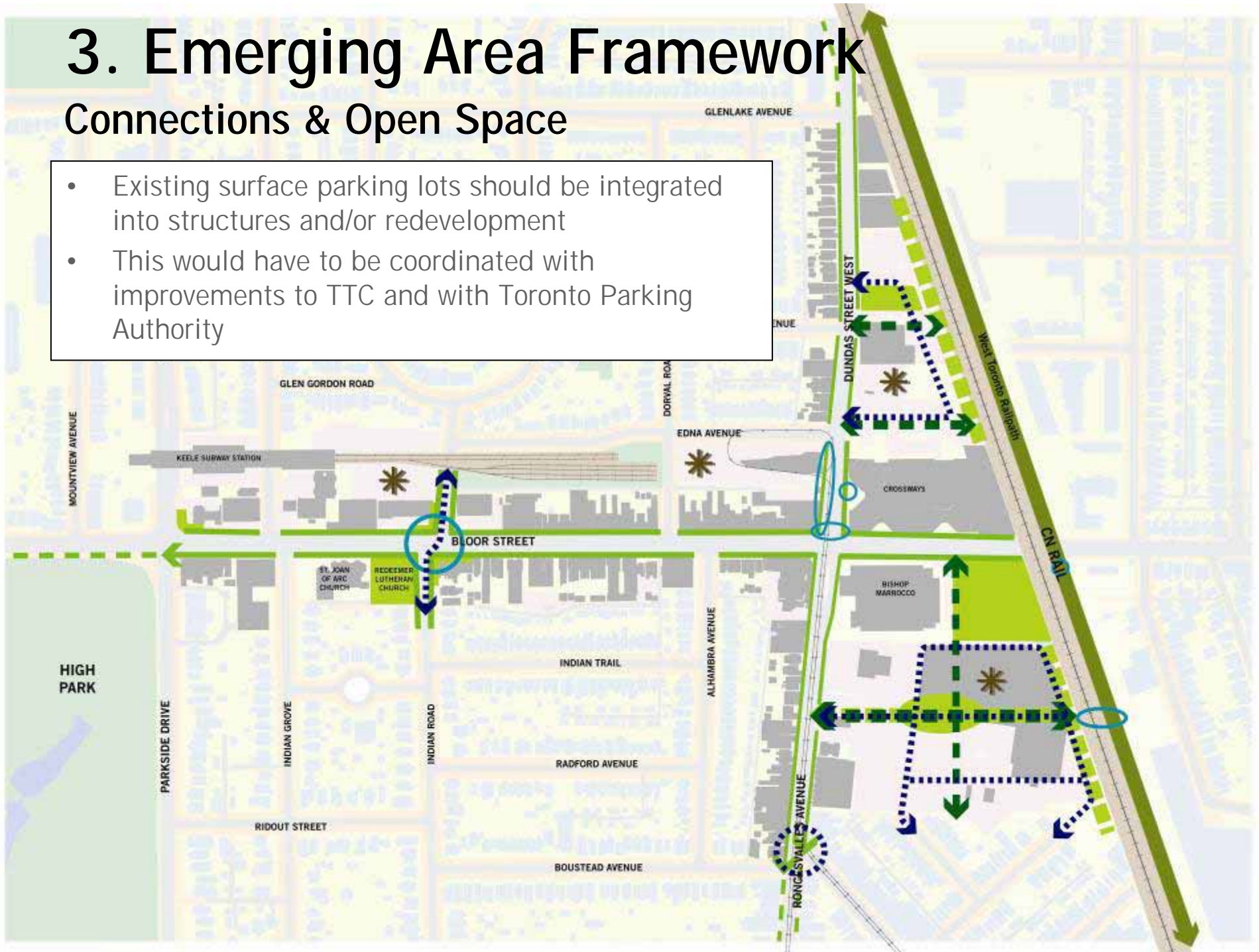
- Improve pedestrian crossings (signage, pavement markings) @ Roncesvalles, Indian Road & Bloor & Dundas
- Create an integrated street network on larger sites



3. Emerging Area Framework

Connections & Open Space

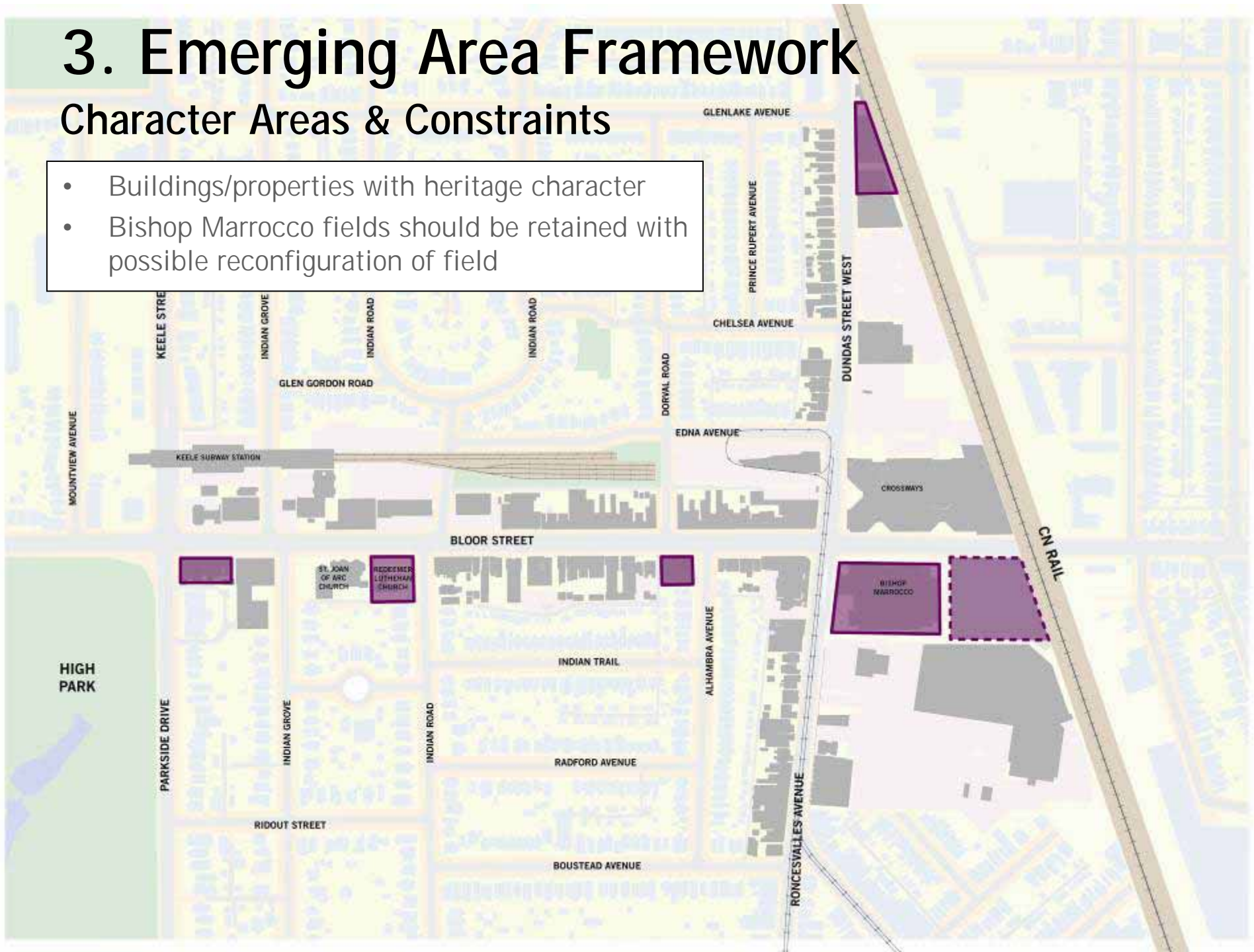
- Existing surface parking lots should be integrated into structures and/or redevelopment
- This would have to be coordinated with improvements to TTC and with Toronto Parking Authority



3. Emerging Area Framework

Character Areas & Constraints

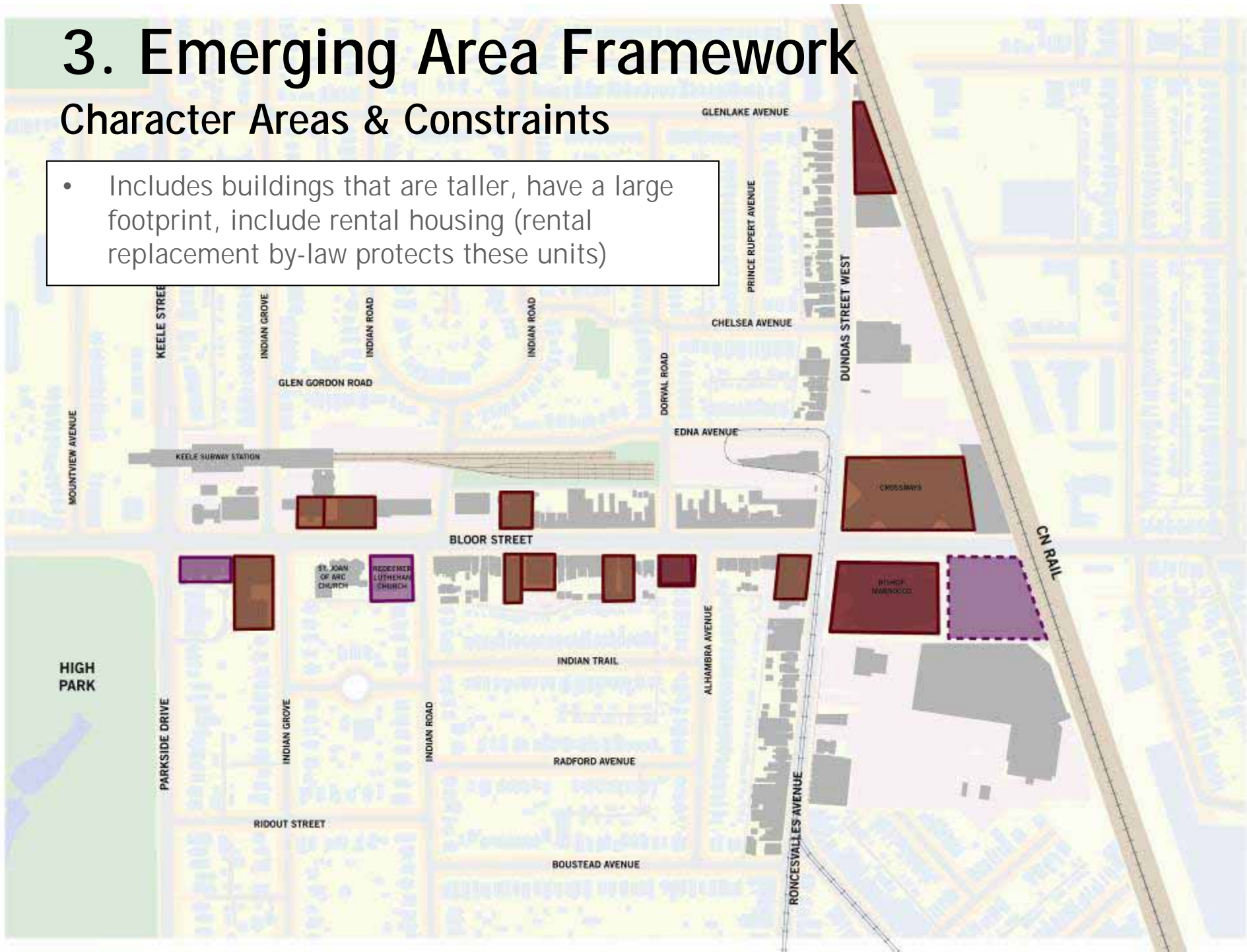
- Buildings/properties with heritage character
- Bishop Marrocco fields should be retained with possible reconfiguration of field



3. Emerging Area Framework

Character Areas & Constraints

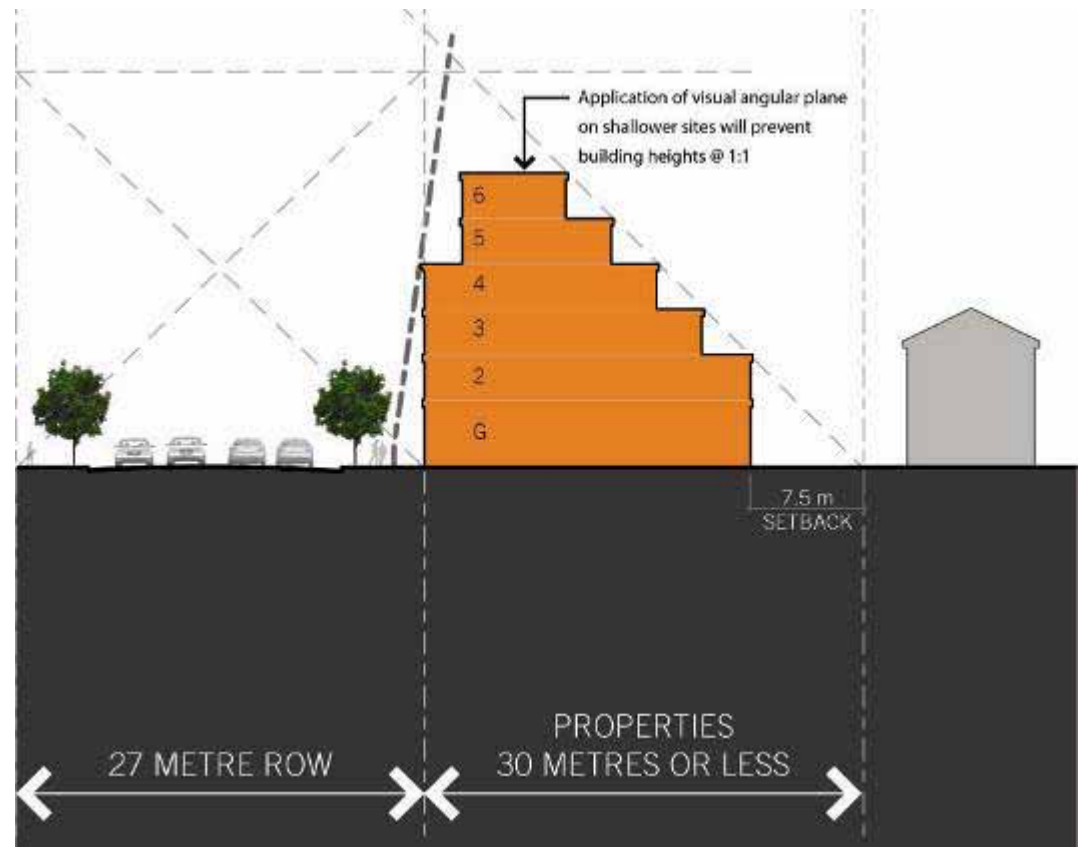
- Includes buildings that are taller, have a large footprint, include rental housing (rental replacement by-law protects these units)



3. Emerging Area Framework

Constraints – Built Form

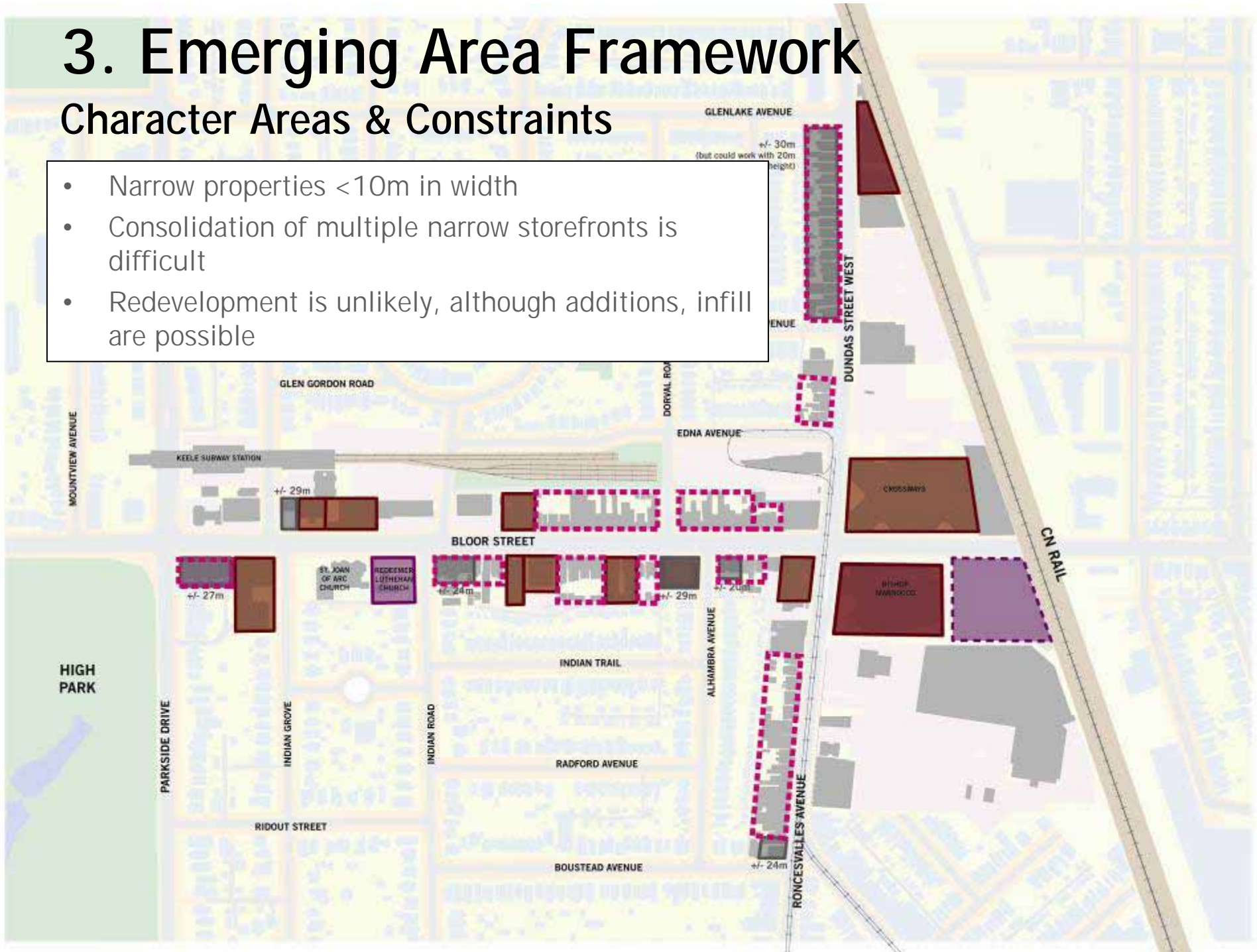
- Properties under 30m in depth cannot be developed above 6 storeys, once the following are applied
 - 45 degree angular plane
 - 7.5m rear yard setback or lane



3. Emerging Area Framework

Character Areas & Constraints

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



3. Emerging Area Framework

Built Form - Definitions

Low-rise (1 – 3 storeys)

- Transitional areas
- Areas directly adjacent to residential



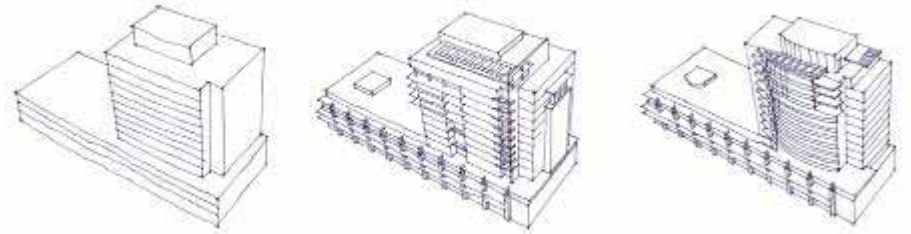
Mid-rise (1:1 ratio)

- Mid-rise definition varies in the context of existing neighbourhoods
- Approx. 1:1 scale of the R.O.W.
- Avenues have been identified as preferred mid-rise areas



High-rise (taller than 1:1)

- Where the impact of height will be lessened (e.g. along the rail line; where the lots are bigger)



3. Emerging Area Framework

Built Form – Toronto “Avenues”

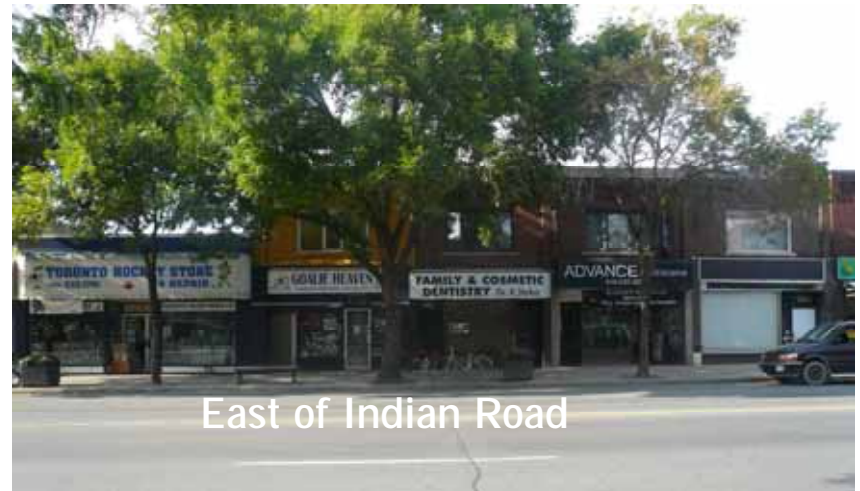
- Built form that contributes to a desired future scale, form & character of the street; integration into the neighbourhood context is key
- Avenues policy and Province’s Growth Plan: a *minimum 3 - 4 stories throughout*
- Not all Avenues or all sites on Avenues will be mid-rise: access and site size



3. Emerging Area Framework

Built Form – Height & Massing (Bloor)

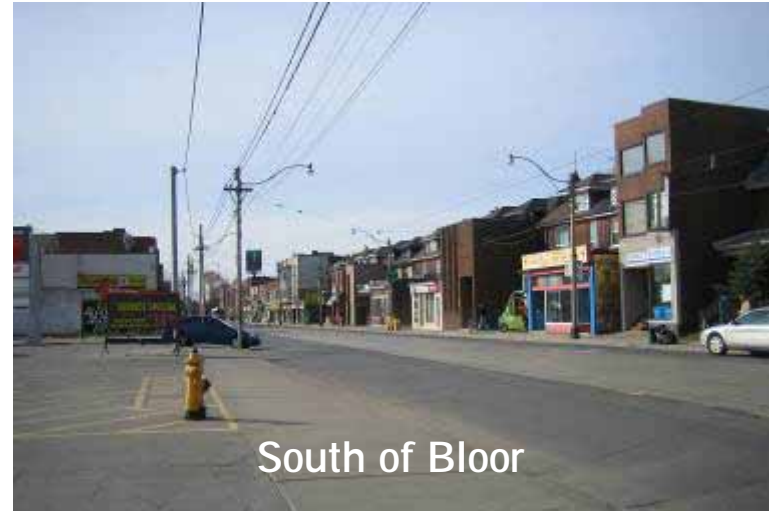
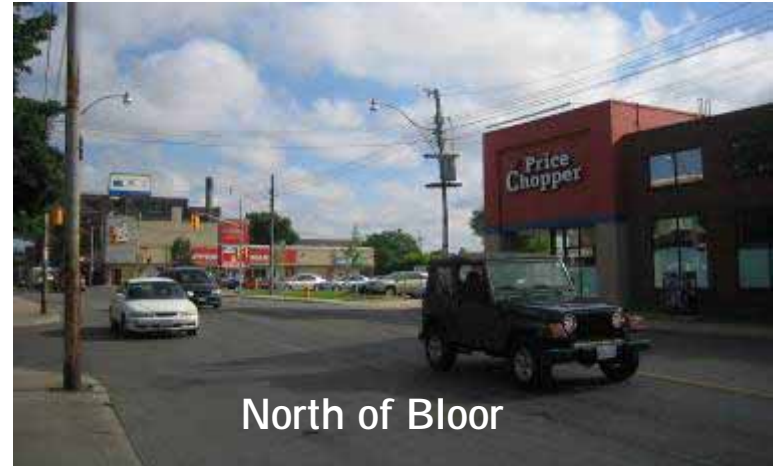
- Height impacts: Building step-backs – based on what the pedestrian can perceive from the sidewalk and from a distance, issues of shadowing and privacy
- Bloor Street opportunity sites:
 - South side: Mid-rise with step-backs
 - North side: Mid-rise & taller with stepbacks – because of the separation distance and railway buffer
- Building character on Bloor is different east and west of Indian Road



3. Emerging Area Framework

Built Form – Height & Massing (Dundas)

- Narrower R.O.W. than Bloor
- A built form that contributes to scale & character of the area – particularly the existing warehouse buildings
- Connections to the Junction and Roncesvalles should be fostered through built form & streetscaping



3. Emerging Area Framework

Built Form – Principles

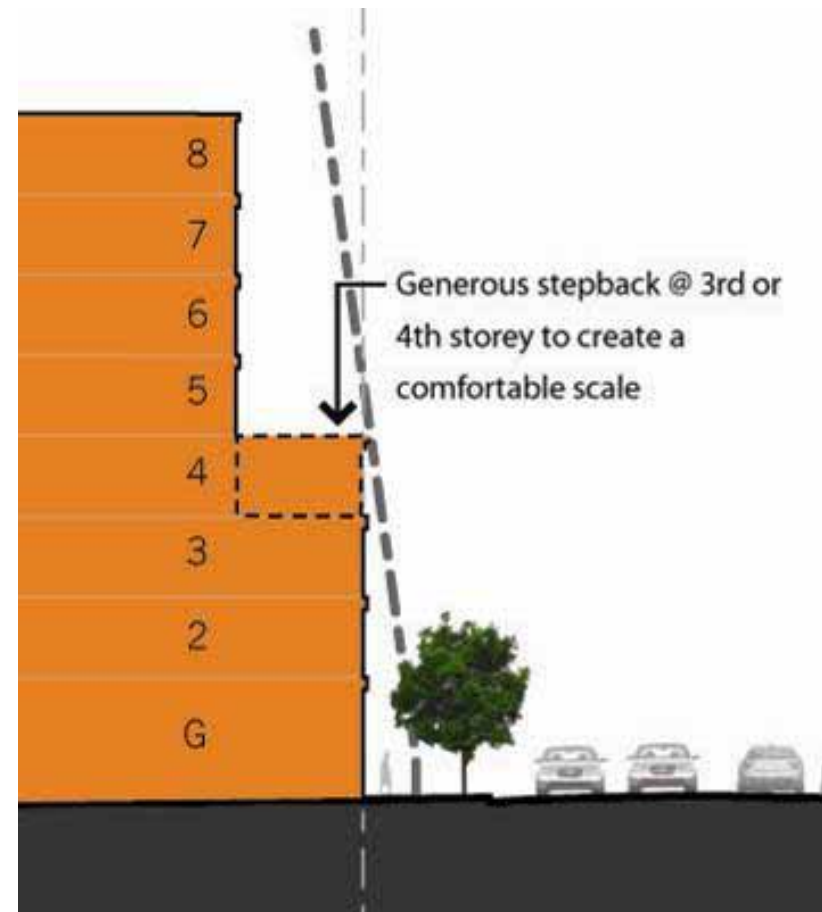
- Create a balanced street wall through buildings that support a main street character (i.e. heights at the street wall on the north and south side should be similar)
- Built form and architecture should create a well defined transition between the street and adjacent neighbourhoods
- Create complete communities; supported new population with transit, community services & facilities, schools, parks & open space, affordable housing, sustainable design & practices



3. Emerging Area Framework

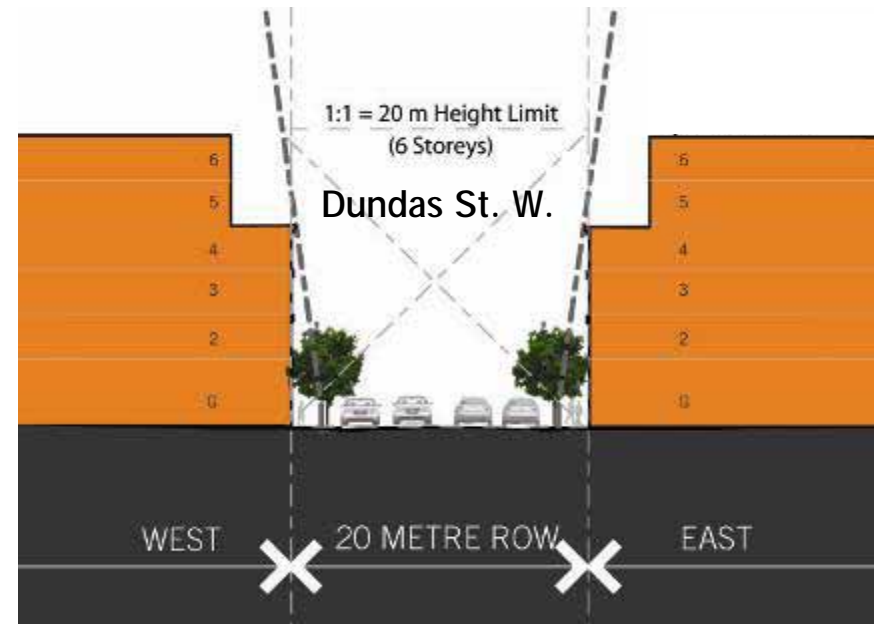
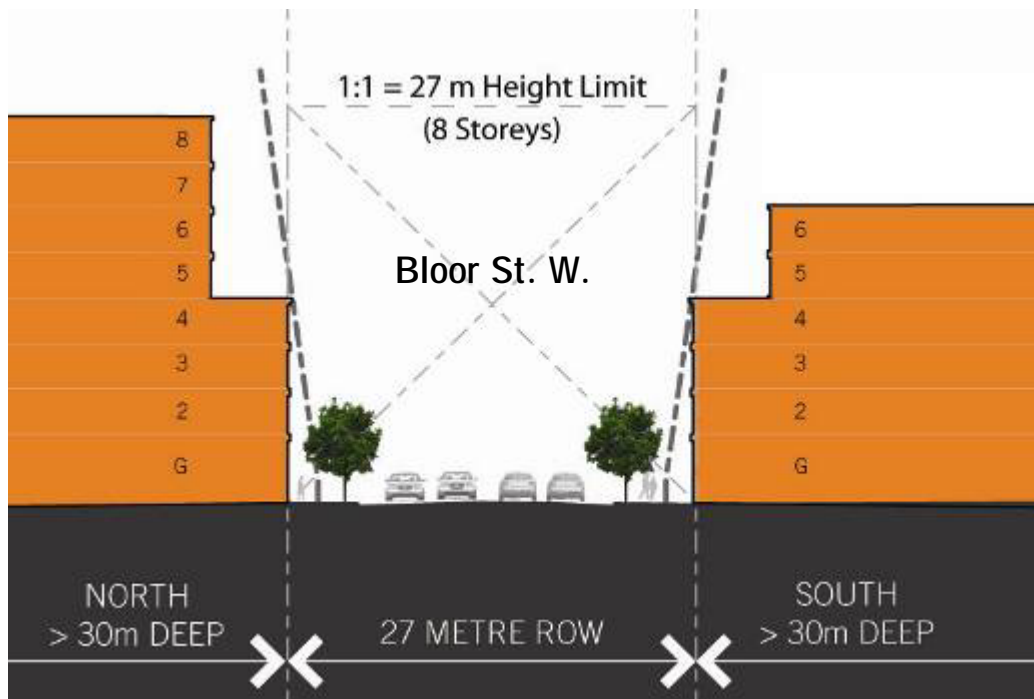
Built Form – Transitions & Step-backs

- Step-backs & horizontal articulation contribute to a pedestrian scale and help new developments “fit into” an existing context
- Although some newer buildings west of Indian Road have a two-storey setback; three or four is more urban, and still creates a pedestrian scale



3. Emerging Area Framework

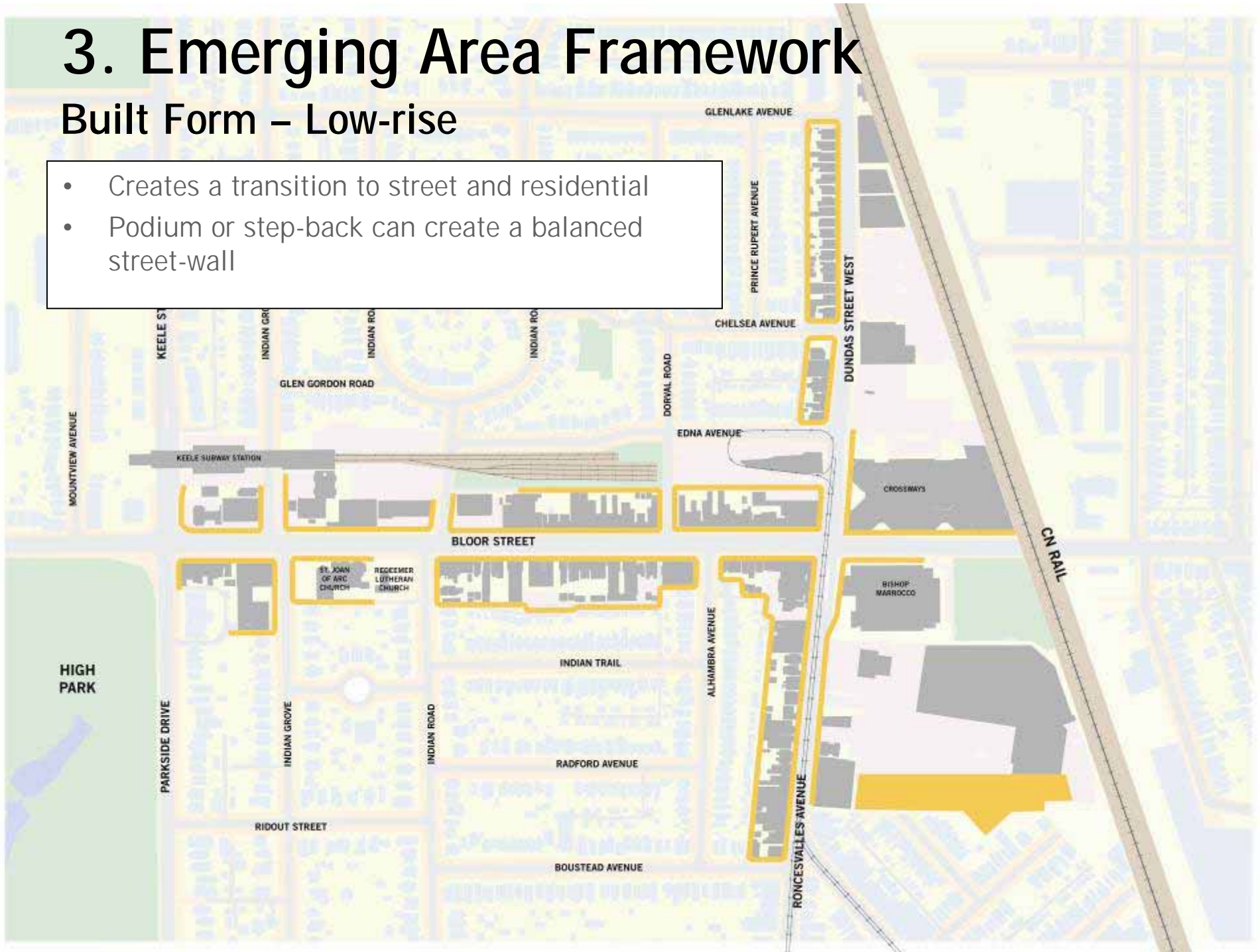
Built Form – Maximum Heights



3. Emerging Area Framework

Built Form – Low-rise

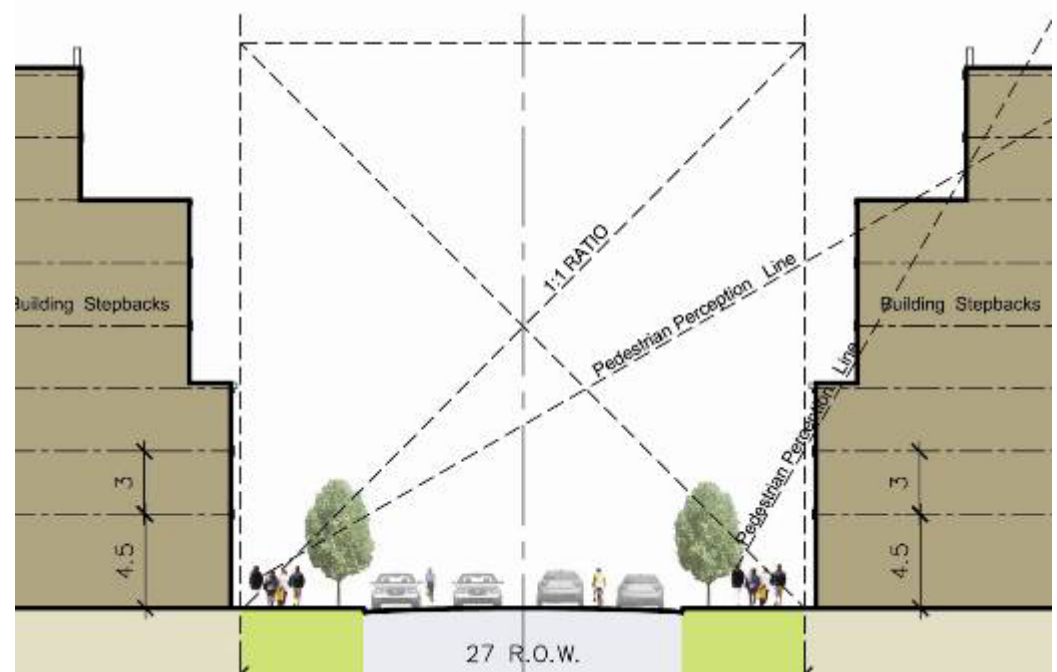
- Creates a transition to street and residential
- Podium or step-back can create a balanced street-wall



3. Emerging Area Framework

Built Form – Mid-rise

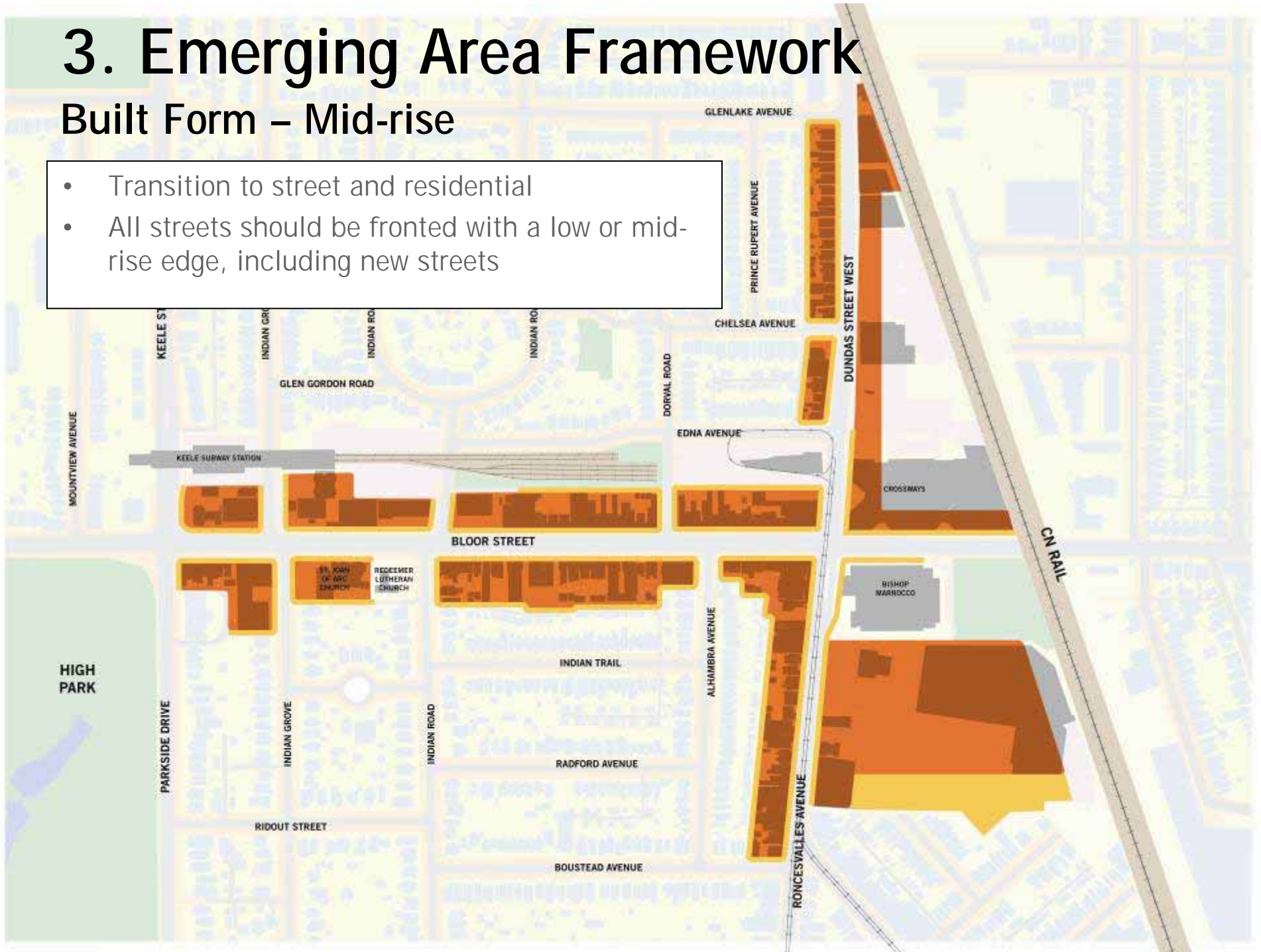
- Using the 45° Visual Angular Plane – when applied from the opposite side of the street and rear will provide good sunlight access and minimize visual impacts
- Step-backs are important help to integrate new development into existing & planned context; and to maintain the main-street character



3. Emerging Area Framework

Built Form – Mid-rise

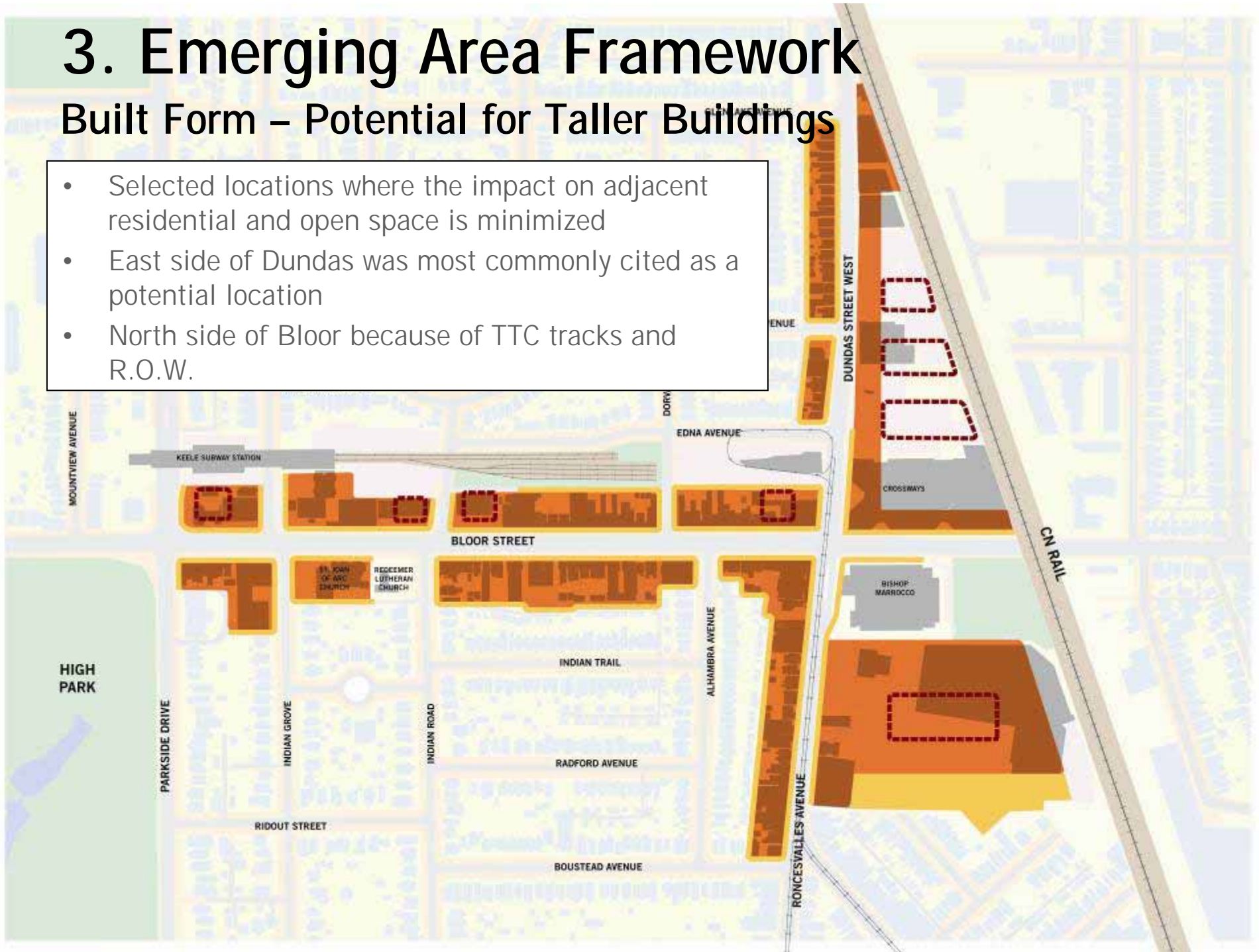
- Transition to street and residential
- All streets should be fronted with a low or mid-rise edge, including new streets



3. Emerging Area Framework

Built Form – Potential for Taller Buildings

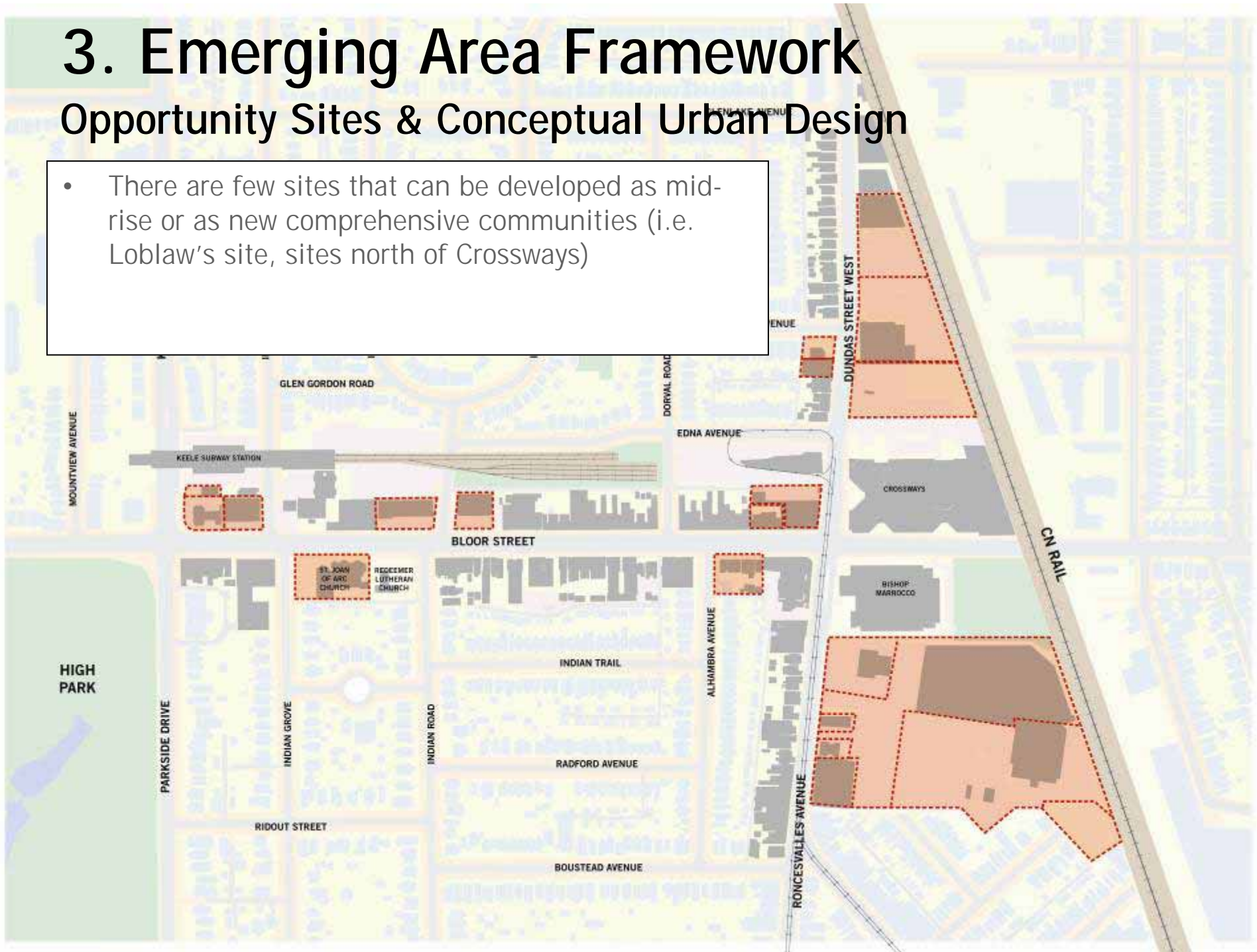
- Selected locations where the impact on adjacent residential and open space is minimized
- East side of Dundas was most commonly cited as a potential location
- North side of Bloor because of TTC tracks and R.O.W.



3. Emerging Area Framework

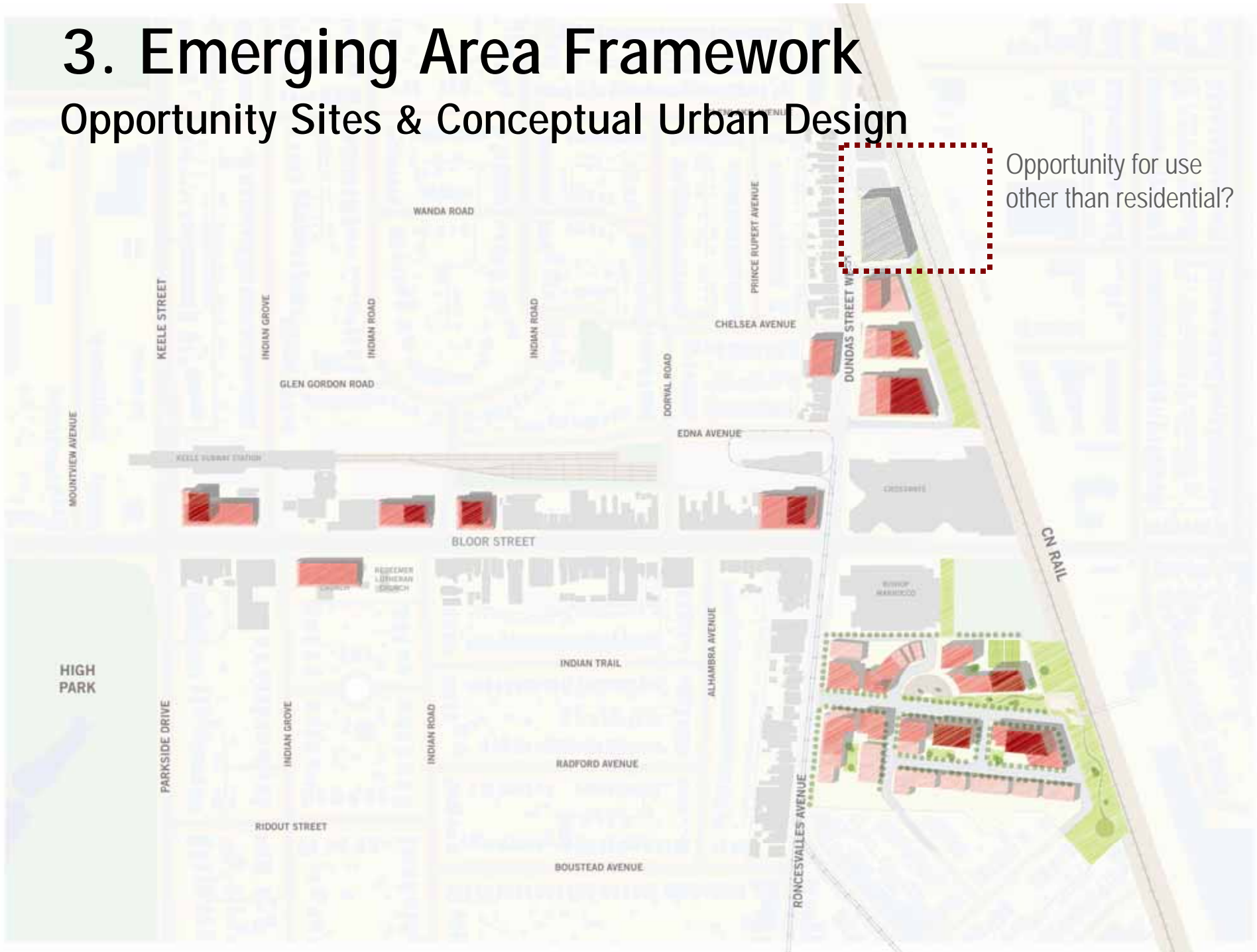
Opportunity Sites & Conceptual Urban Design

- There are few sites that can be developed as mid-rise or as new comprehensive communities (i.e. Loblaw's site, sites north of Crossways)



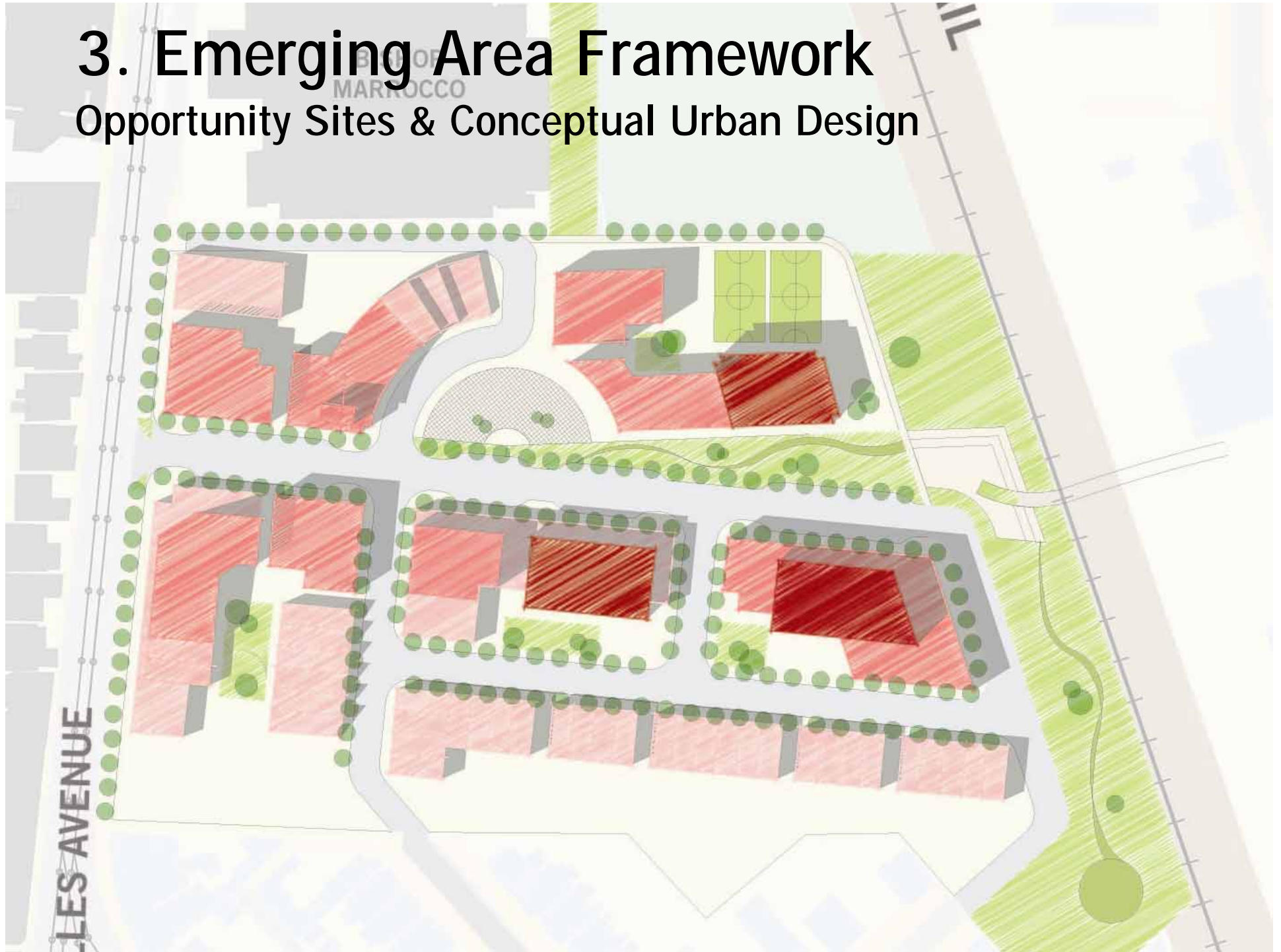
3. Emerging Area Framework

Opportunity Sites & Conceptual Urban Design



3. Emerging Area Framework

Opportunity Sites & Conceptual Urban Design



3. Emerging Area Framework

Built Form Diversity

Larger Sites (Loblaw's and north of Crossways)



- Housing that has grade-level access
- Housing for families, seniors
- Range of housing that supports affordability

3. Emerging Area Framework

Built Form Diversity

Larger Sites (Loblaws and north of Crossways)

- Retail at-grade along Dundas Street West and Bloor Street West to promote a vibrant street
- Community facilities (multi-purposes spaces, daycares, pool) could be integrated into larger buildings or stand-alone
- Opportunities for employment uses – to fit with industrial fabric along Dundas Street West and capitalize on the proximity to transit



3. Emerging Area Framework

Urban Design Guidelines are included in the Avenue Study Report, to supplement height & massing recommendations for built form. These will include recommendations for:

- Maximum building frontage
- Mid-block connections
- Vertical façade articulation
- Horizontal façade articulation
- Grade-level design (transparency & entrances)
- Signage
- Utilities placement
- Parking design & location

4. Bloor Street R.O.W.

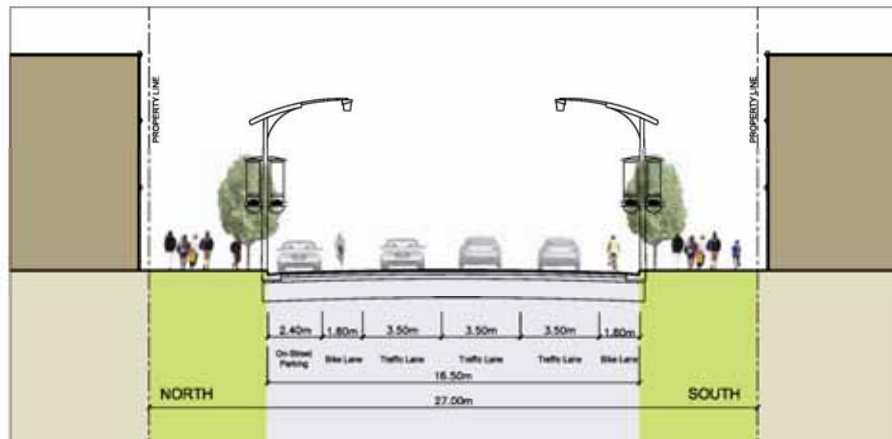
Design Workshop Results

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.
- Options 3 & 4 were the preferred options

SHORT TERM - EXISTING CURB

OPTION 3: THREE LANES WITH BIKE LANES AND PARKING ON ONE SIDE



ADVANTAGES

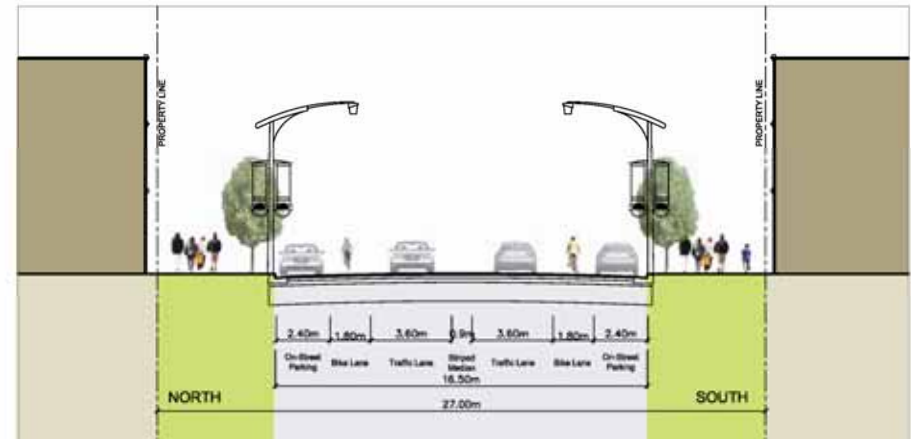
- Dedicated, marked bike lane on one both sides of the street
- On-street parking maintained on one side of the street throughout the day
- Reduced travel lanes (4 - 3)
- Minimal cost - restriping

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)

SHORT TERM - EXISTING CURB

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)
- Minimal cost - restriping

DISADVANTAGES

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

4. Bloor Street R.O.W. Design Workshop Results

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 reducing travel lane widths
 - By narrowing the pavement width pedestrians would have a shorter distance to cross (though still illegally)

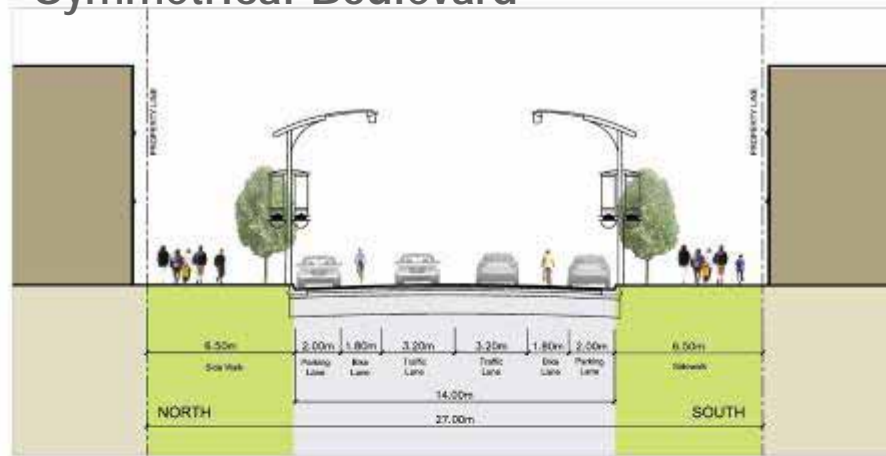


4. Bloor Street R.O.W.

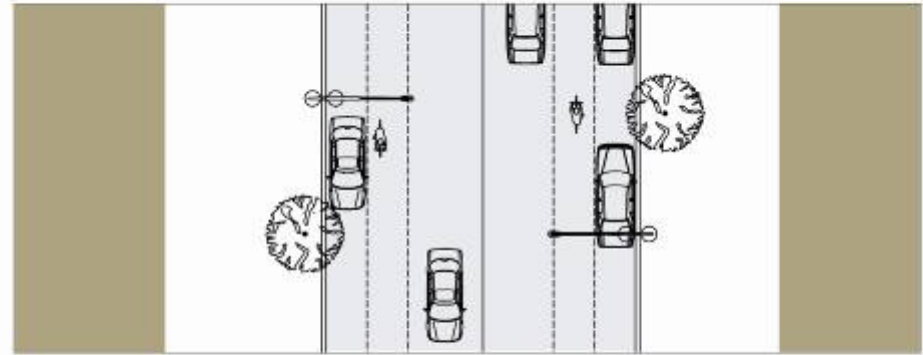
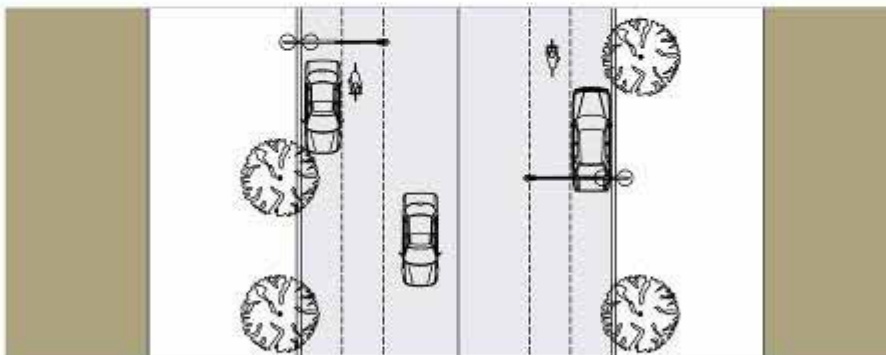
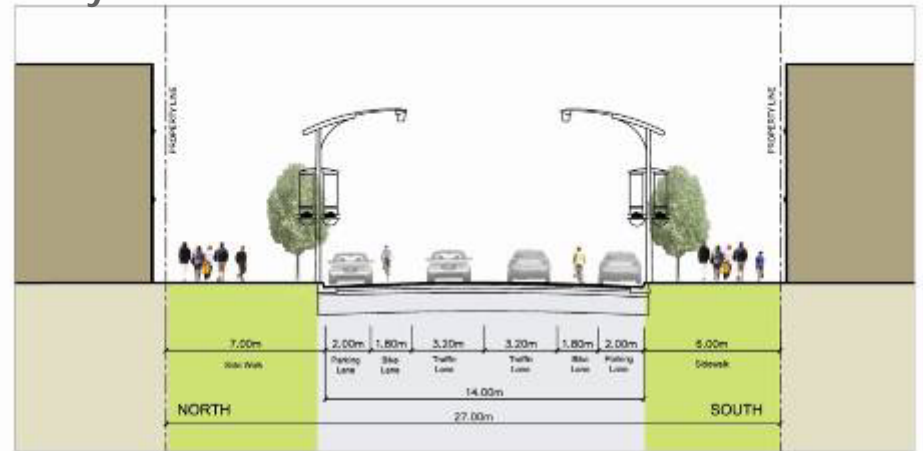
Long-term Options

Dedicated Bike Lanes, On-Street Parking, Widened Sidewalks & 2 Travel Lanes

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)

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

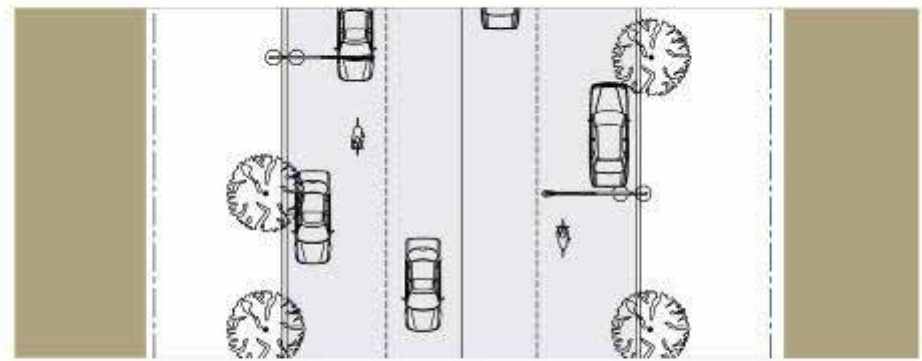
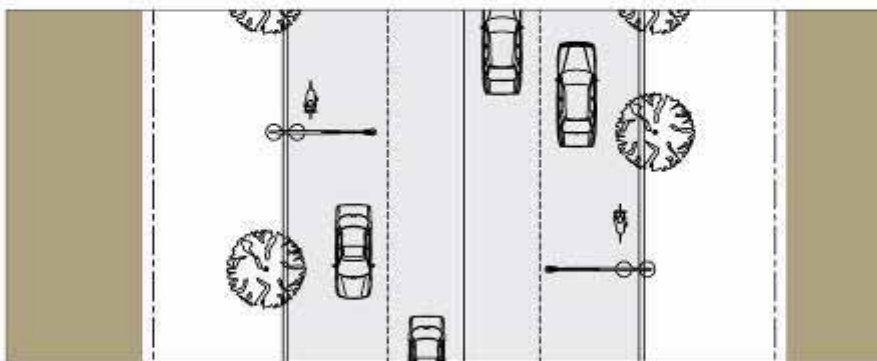
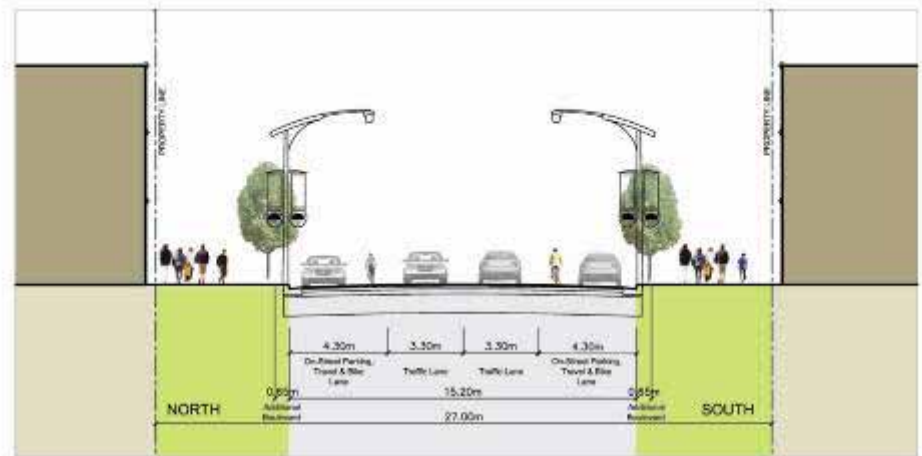
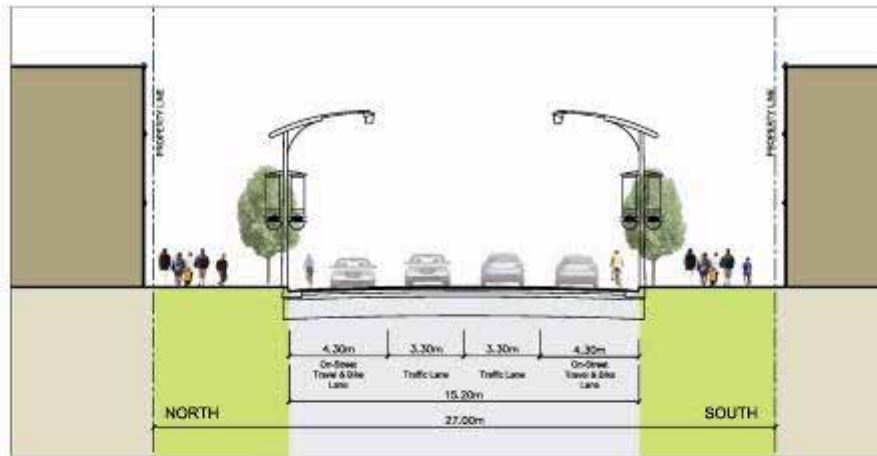
DISADVANTAGES

- 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)

4. Bloor Street R.O.W.

Long-term Options

Shared Bike Lanes/On-Street Parking (Off-Peak),
2 Travel Lanes & Widened Sidewalks



ADVANTAGES

- Wide curb lanes accommodate bicycles
- No on-street parking reduces bicycle-vehicle 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 (sharrows)
- No on-street 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

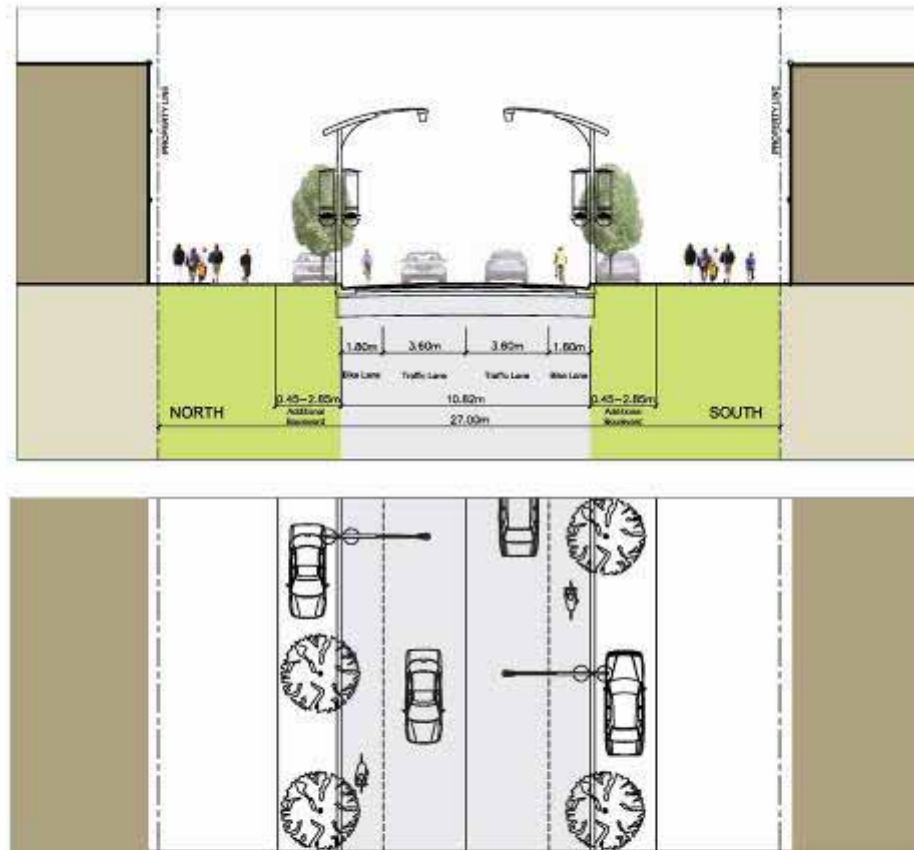
DISADVANTAGES

- Minimal reduction in pavement width and additional boulevard space; may not be worth the cost of overall curb reconstruction
- 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

4. Bloor Street R.O.W.

Long-term Options

Dedicated Bike Lanes, Bump-out Parking, Widened Sidewalks, Two-travel Lanes



ADVANTAGES

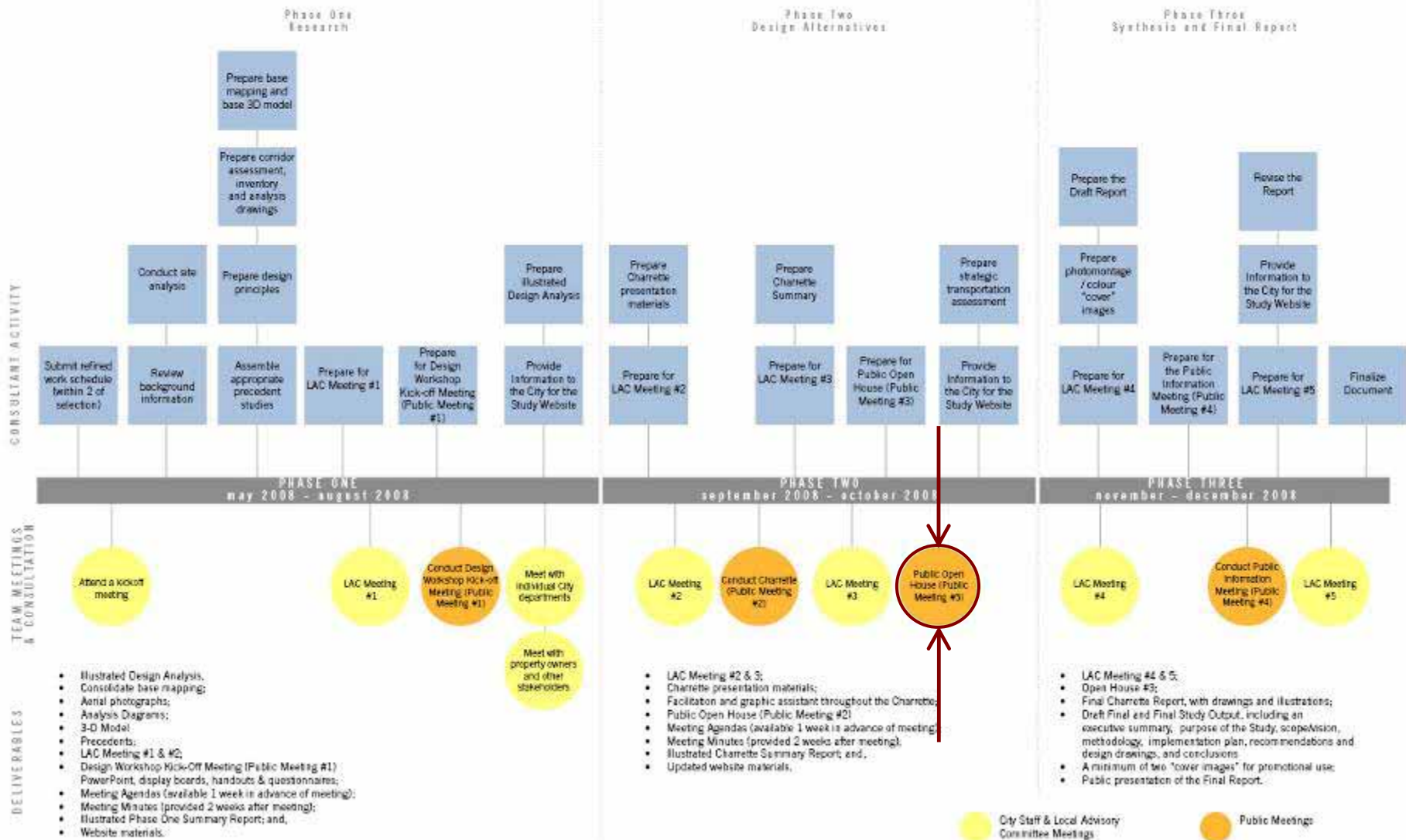
- Significant reduction in pavement width and additional boulevard space
- On-street parking is in bump-outs and can therefore be used all day
- Bump-outs can be used for additional streetscaping
- Wide curb lanes accommodate bicycles
- Widened boulevard creates opportunities for greening the street

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

6. Wrap-up & Next Steps

WORK PLAN OVERVIEW



6. Wrap-up & Next Steps

- Final Public Open House (date TBD)
- On-going Local Advisory Committee Meetings & other stakeholder consultation
- Updated materials on City's website:

www.toronto.ca/planning/bloordundas.htm

