

LAC_02



City of Toronto

DTAH
R.E. Millward and Associates
WSP/MMM Group
Swerhun
Taylor Hazell Architects
JC Williams Group

Bloor West Village Avenue Study_June 12, 2017

dtah

LAC 02_Agenda

1. Introduction

2. Updates

- Parallel Initiatives
- Project Schedule
- Guiding Principles

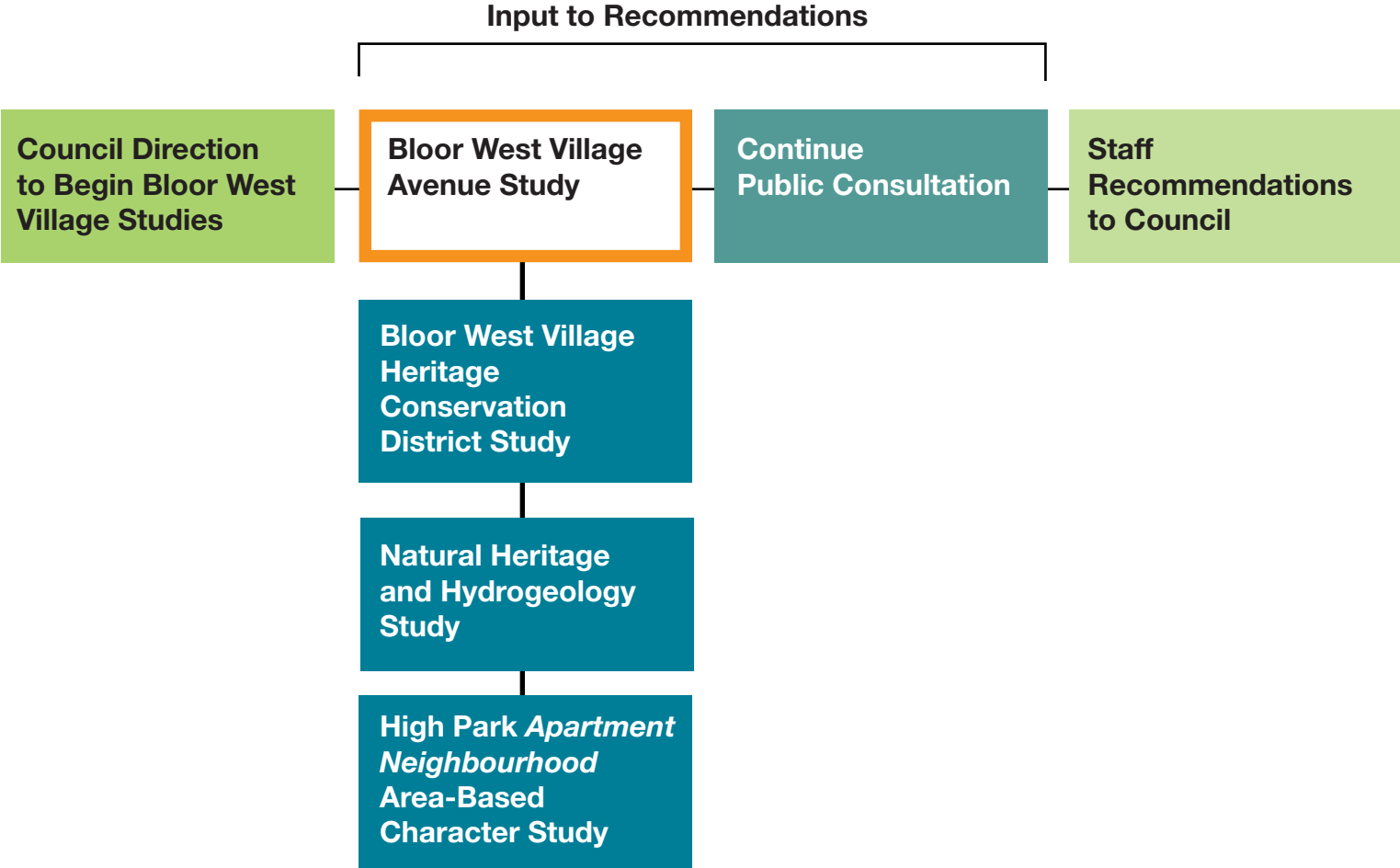
3. Explorations

- Built Form
- Street Design and Transportation
- Land Use

4. Discussion

5. Next Steps

Parallel Initiatives



Project Schedule

Background Opportunities + Constraints

Understand Context
and Existing Conditions

City Project Team Meeting (CPMT #2)
(Feb 2, 2017)

Councillor Briefing #1
(Feb 6, 2017)

Property Owners Meeting #1
(Feb 8, 2017)

Community Stakeholder Meeting
(Feb 9, 2017)

Public Meeting #1
(Feb 27, 2017)

Future Conditions + Design Alternatives

Design Charrette
(April 8, 2017)

Design Review Panel #1
(April 21, 2017)

Evaluate and Test Design
Alternatives (April/May 2017)

CPMT #3
(April 2017)

Local Advisory (LAC) #1
(April 24, 2017)

CPMT #4
(May 2017)

Identify Preferred
Alternative (June 2017)

Councillor Briefing #2
(June 2017)

LAC #2
(June 2017)

Public Meeting #2
(June 2017)

We Are
Here

Changing due to
Natural Heritage Study

Synthesis + Avenue Study Final Report

Design Review Panel #2
(September 2017)

Avenue Study
Draft

CPMT #5
(September 2017)

Avenue Study
Final

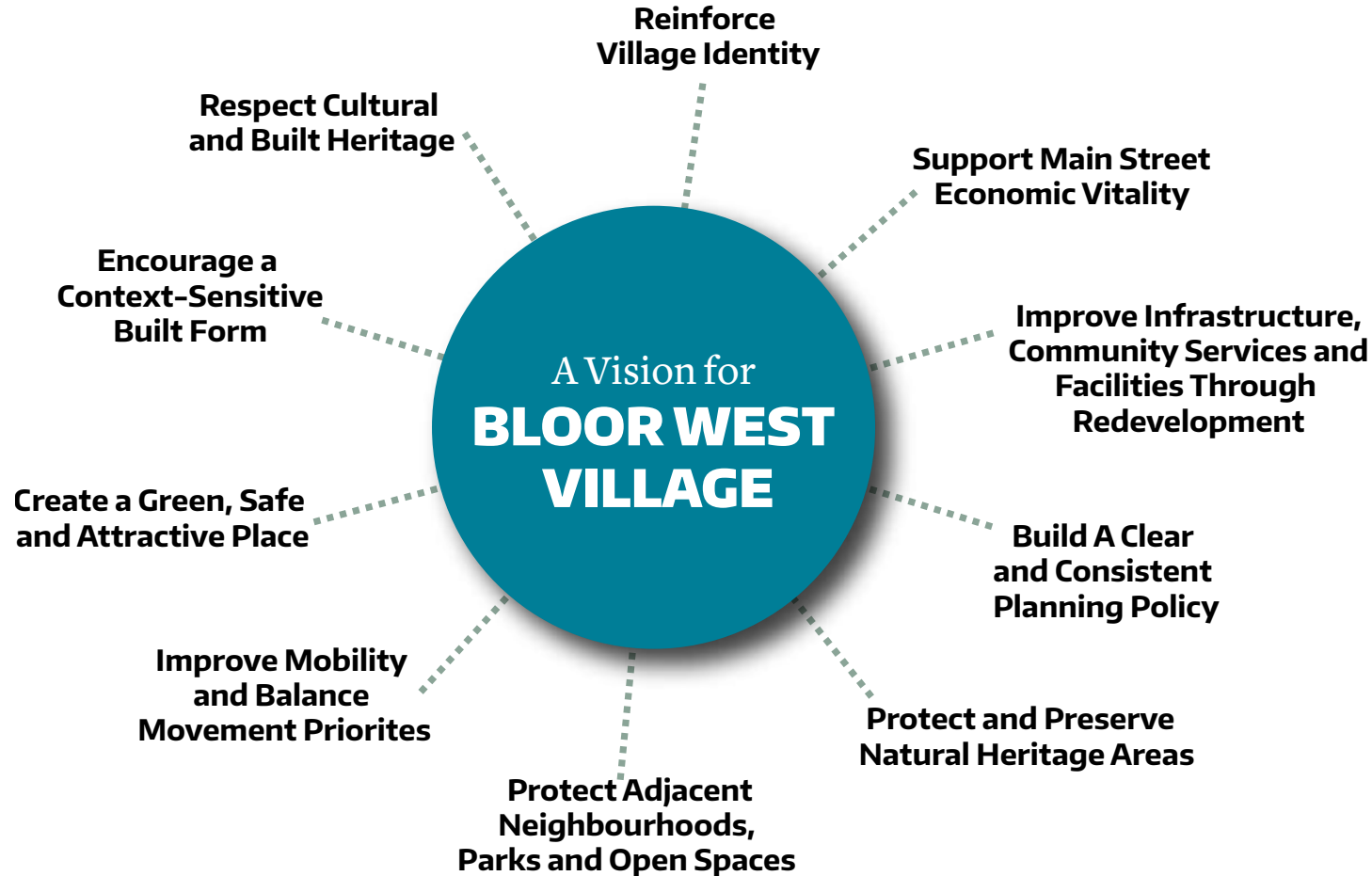
Councillor Briefing #3
(September 2017)

LAC #3
(September 2017)

Public Meeting #3
(September 2017)

Community Council Presentation
(Oct 17, 2017)

Guiding Principles



Guiding Principles_What We Heard

1. General support for the guiding principles

2. Add language to guiding principles to help:

- Encourage appropriate intensification
- Encourage a full range of housing types
- Allow for greater flexibility on Bloor
(e.g. not developing both sides in the same way)
- Protect sunlight and skyview
- Strengthen protection for natural heritage

Built Form

Built Form_What We Heard

- 1. Encourage context sensitive built form that respects and complements the existing street, adjacent areas and neighbourhoods**
- 2. Building design and heights should maintain a human scale and the “village” feel in BWV**
- 3. Protect sunlight and sky view**

Guidelines_Massing

Front

Back

Between

**Sides +
Corners**

**Prominent
Sites**

Guidelines_Building Design

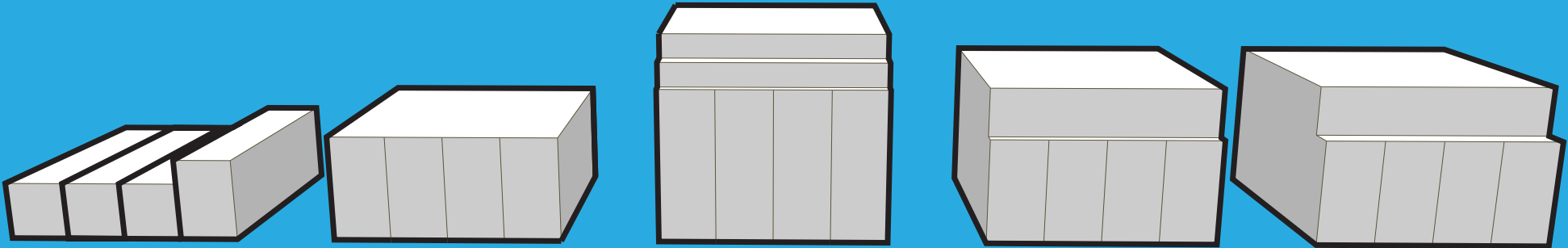
Pattern
Scale
Rhythm

Base
Middle
Top

Materials

Main
Street
Retail

Built Form_Testing



Existing

AOR

Midrise PS

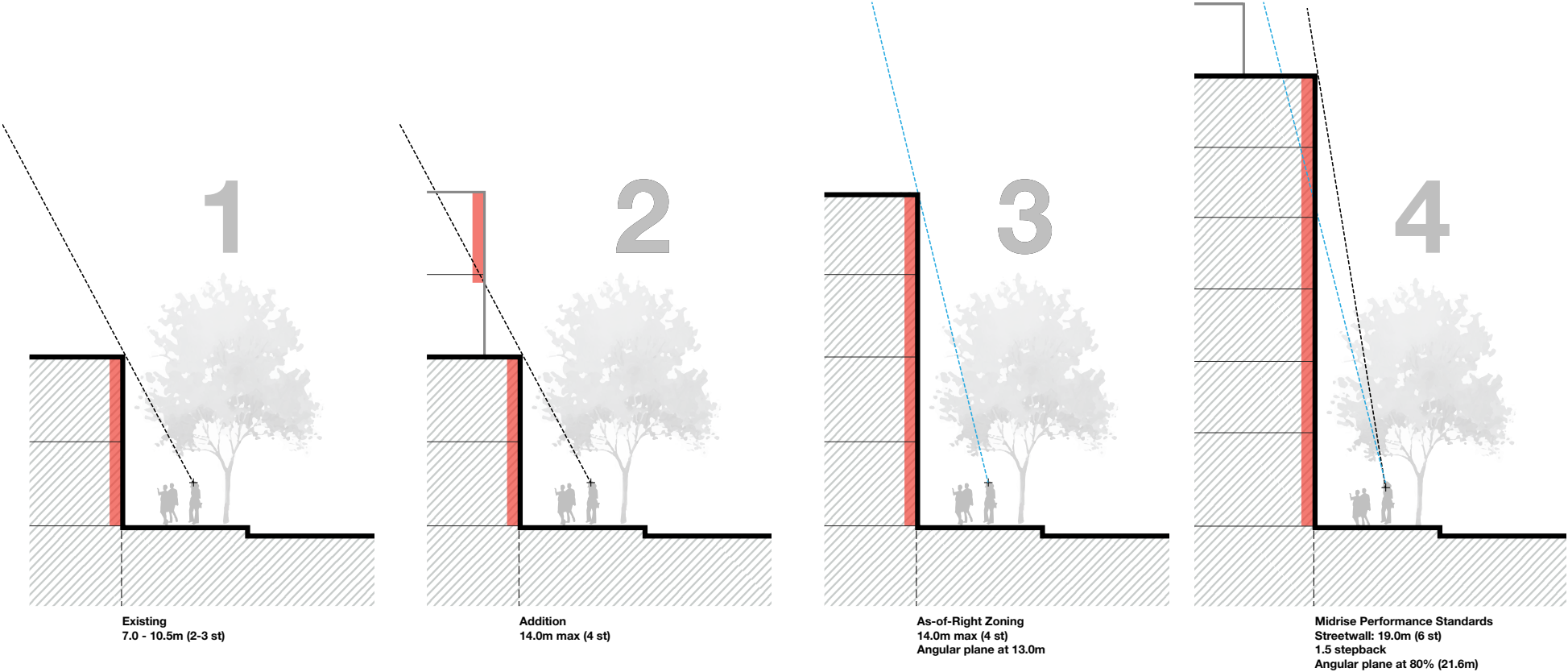
MR Addendum

BWV Options

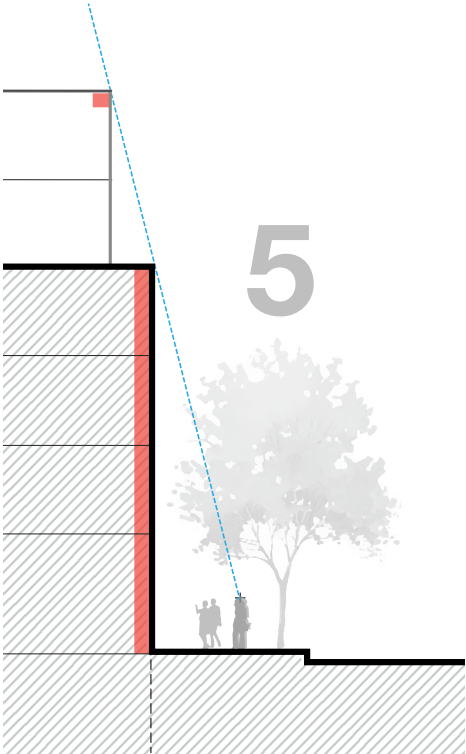
Managing and Balancing Incremental Change



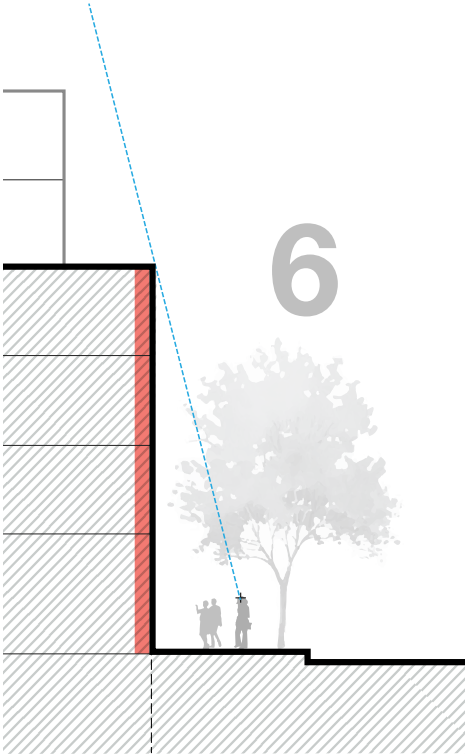
Front_Streetwall_01



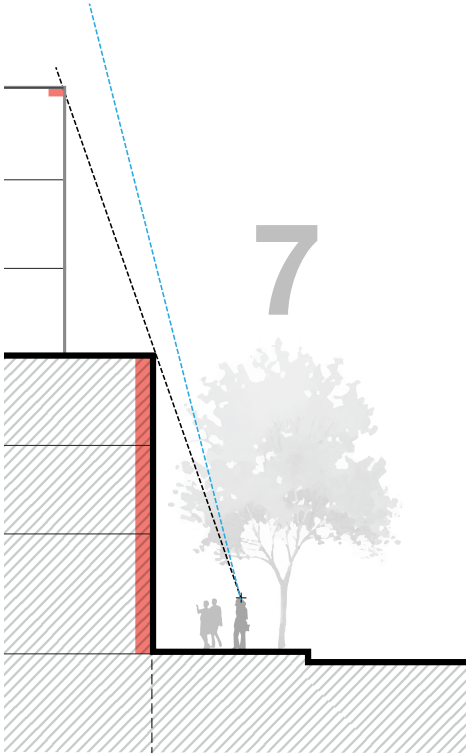
Front_Streetwall_02



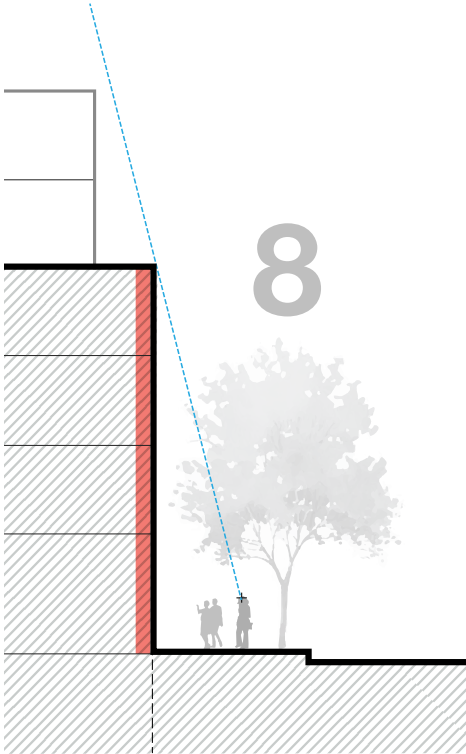
Midrise PS Addendum (2016)
Streetwall: 13.5m (4 st)
1.5m stepback



Bloor West Village 01
Streetwall: 13.5m (4 st)
3.0m stepback

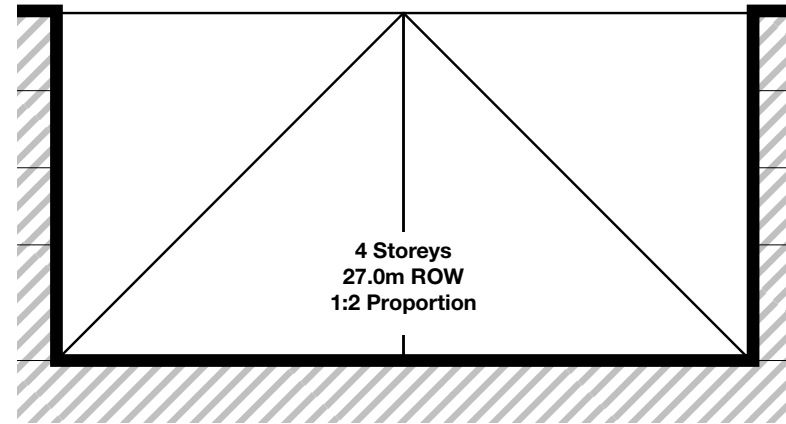
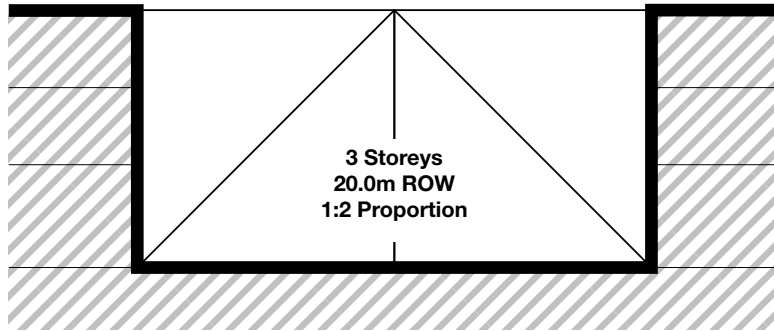


Bloor West Village 02
Streetwall: 10.5m (3 st)
3.0m stepback

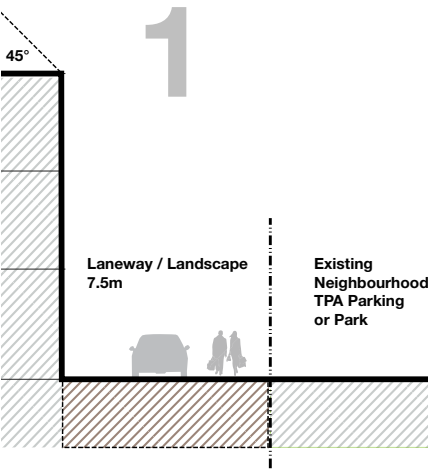


Bloor West Village 03
Streetwall: 13.5m (4 st)
2.0m stepback

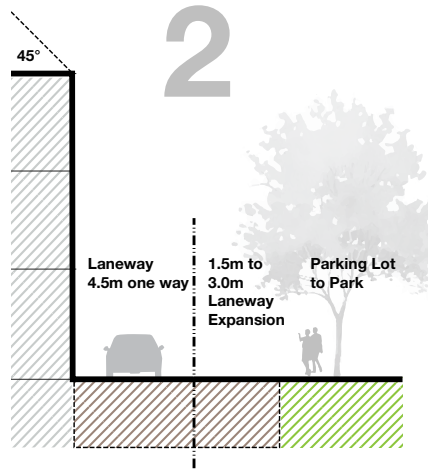
Front_Proportion



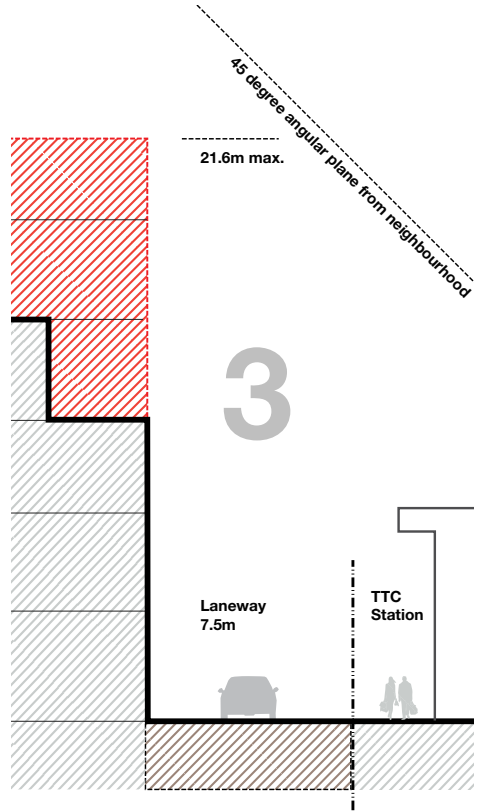
Back_Transitions



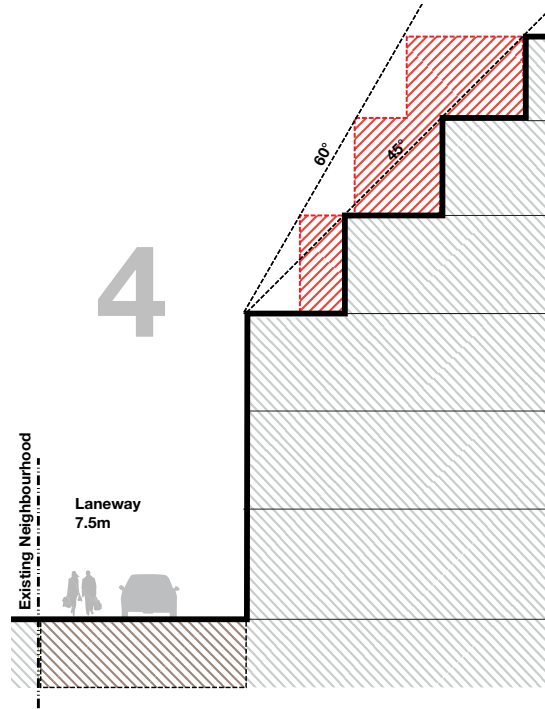
Existing TPA Parking or Park
7.5m Setback
10.5m Base Building
45 degree angular plane



Transition to Future Park
4.5m Setback
10.5m Base Building
45 degree angular plane



Existing Subway Station
7.5m Setback
45 degree angular plane
from neighbourhood



South Side
7.5m Setback
10.5m Base Building
45 degree angular plane & 60 degree angular plane

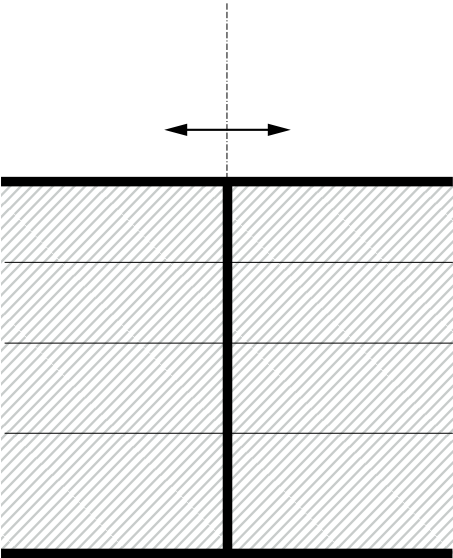
Between



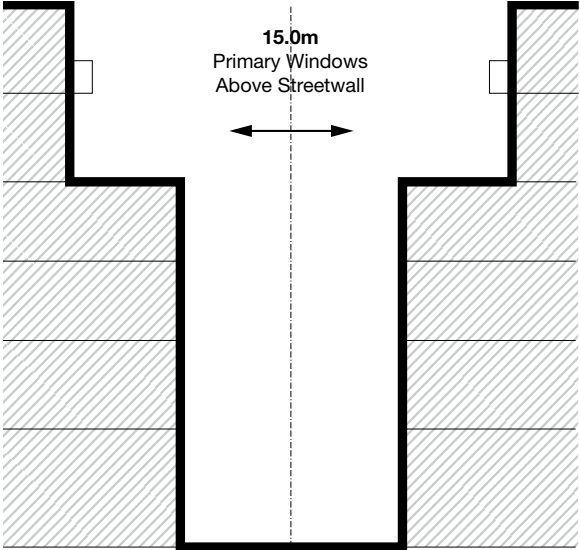
Between



Between_Separation

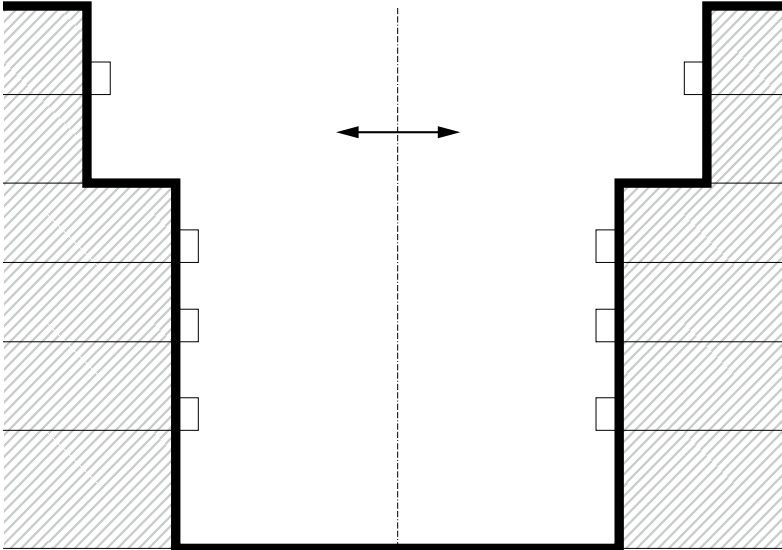


0.0m
Village / Main Street



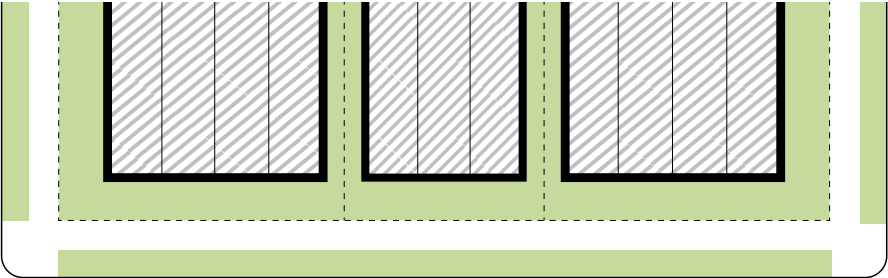
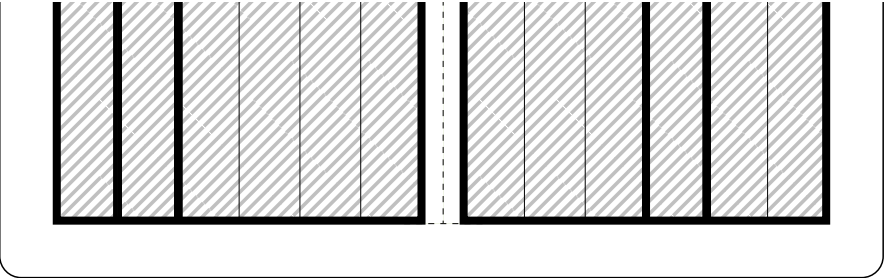
15.0m
Primary Windows
Above Streetwall

7.5m
Secondary Windows
Residential + Commercial

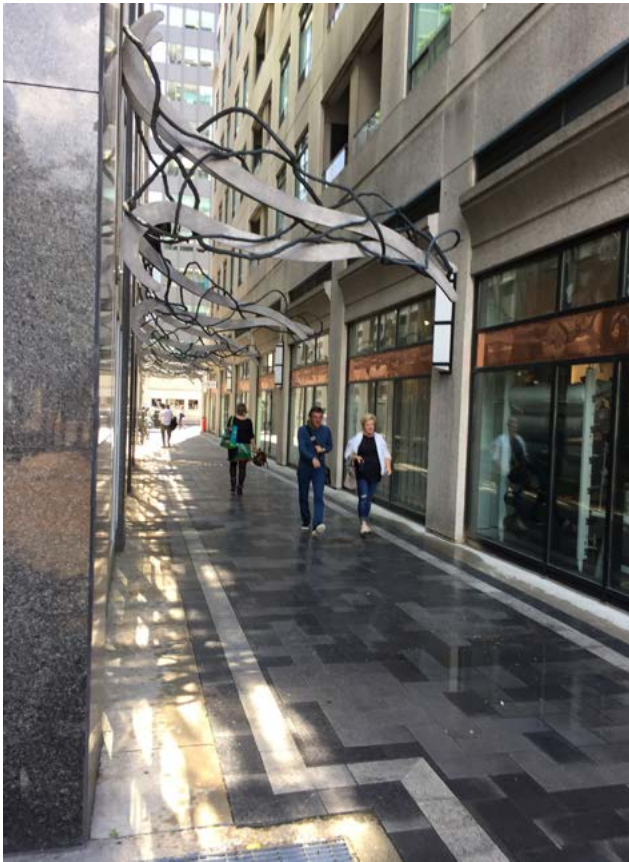


15.0m+
Primary Windows
Residential

Between_Setbacks



Between_Mid-Block Connections



4.0m

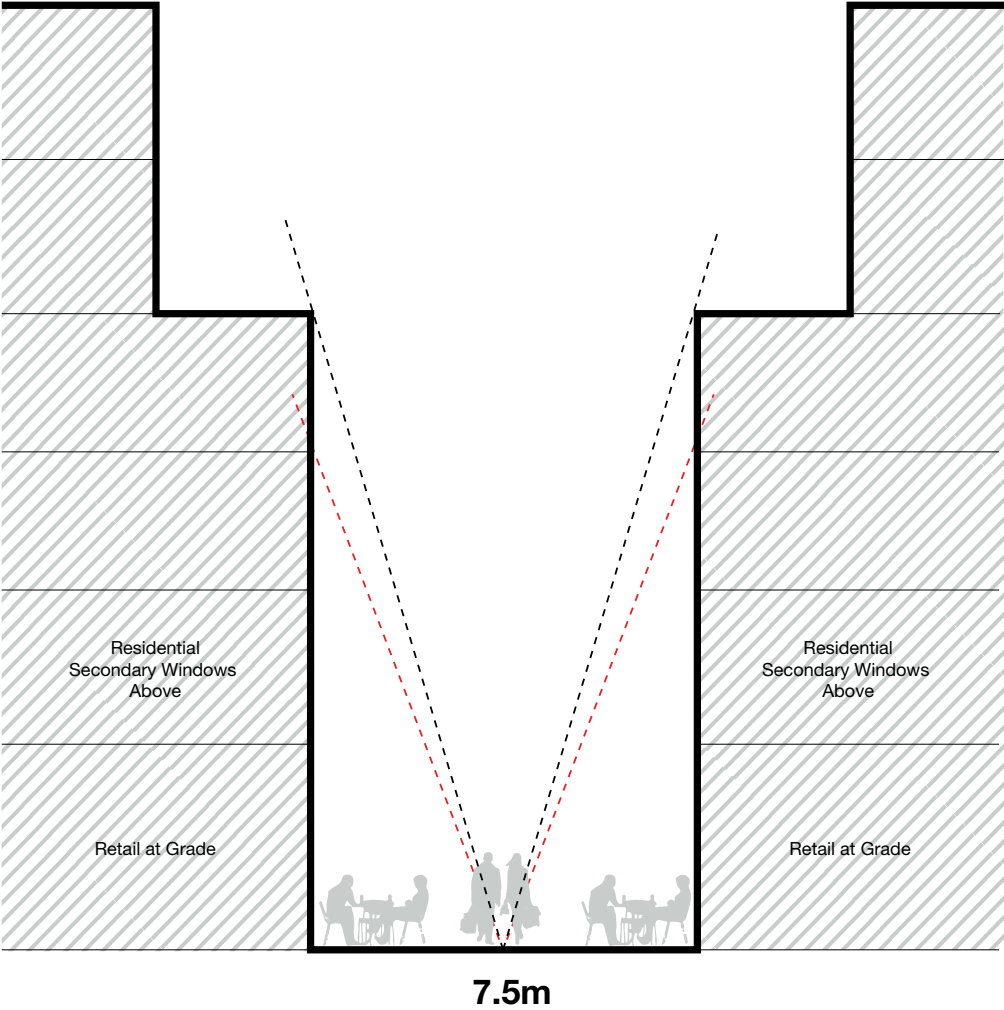
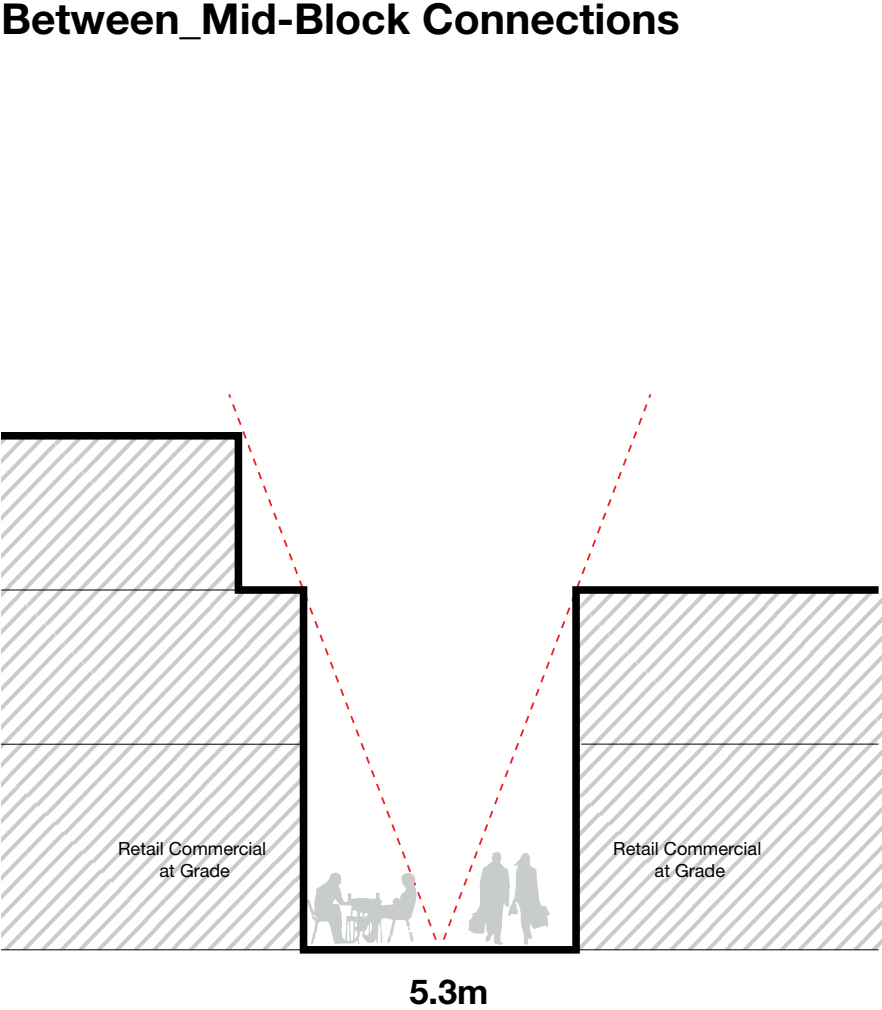


5.3m

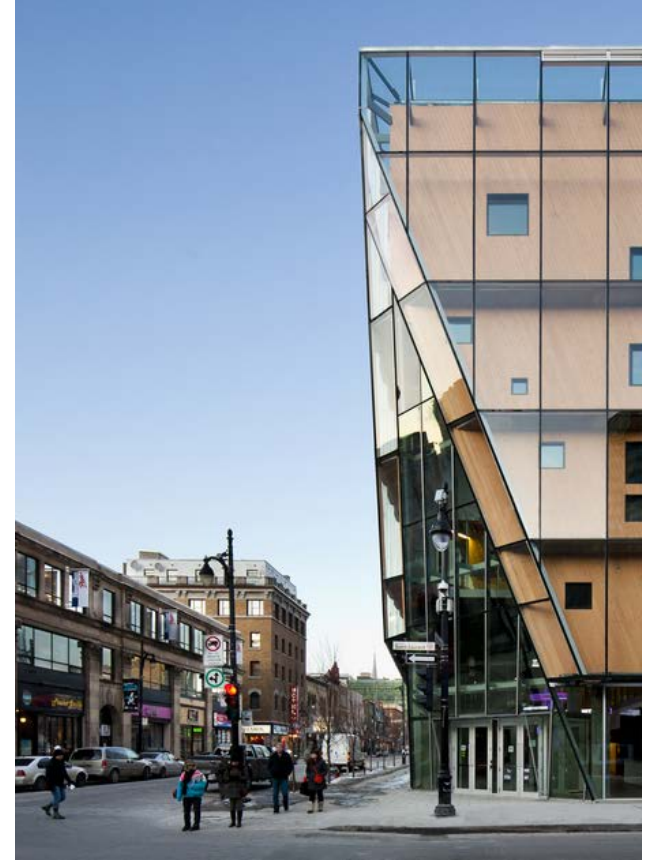


3.5m

Between_Mid-Block Connections



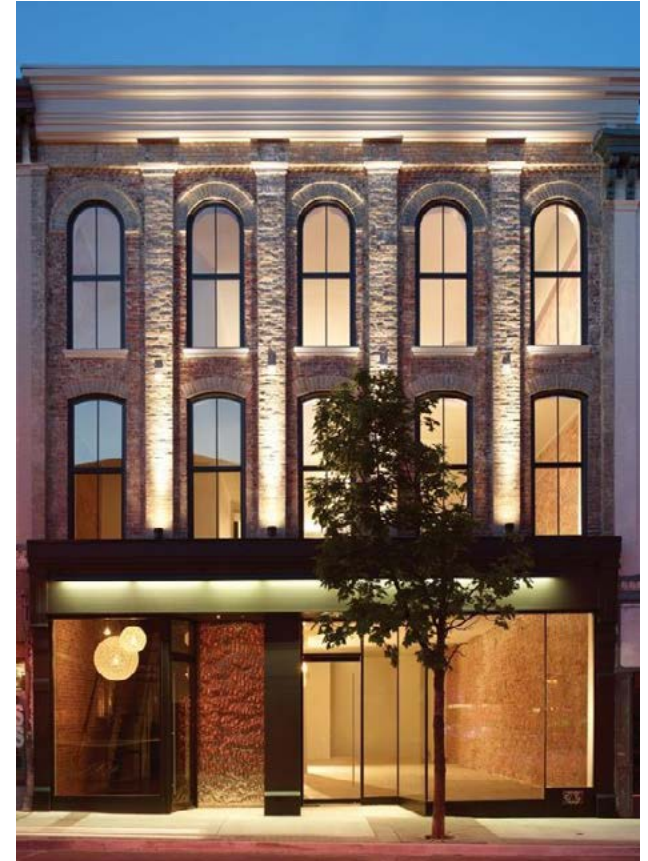
Sides/Corners



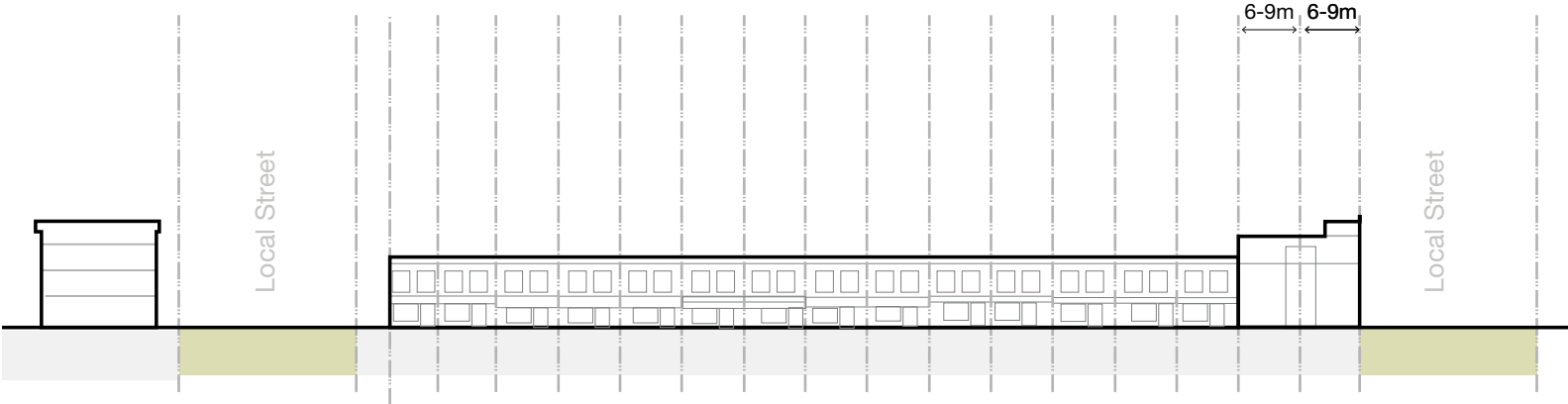
Prominent Sites



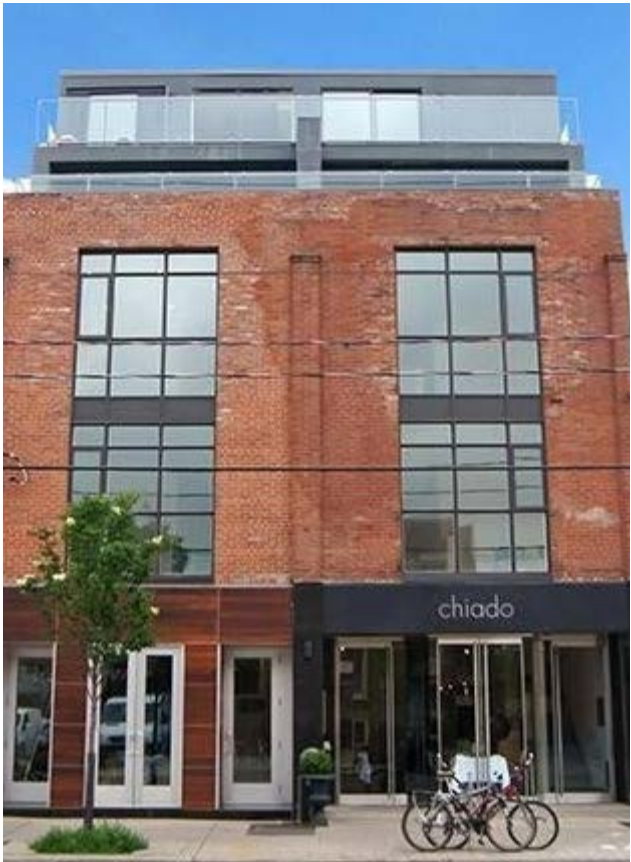
Pattern/Scale/Rhythm



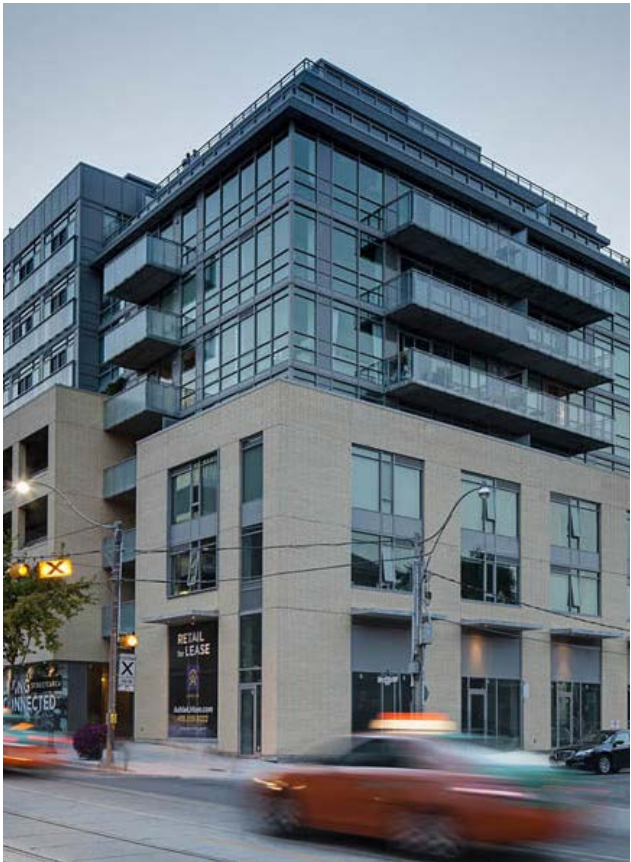
Pattern/Scale/Rhythm



Base/Middle/Top



Materials



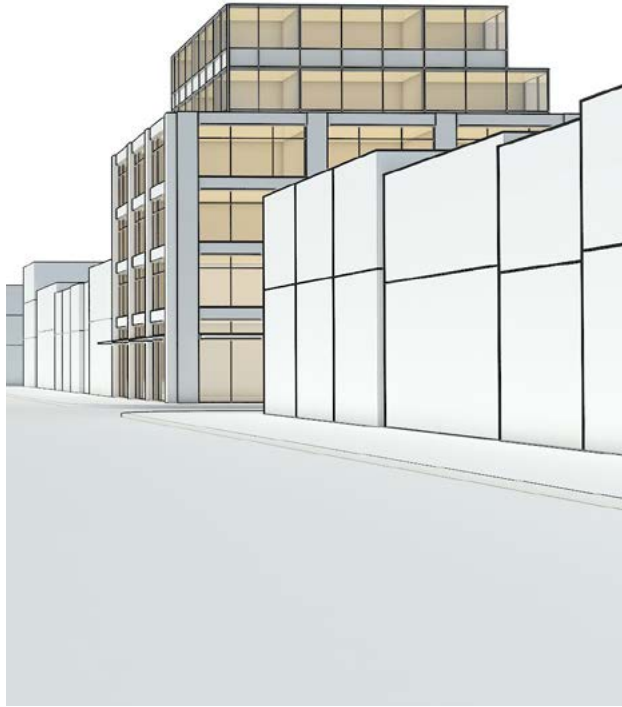
Main Street Retail_Design Elements



Demonstration Massing + Building Design



Massing

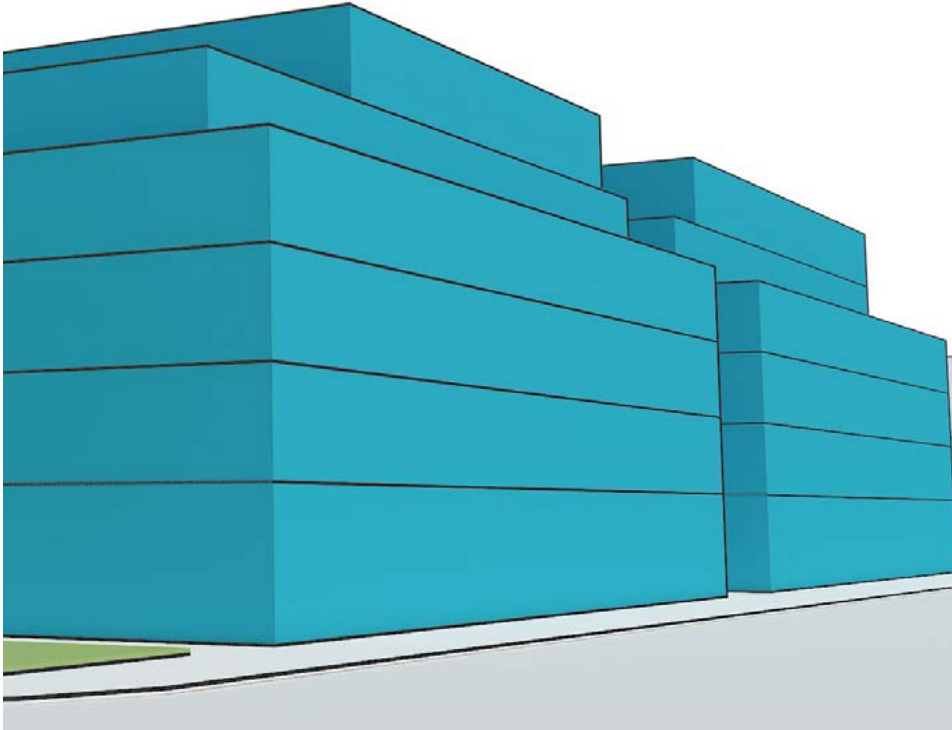


Building Design_01



Building Design_02

Demonstration Massing + Building Design

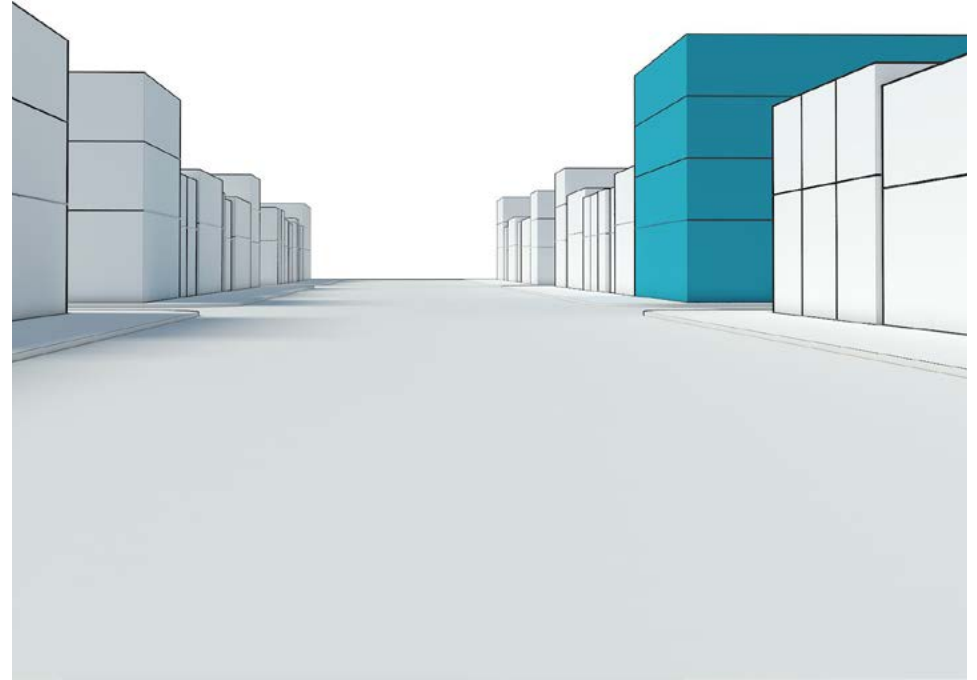
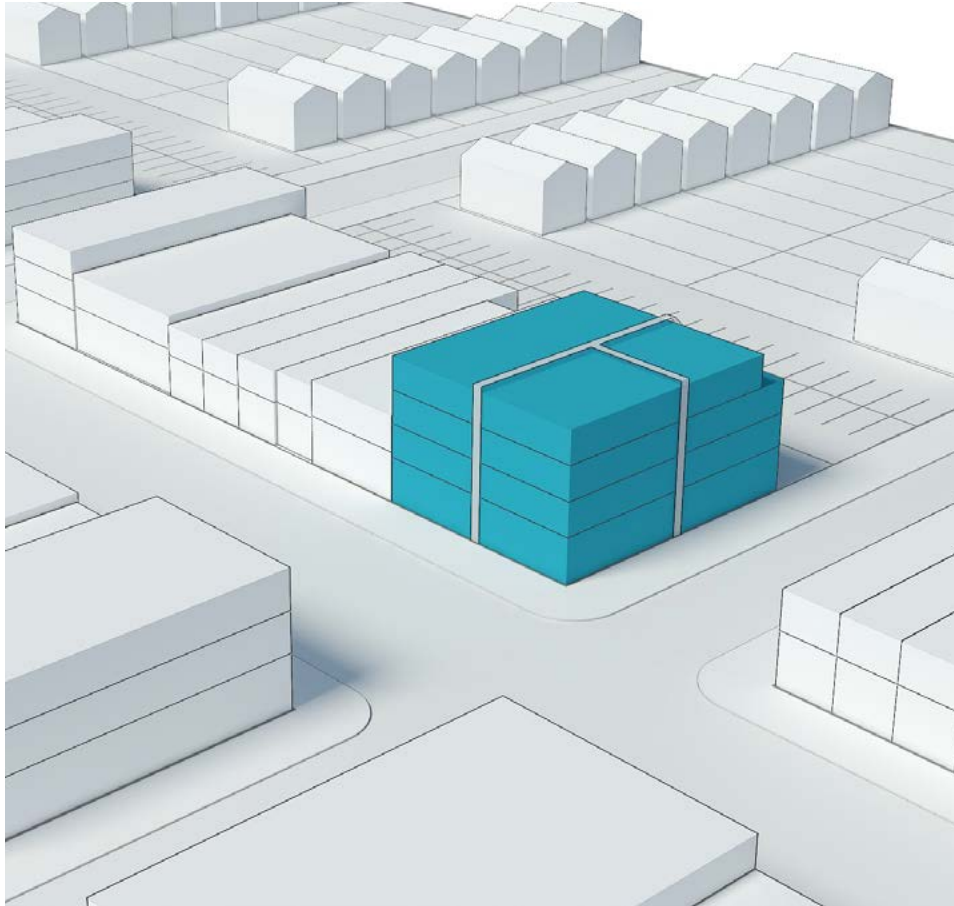


Massing

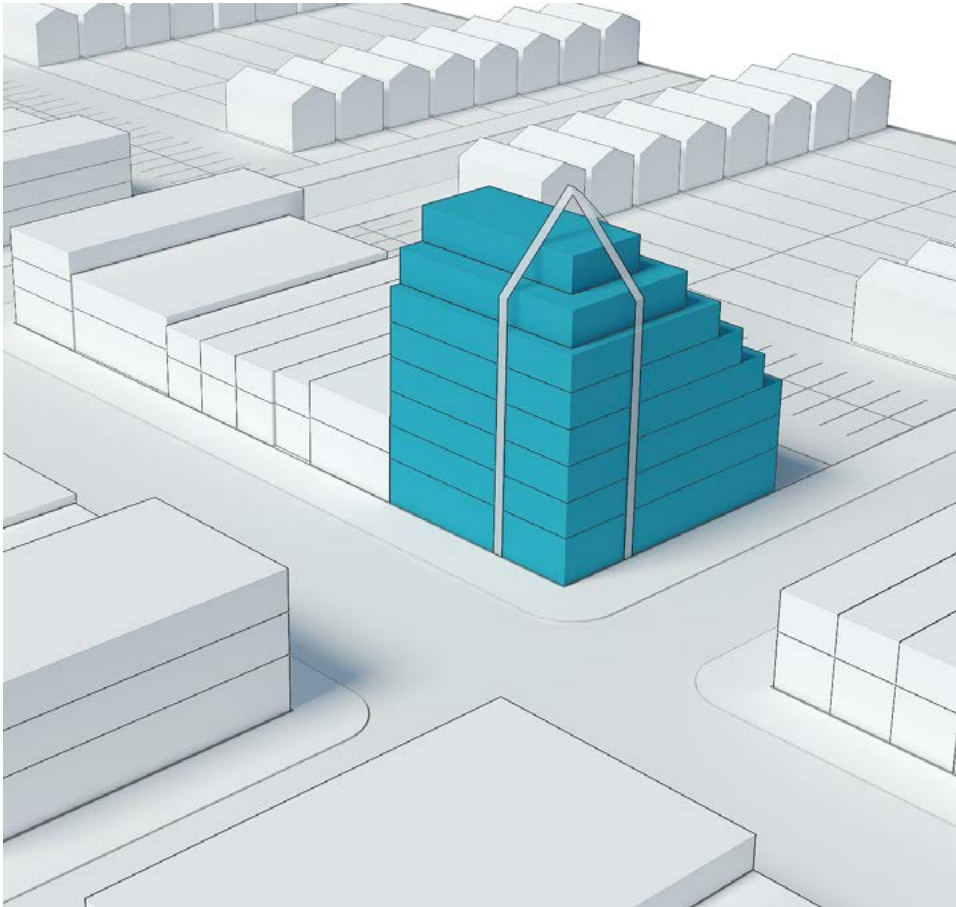


Building Design

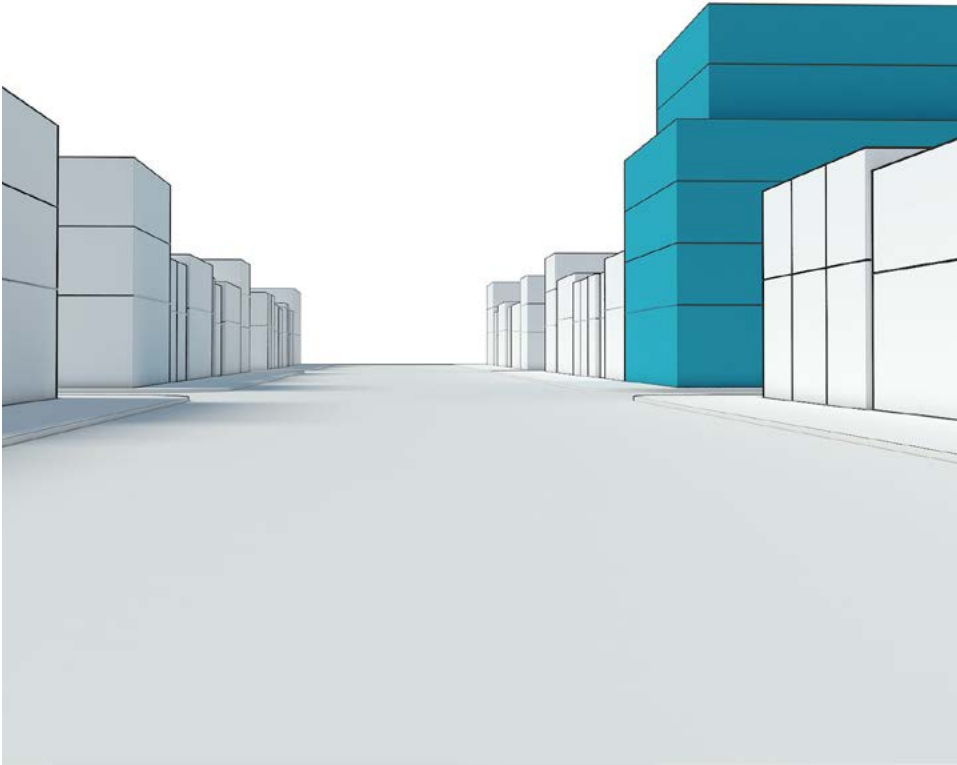
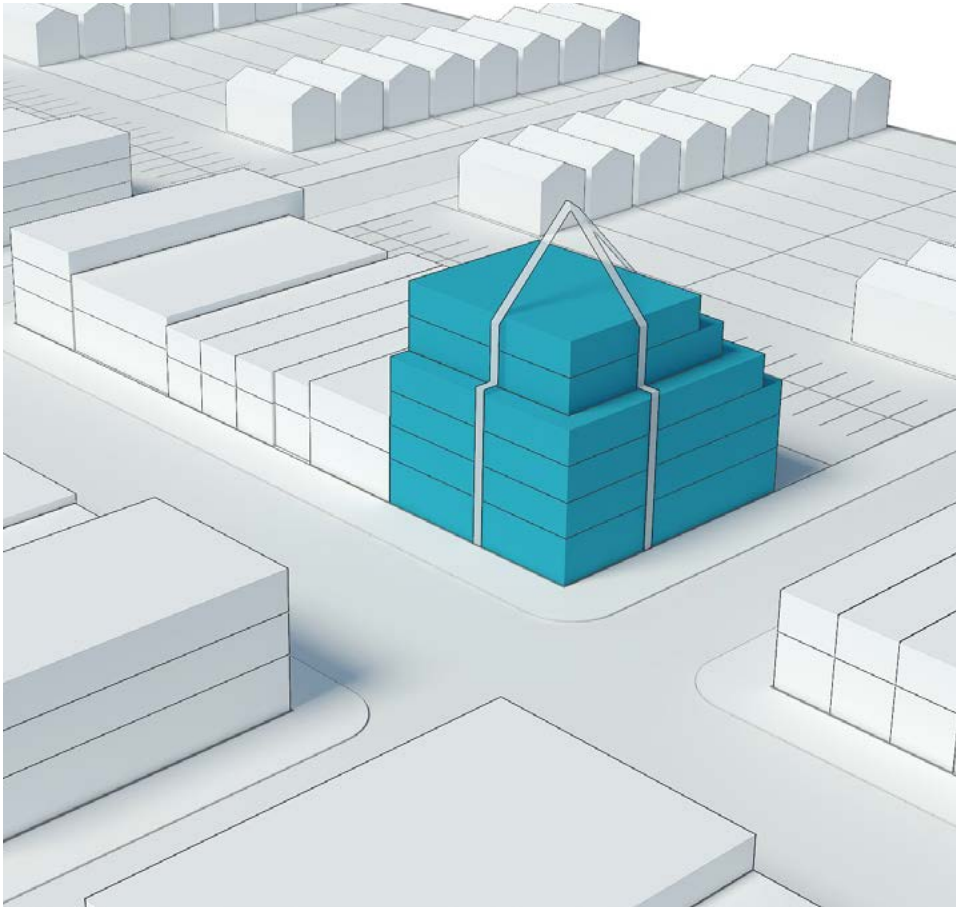
Demonstration_Typical/Average Site AOR Zoning



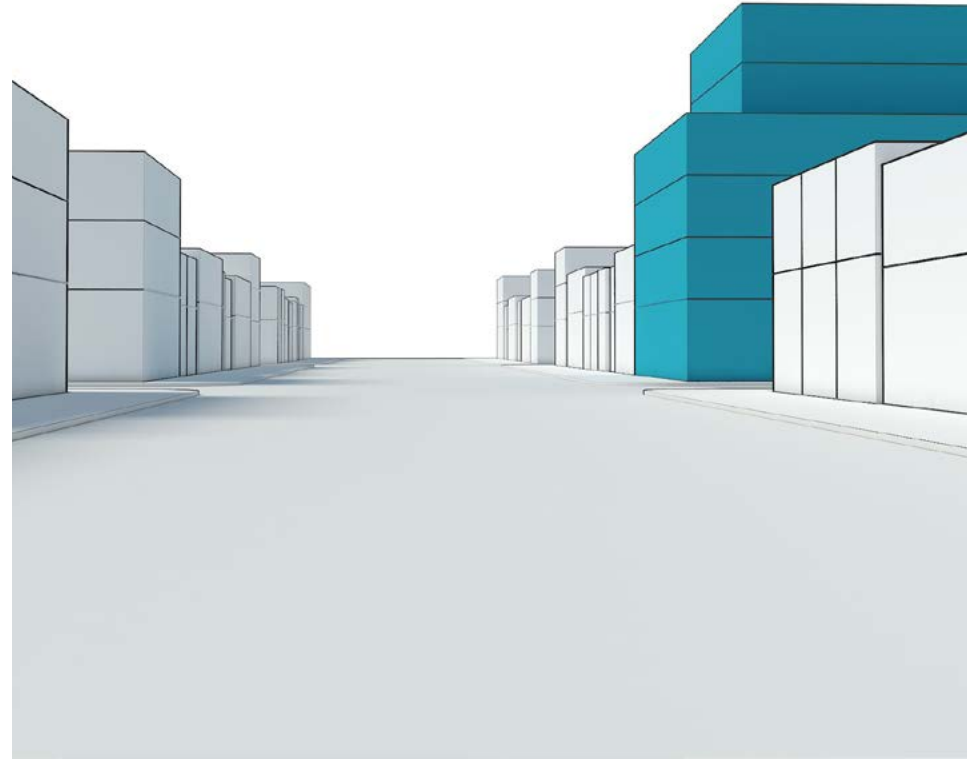
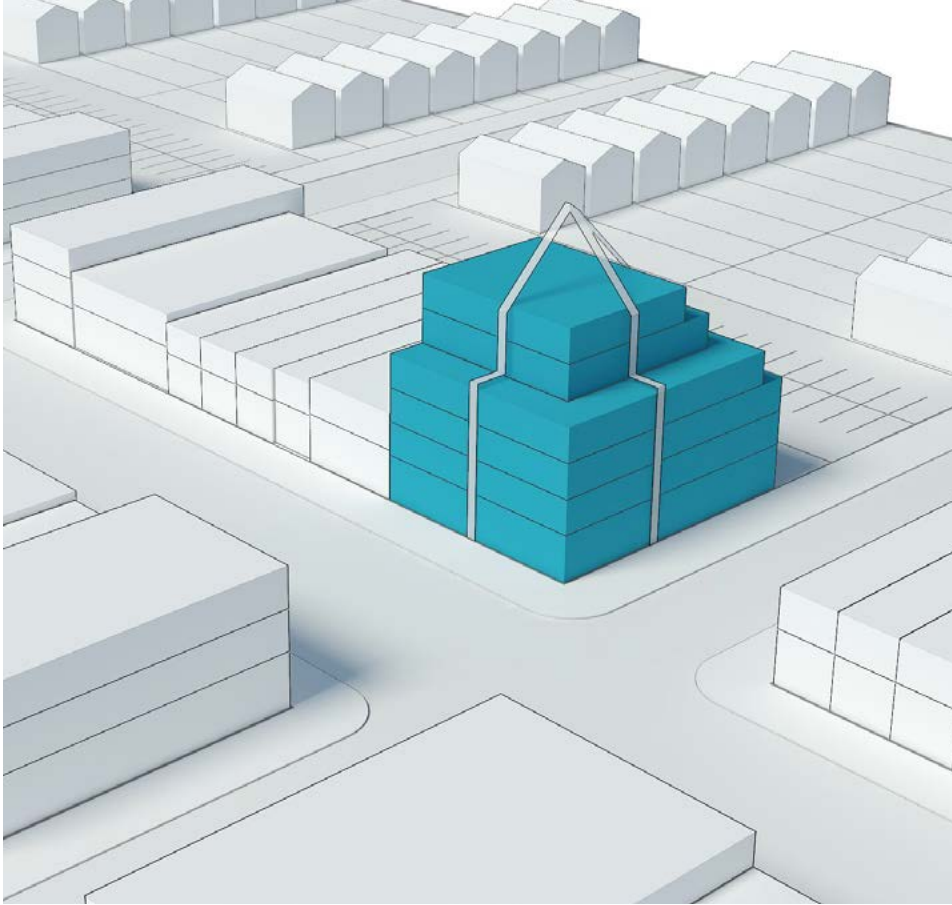
Demonstration_Typical/Average Site
Midrise Performance Standards



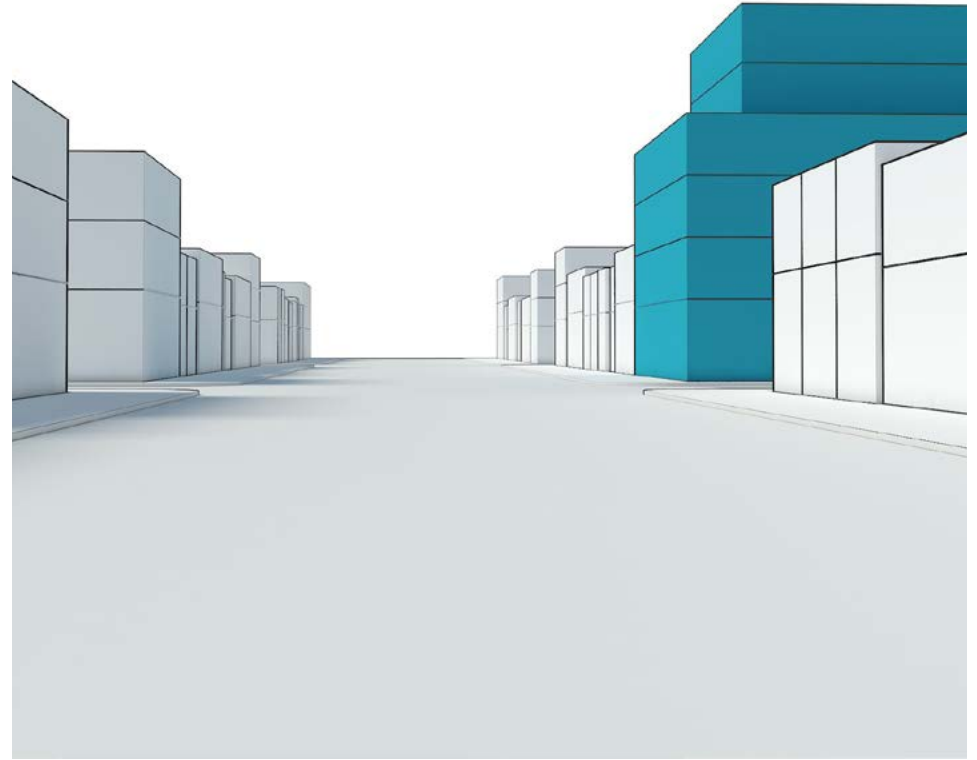
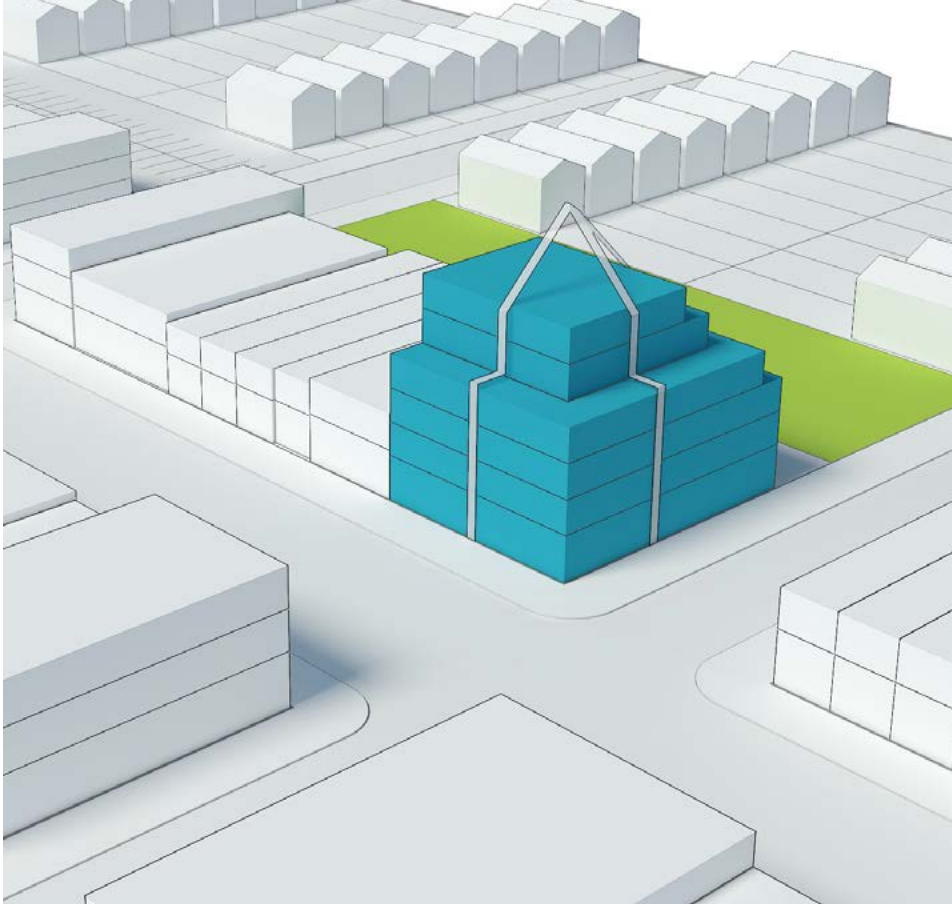
Demonstration_Typical/Average Site
Midrise PS Addendum



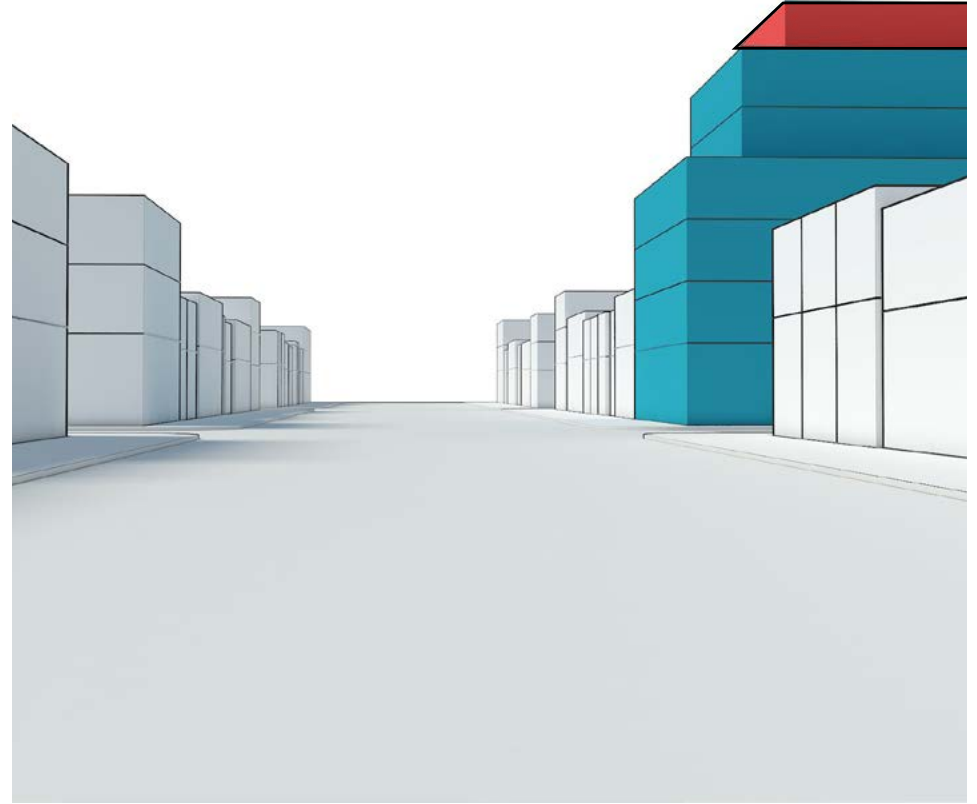
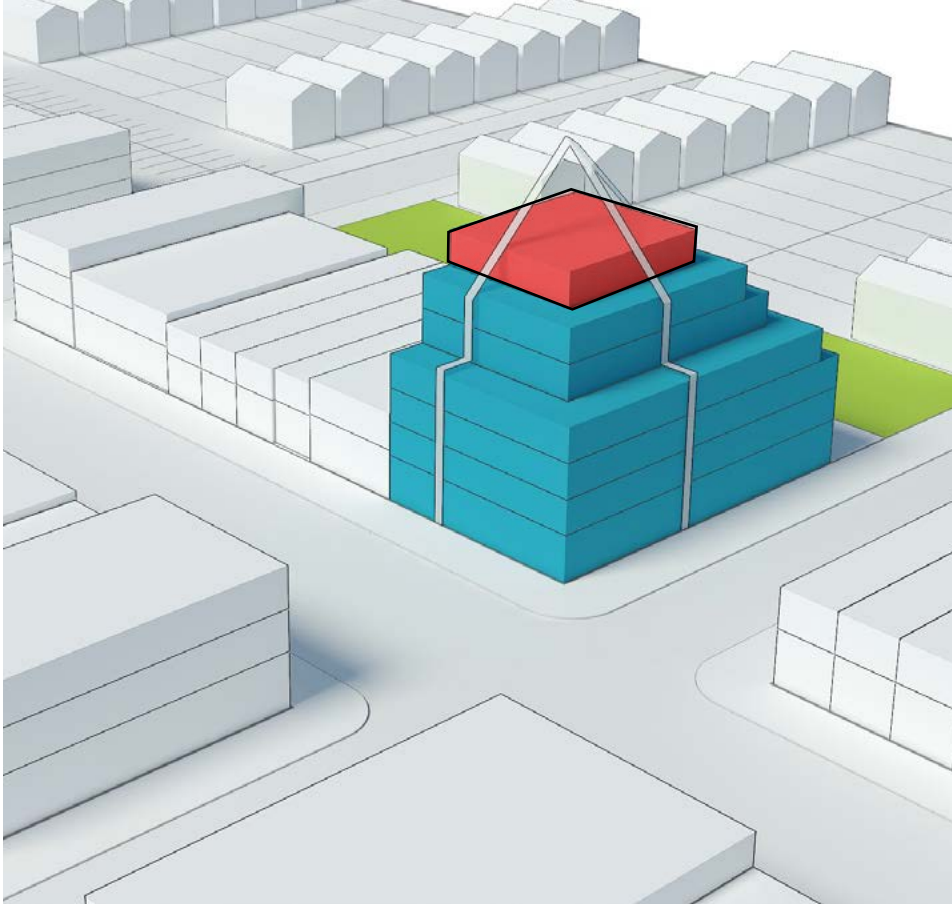
Demonstration_Typical/Average Site BWV_01



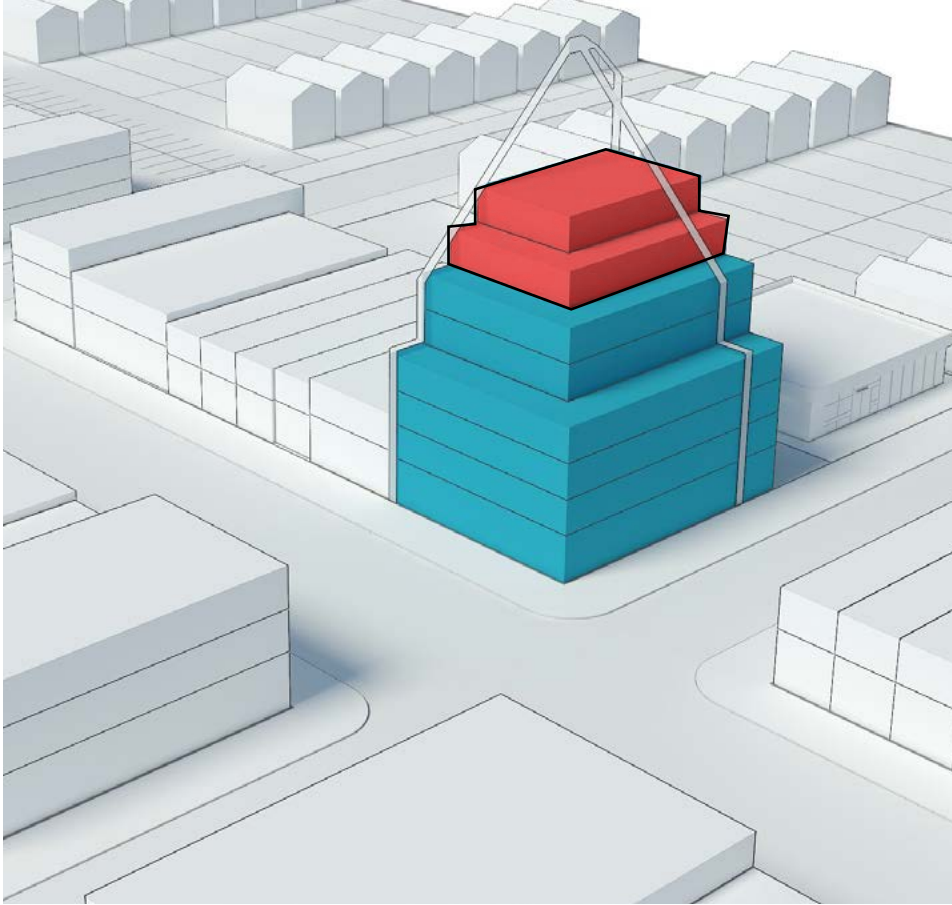
Demonstration_Typical/Average Site BWV_02



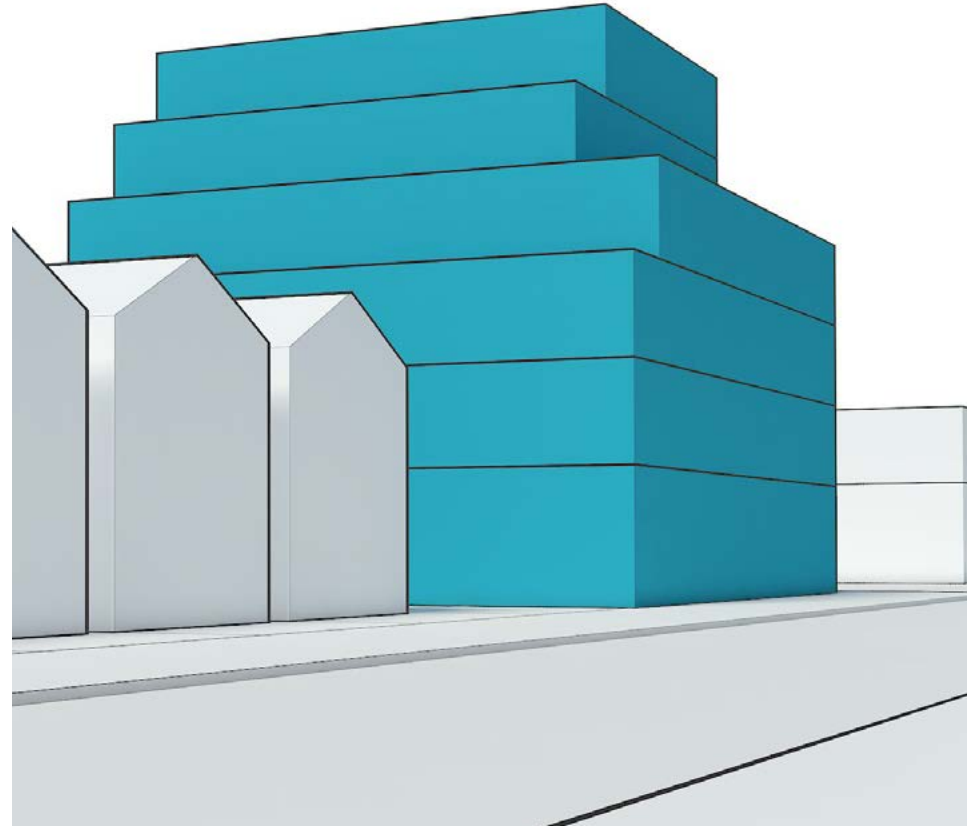
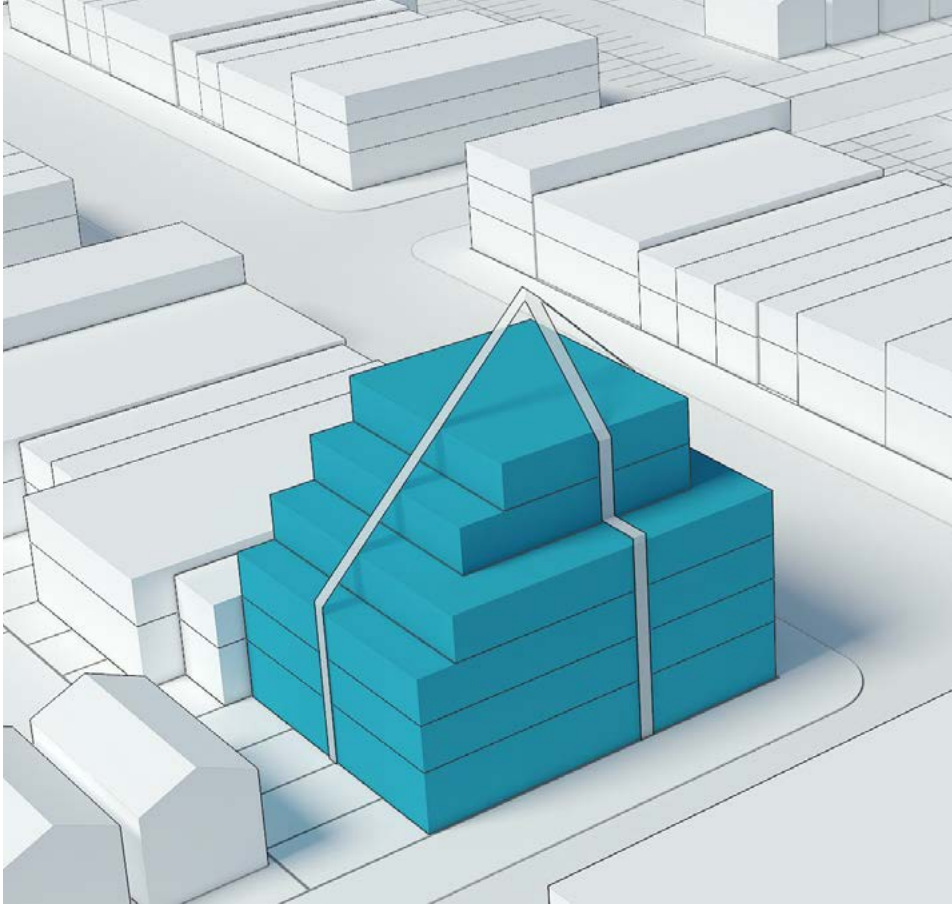
Demonstration_Typical/Average Site BWV_03



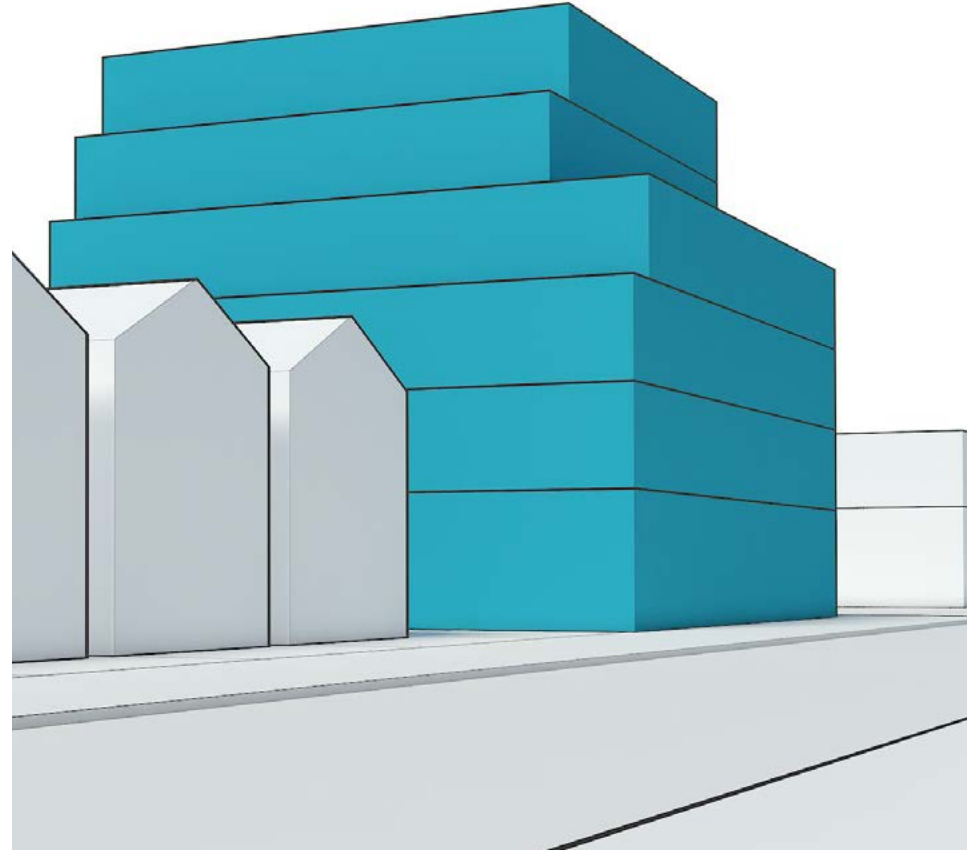
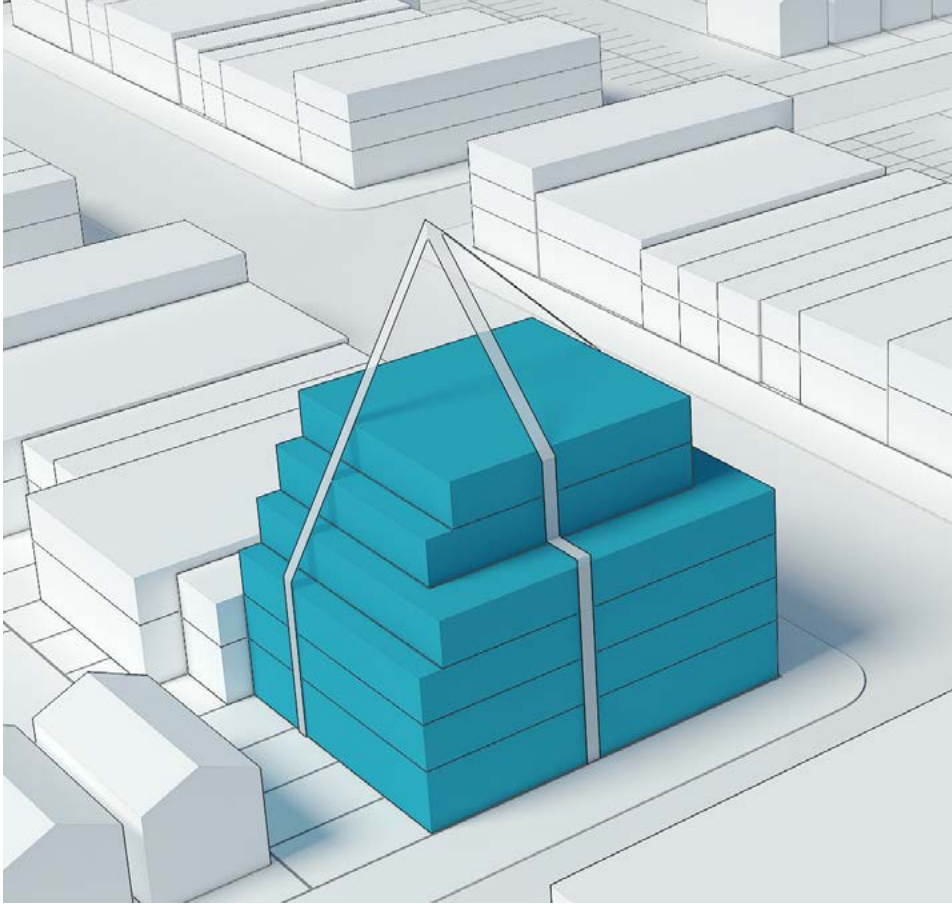
Demonstration_Typical/Average Site BWV_04



Demonstration_Typical/Average Site BWV_05



Demonstration_Typical/Average Site BWV_06



Key Variables to Consider

1. Streetwall Height

2. Transition to Upper Stories

3. Different Rear Transition Conditions

- Typical Neighbourhood/Park/Parking Lot
- Transit Station
- Parking to Park
- Southside: 45 vs 60 degrees

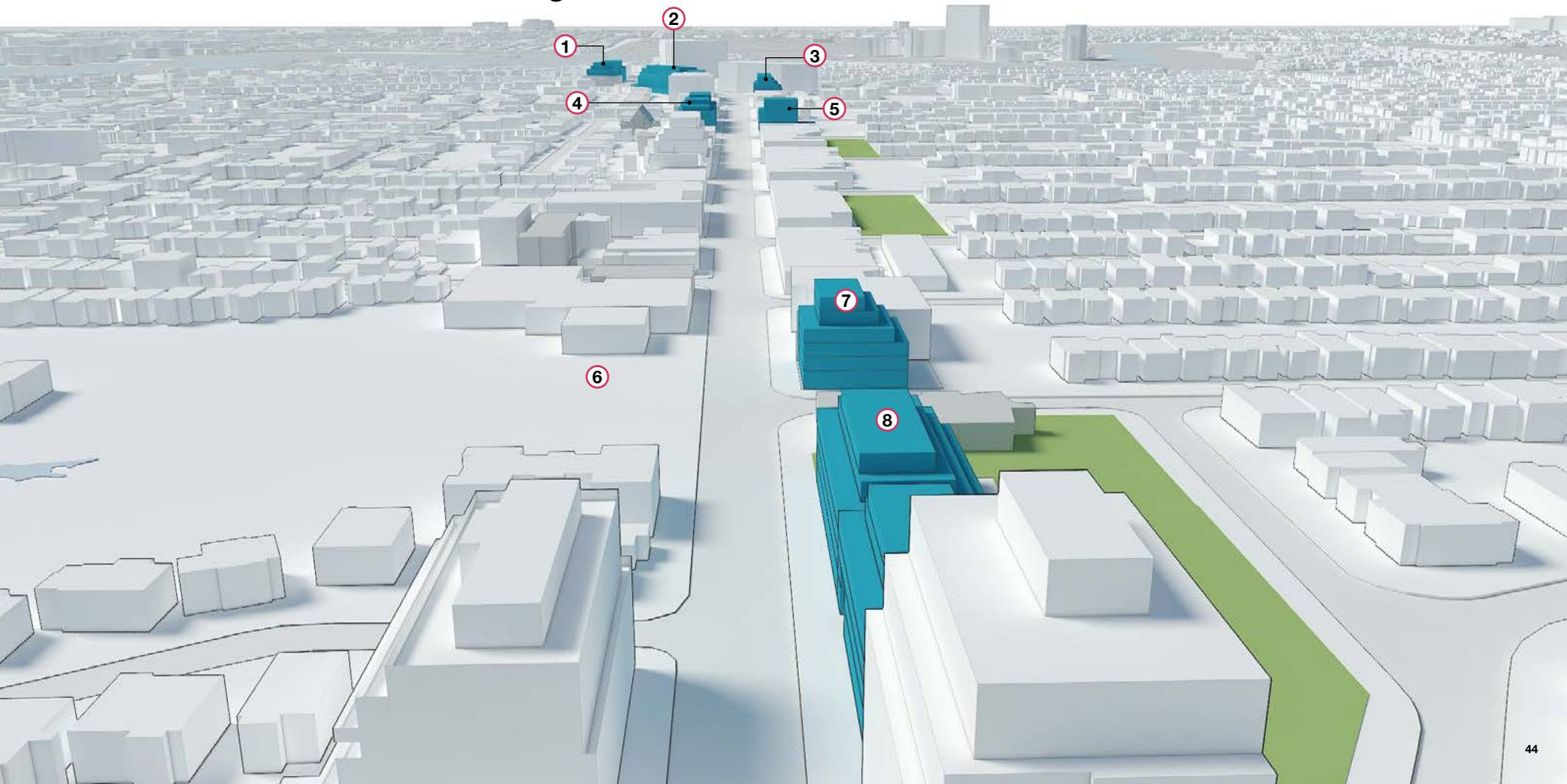
Demonstrations

Village Main Street, East + West Villages

Existing



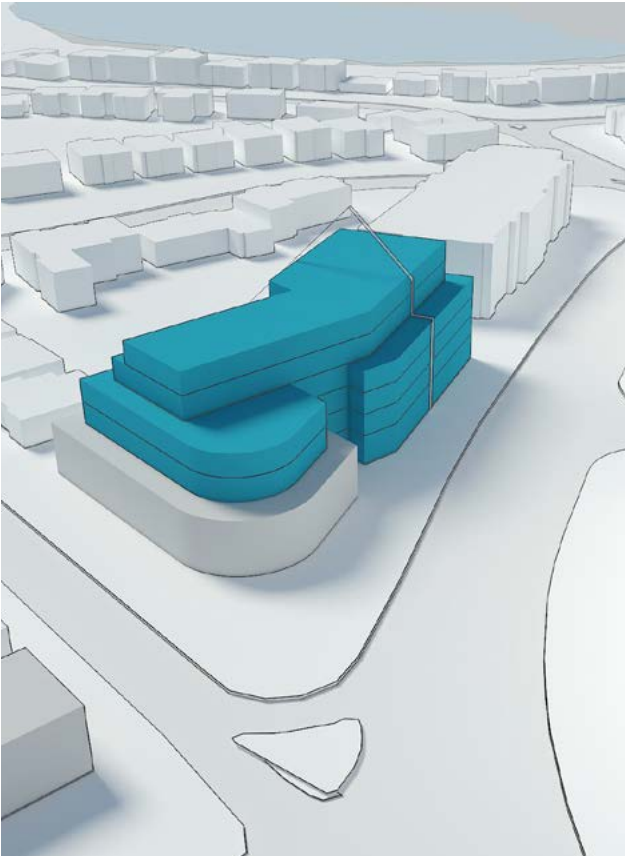
Demonstrations_Sites for Testing



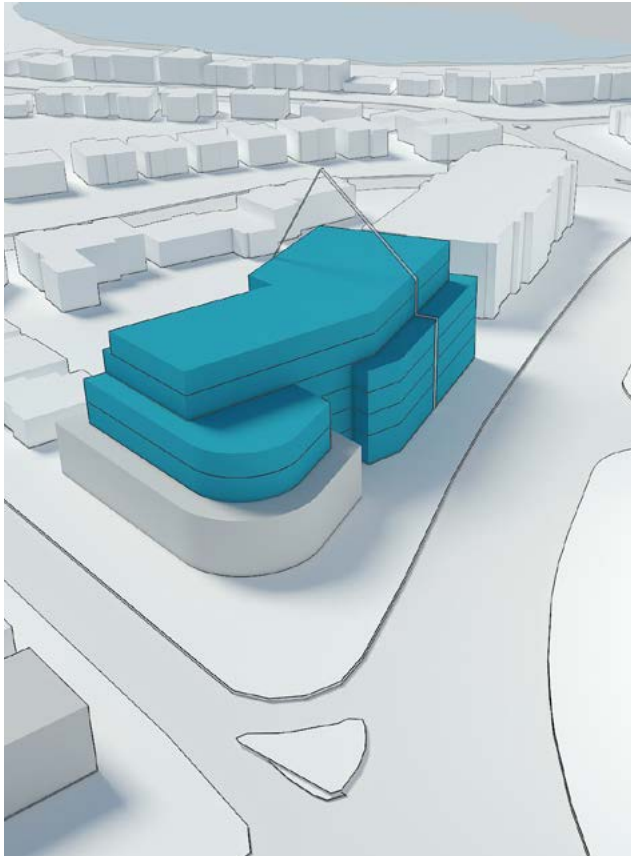
Demonstrations_Site 01_West Village



Existing

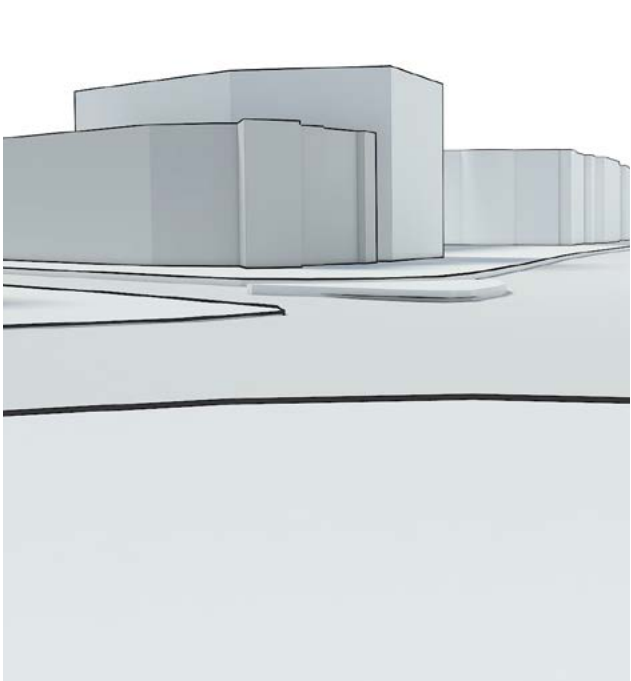


Adjusted_45

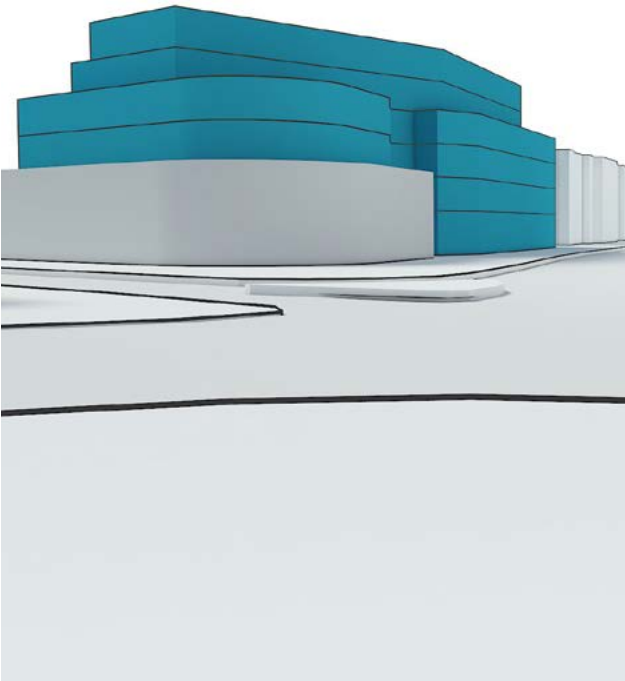


Adjusted_60?

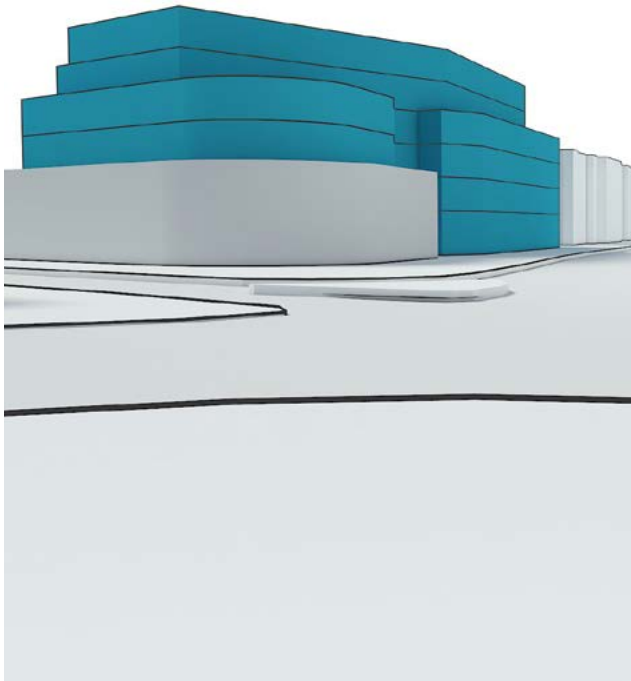
Demonstrations_Site 01_West Village



Existing

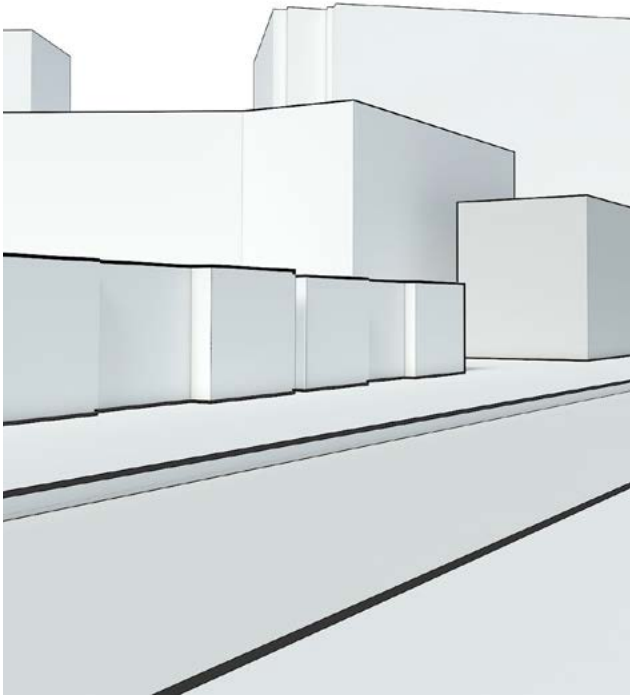


Adjusted_45

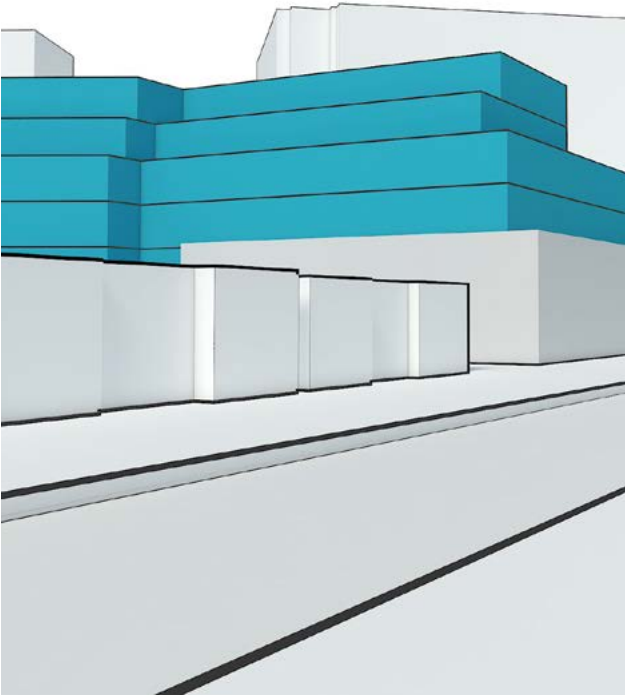


Adjusted_60?

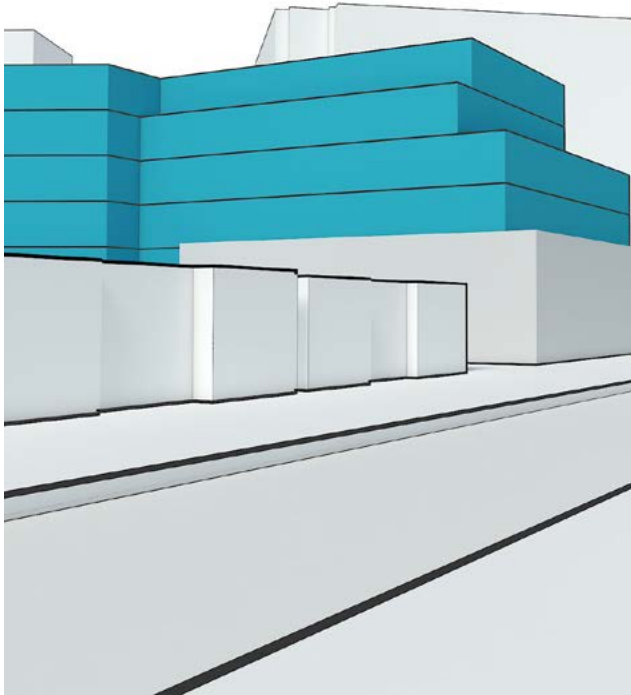
Demonstrations_Site 01_West Village



Existing



Adjusted_45

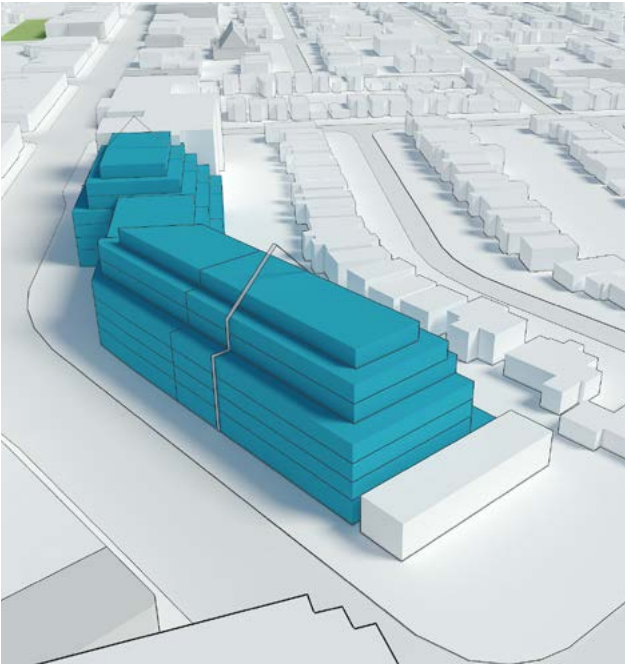


Adjusted_60?

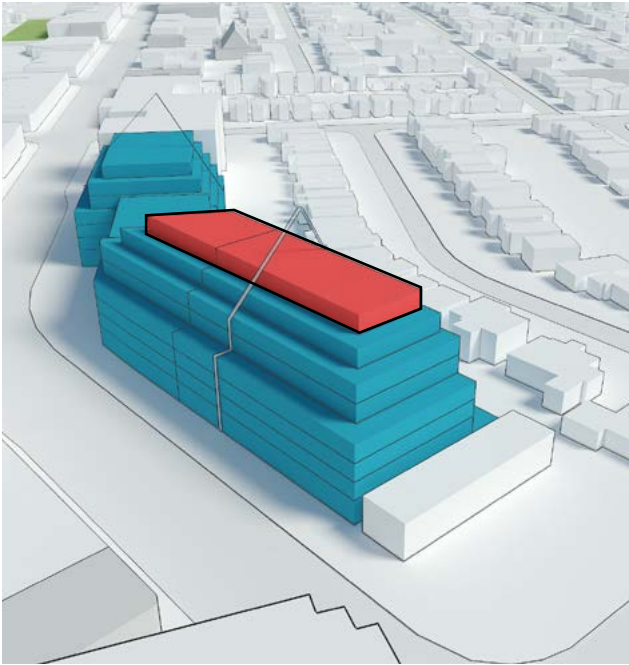
Demonstrations_Site 02_West Village/Main Street



Existing



Adjusted_45

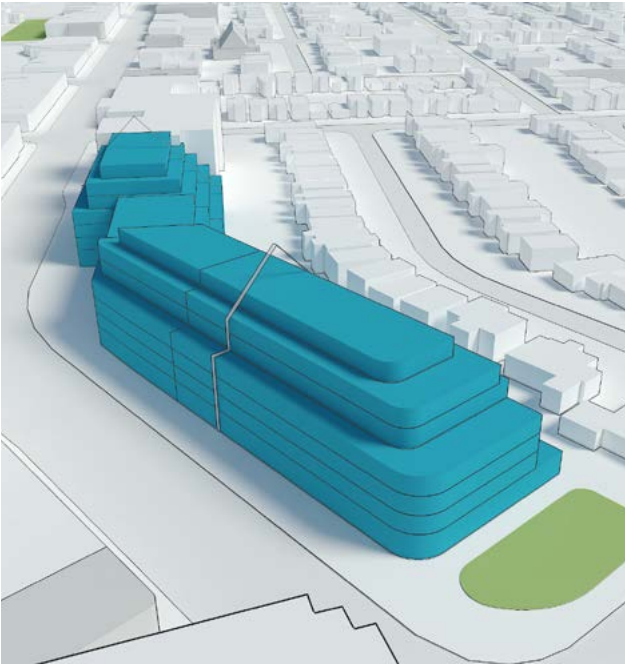


Adjusted_60_Additional Floor?

Demonstrations_Site 02_West Village/Main Street



Existing

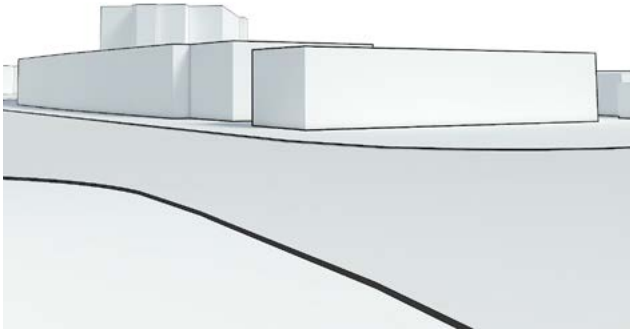


Adjusted_45

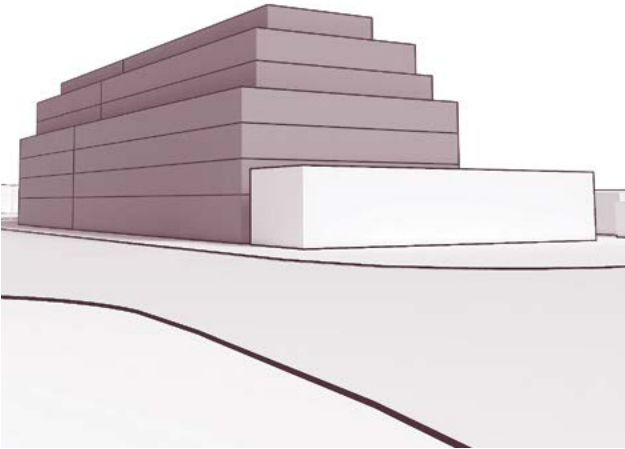


Adjusted_60_Additional Floor?

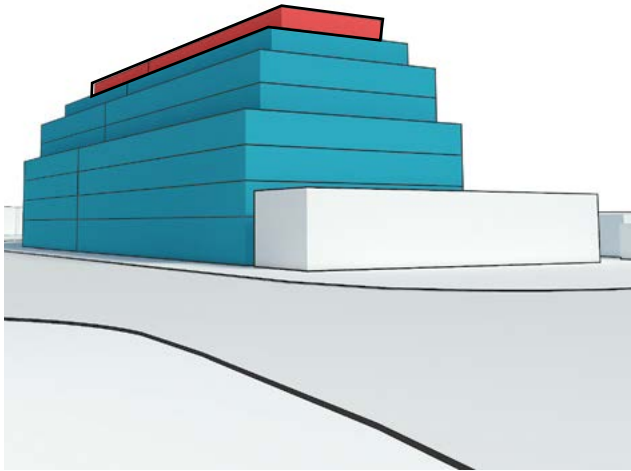
Demonstrations_Site 02_West Village/Main Street



Existing

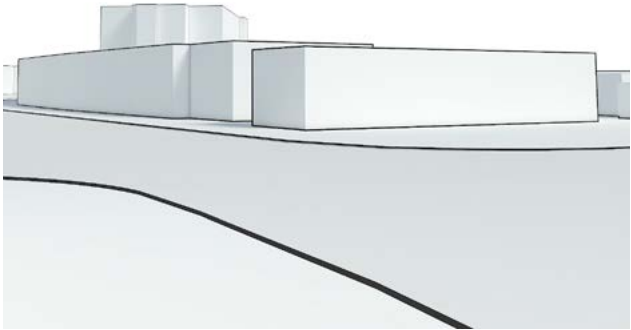


Adjusted_45

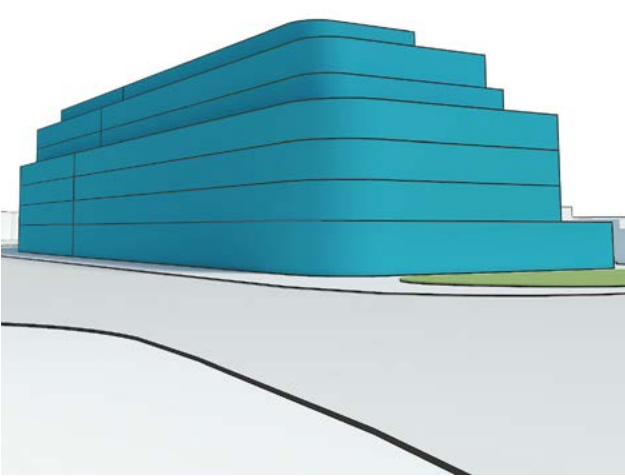


Adjusted_60_Additional Floor?

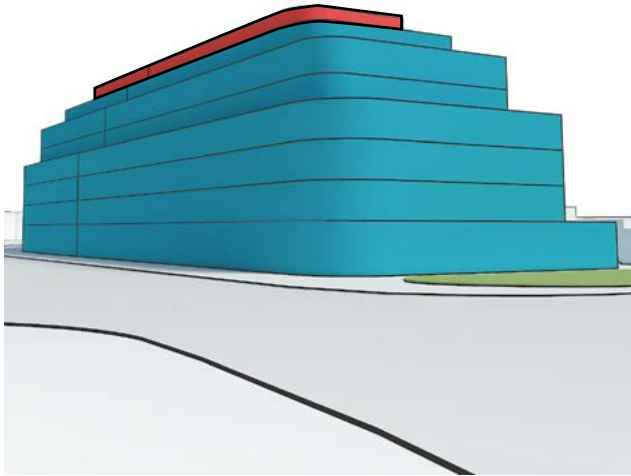
Demonstrations_Site 02_West Village/Main Street



Existing

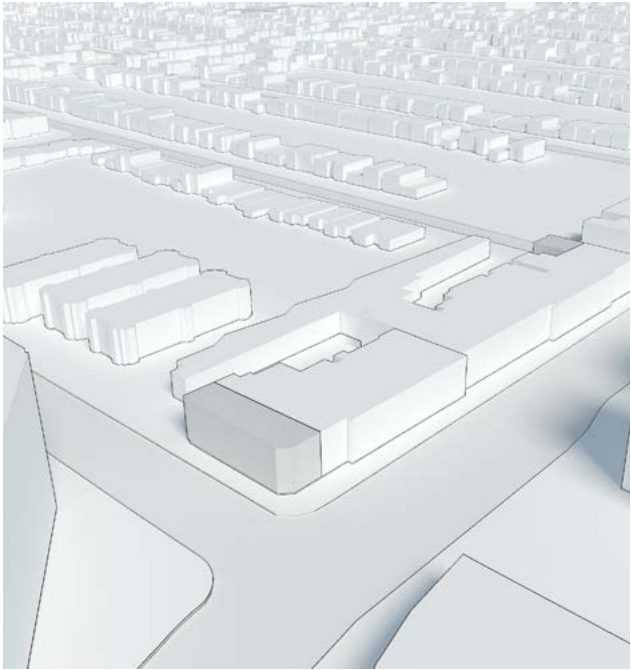


Adjusted_45

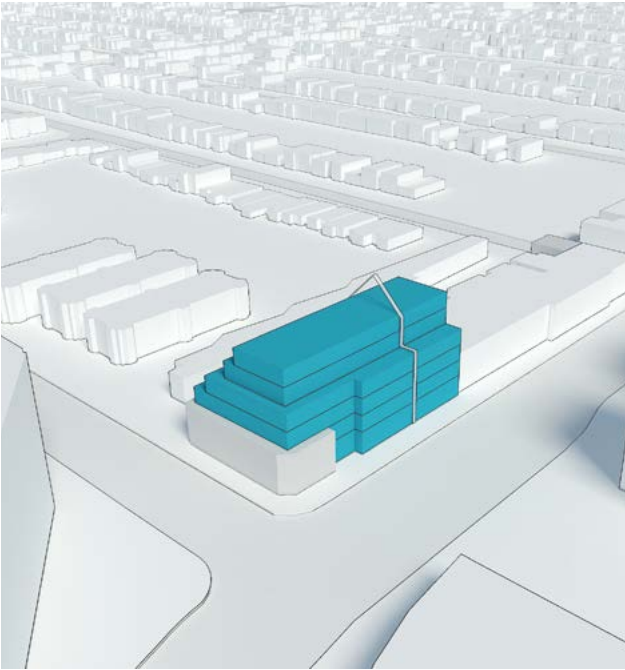


Adjusted_60_Additional Floor?

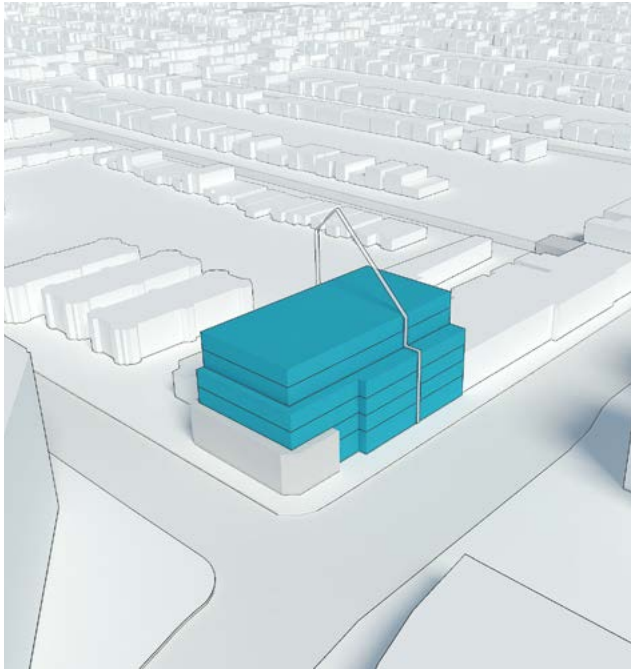
Demonstrations_Site 03_Main Street



Existing

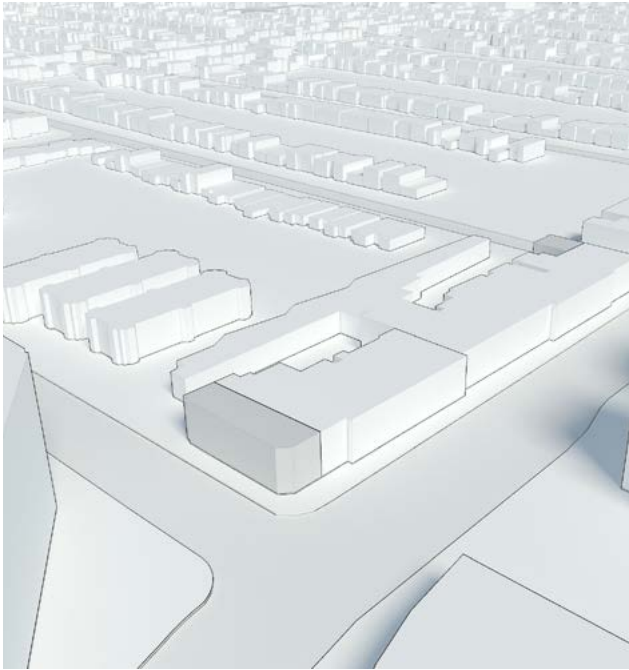


Adjusted_45

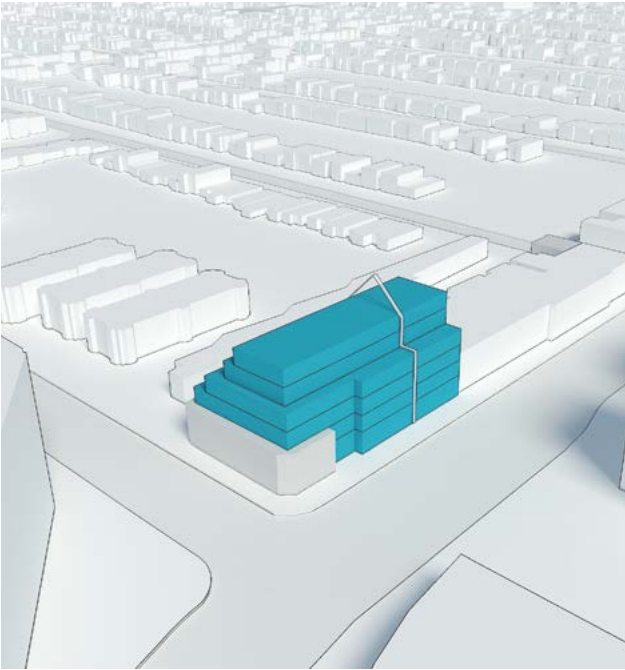


Adjusted_Transit?

Demonstrations_Site 03_Main Street



Existing

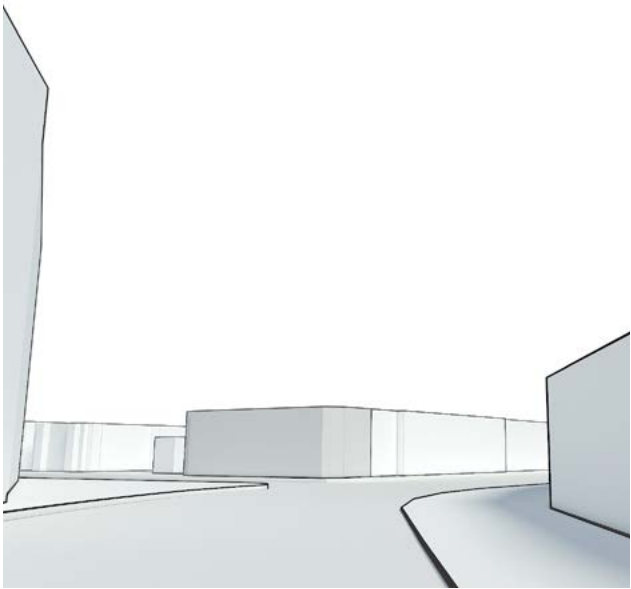


Adjusted_45

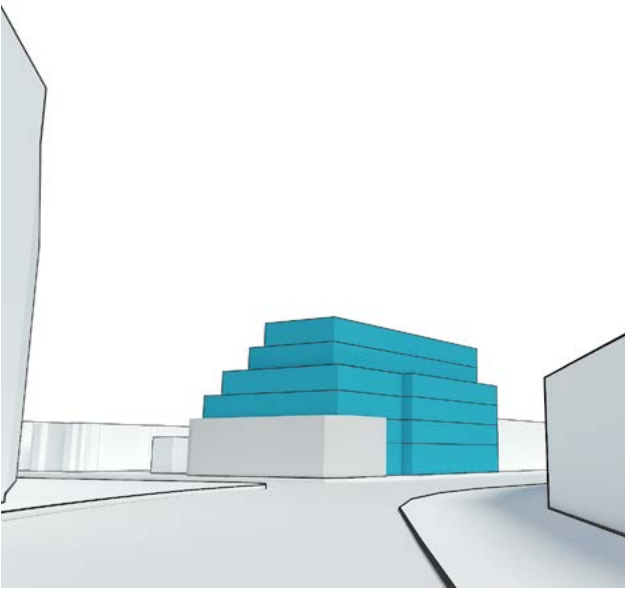


Adjusted_Transit_Additional Floors?

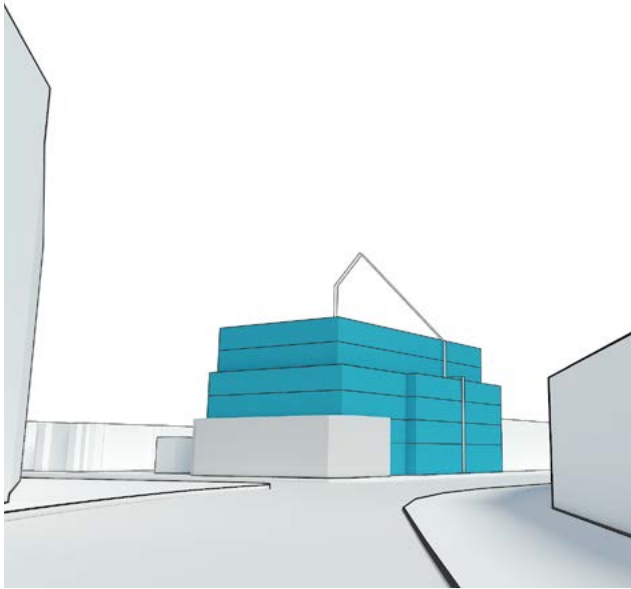
Demonstrations_Site 03_Main Street



Existing

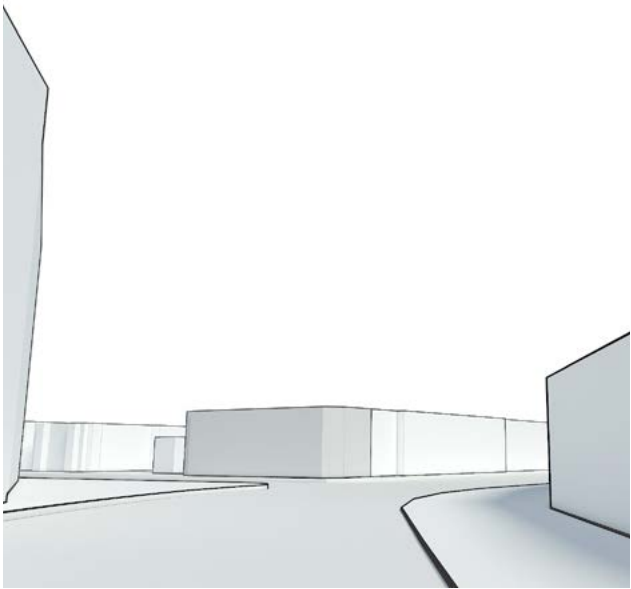


Adjusted_45

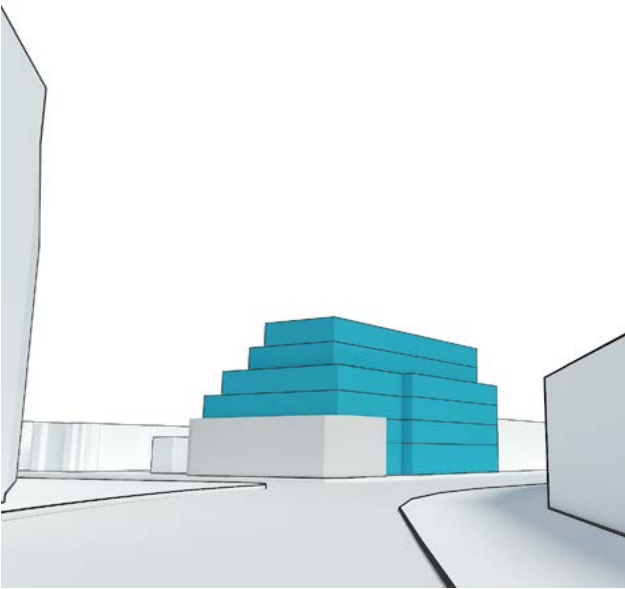


Adjusted_Transit

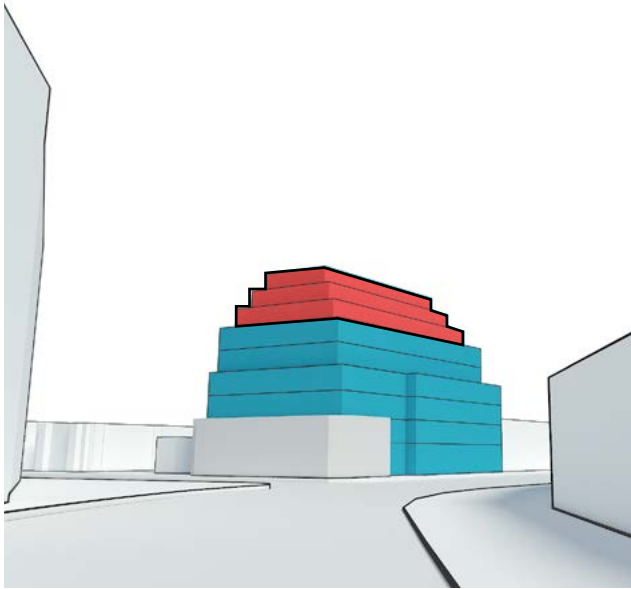
Demonstrations_Site 03_Main Street



Existing

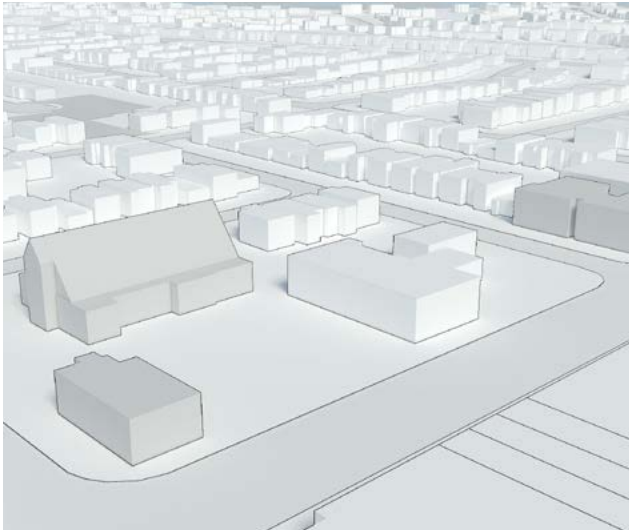


Adjusted_45

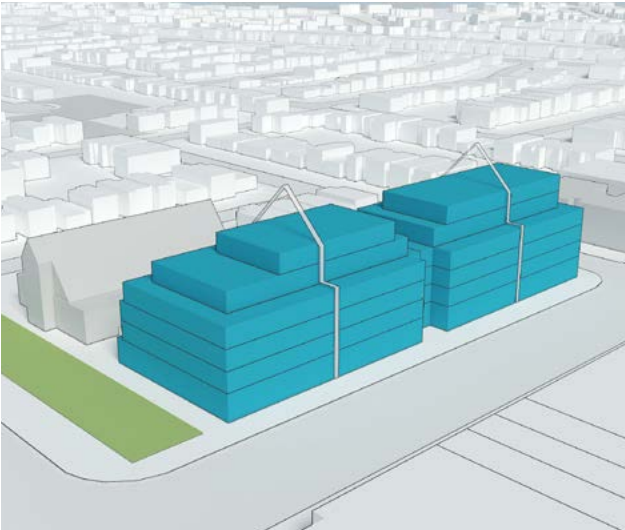


Adjusted_Transit_Additional Floors?

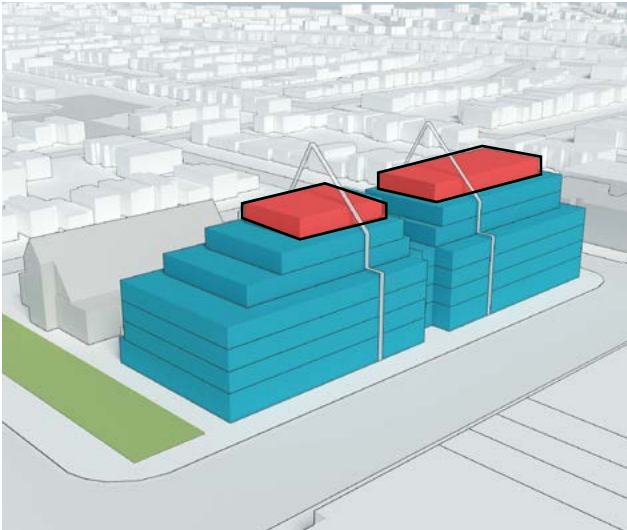
Demonstrations_Site 04_Main Street



Existing

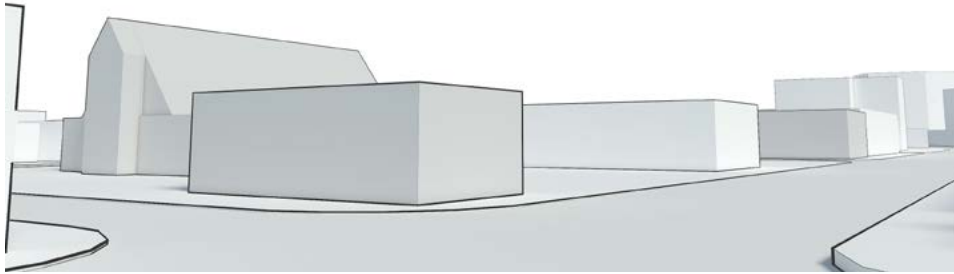


Adjusted_45

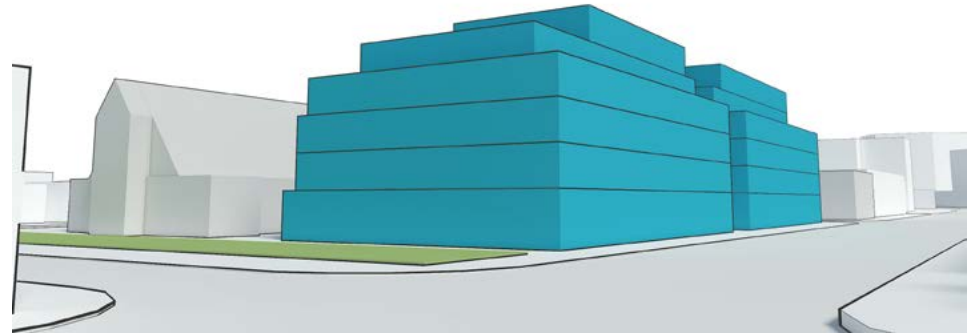


Adjusted_60_Additional Floor?

Demonstrations_Site 04_Main Street

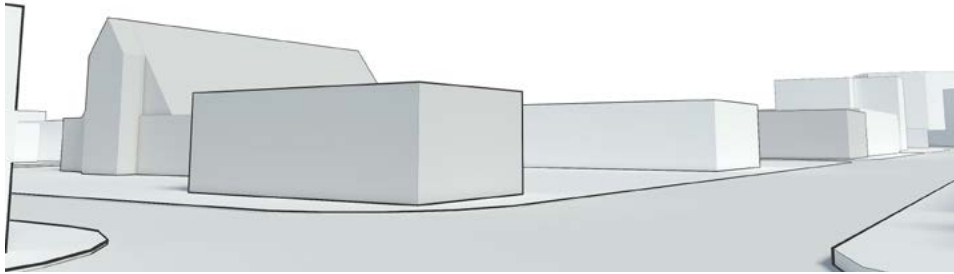


Existing

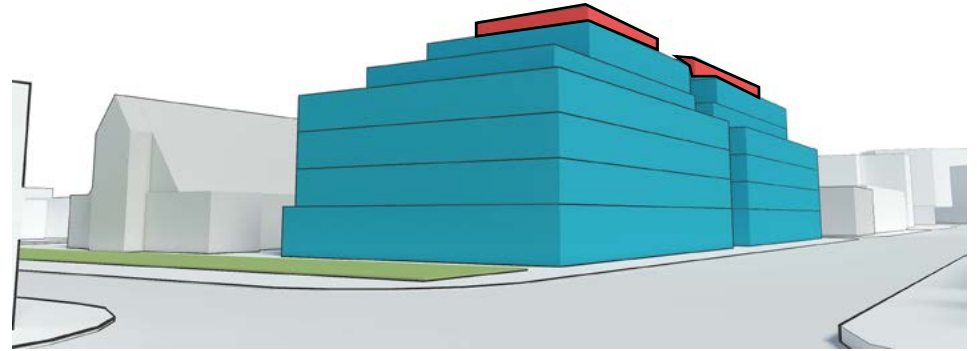


Adjusted_45

Demonstrations_Site 04_Main Street

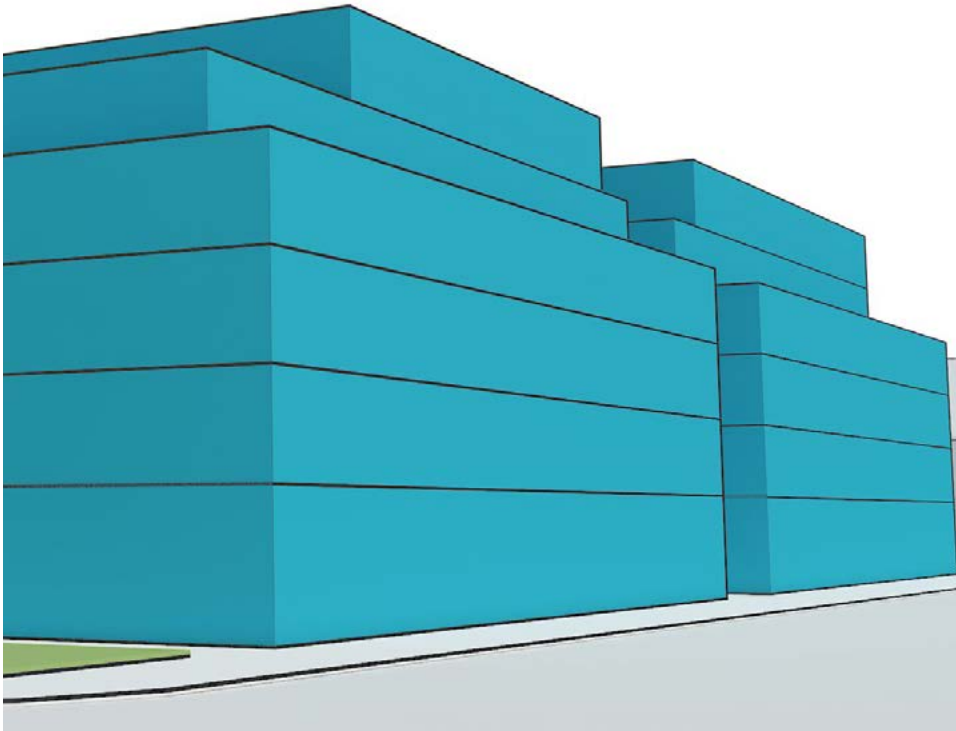


Existing



Adjusted_60_Additional Floor?

Demonstrations_Site 04_Main Street

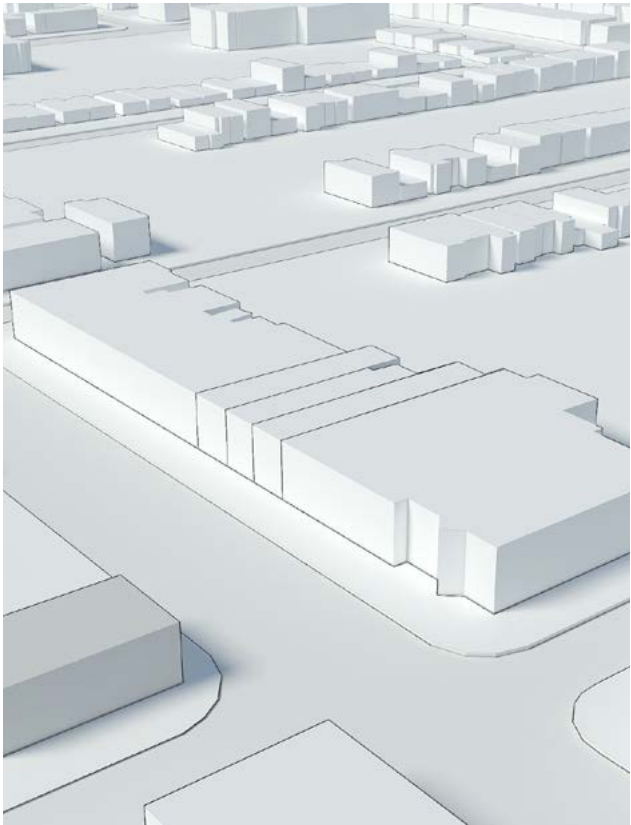


Massing

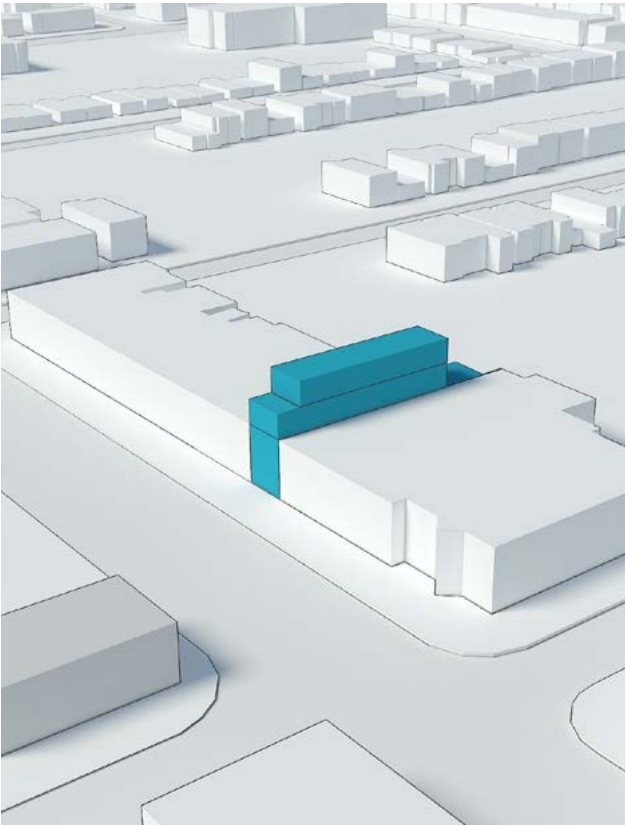


Building Design

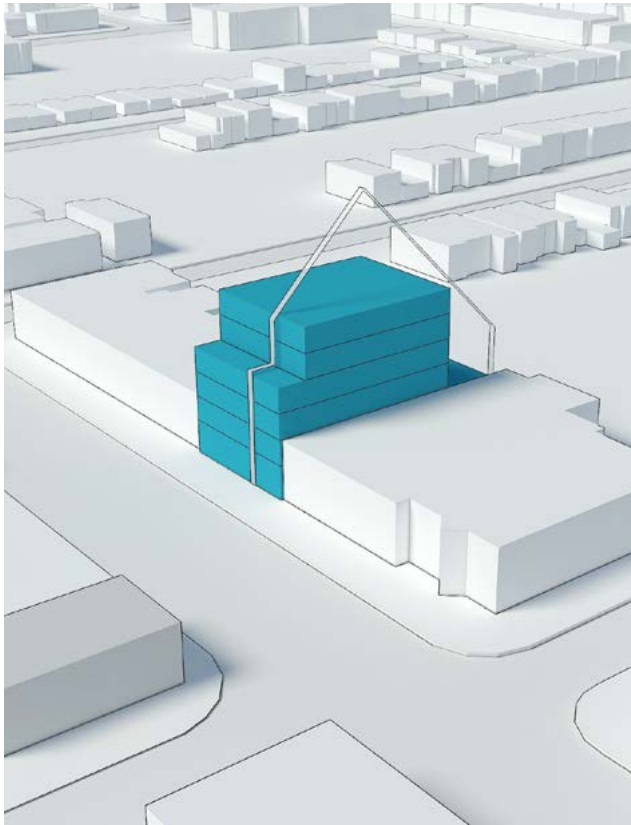
Demonstrations_Site 05_Main Street



Existing

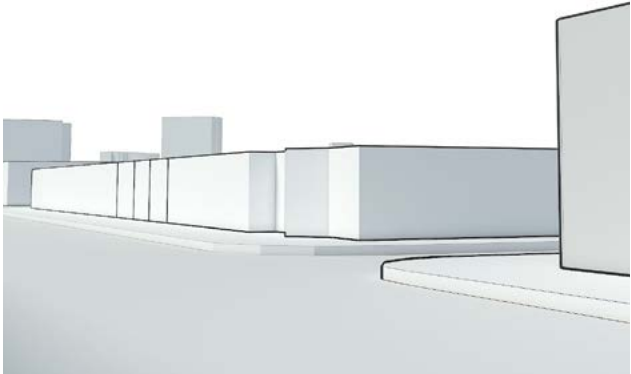


Addition

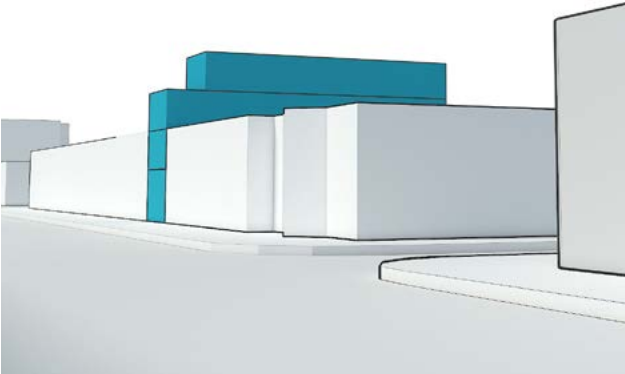


Adjusted_Consolidation

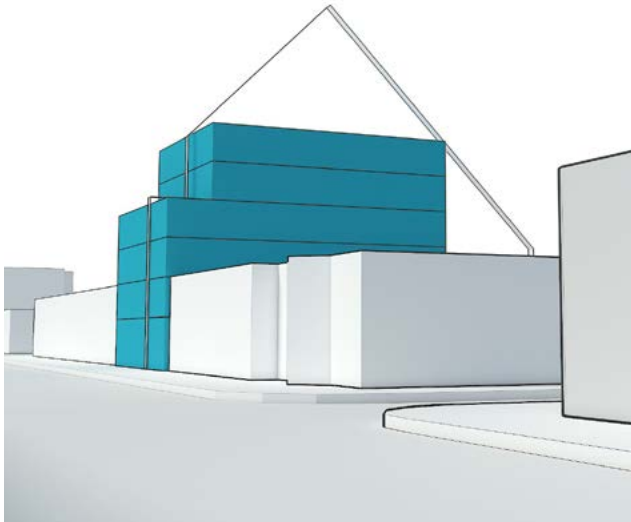
Demonstrations_Site 05_Main Street



Existing



Addition

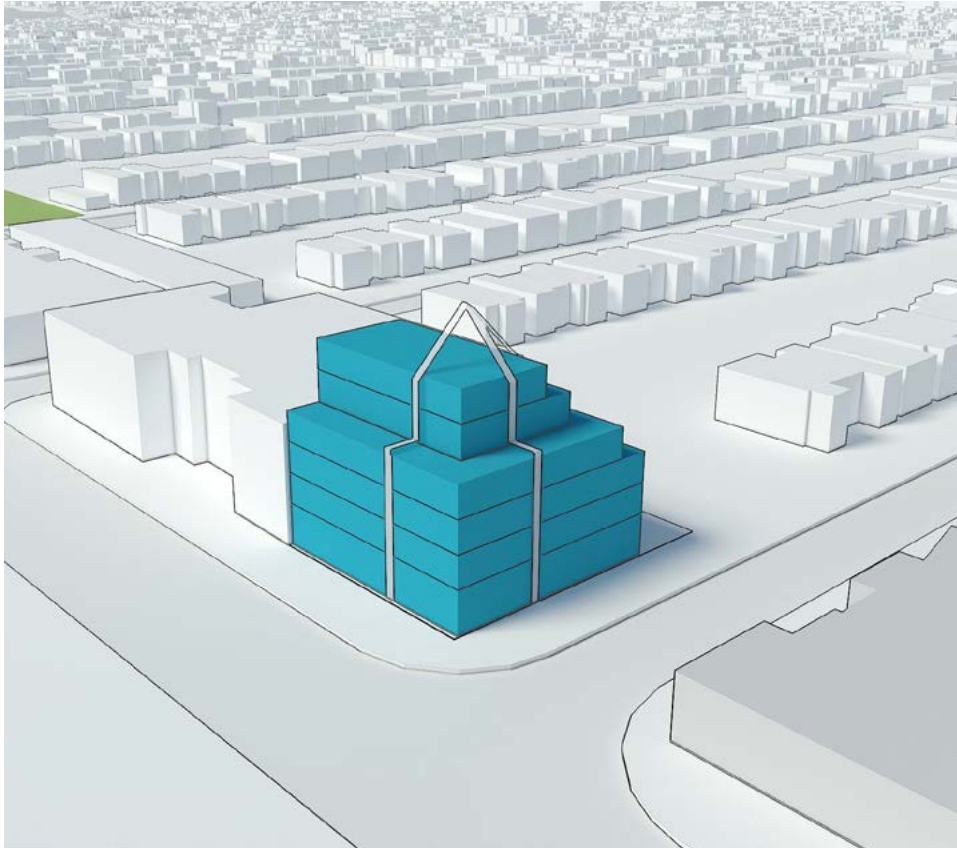


Adjusted_Consolidation

Demonstrations_Site 07_Main Street

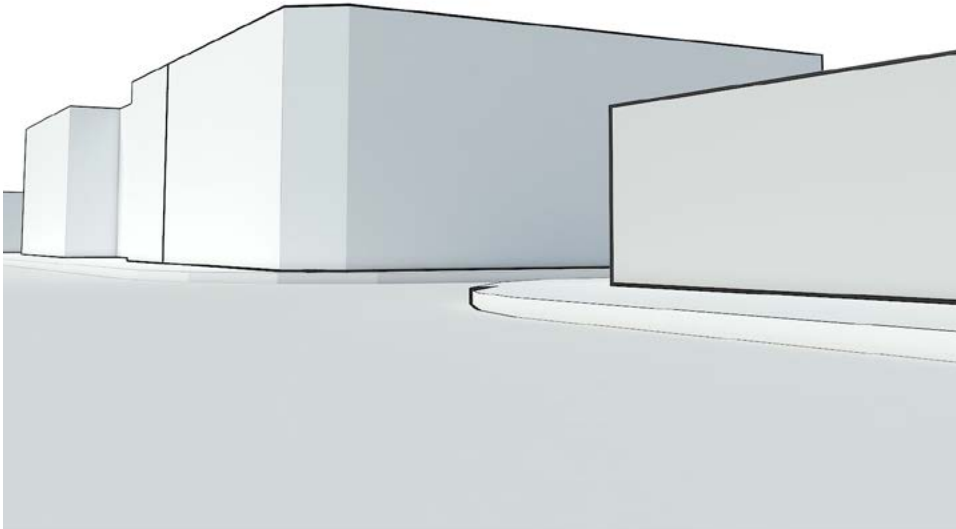


Existing

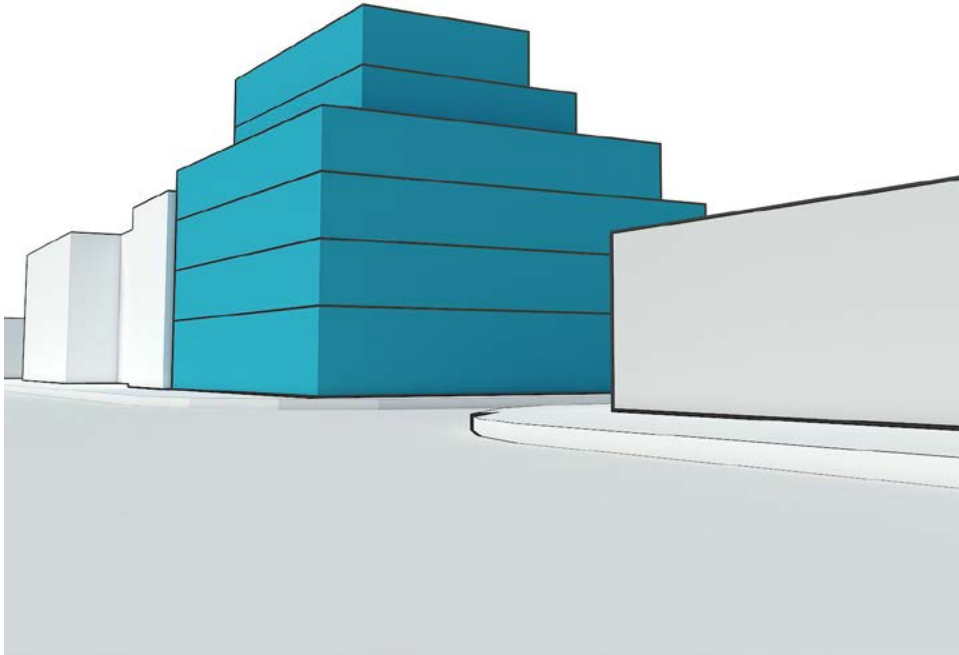


Adjusted_45

Demonstrations_Site 07_Main Street



Existing

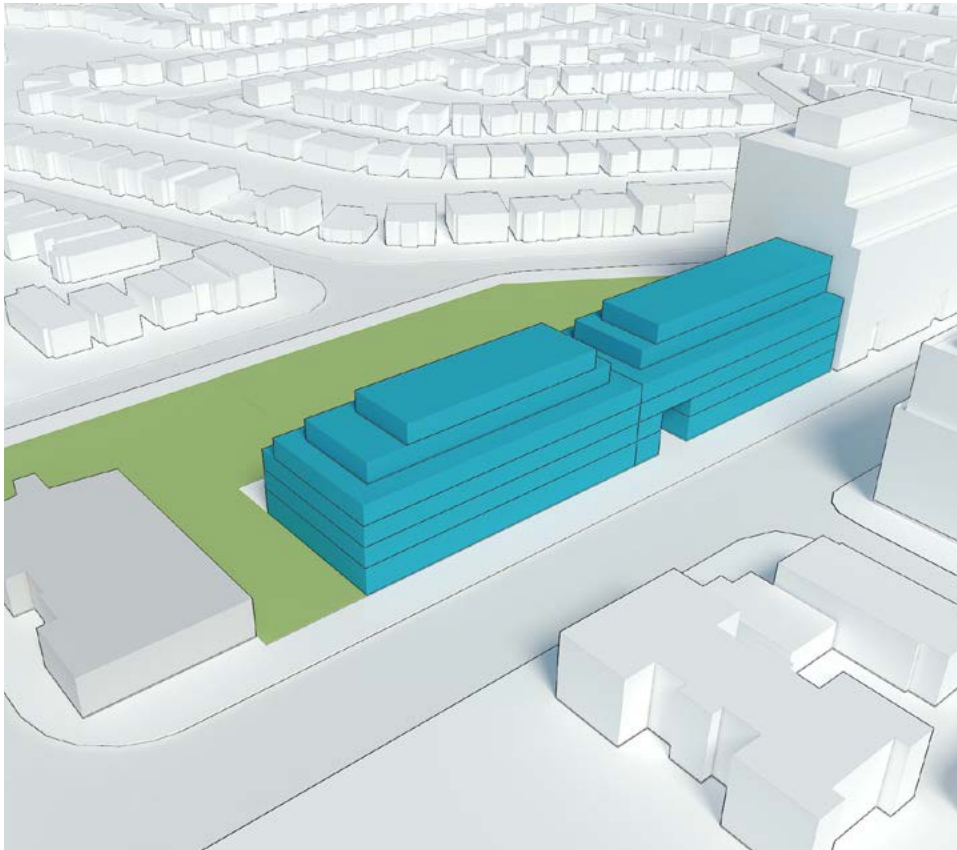


Adjusted_45

Demonstrations_Site 08_East Village

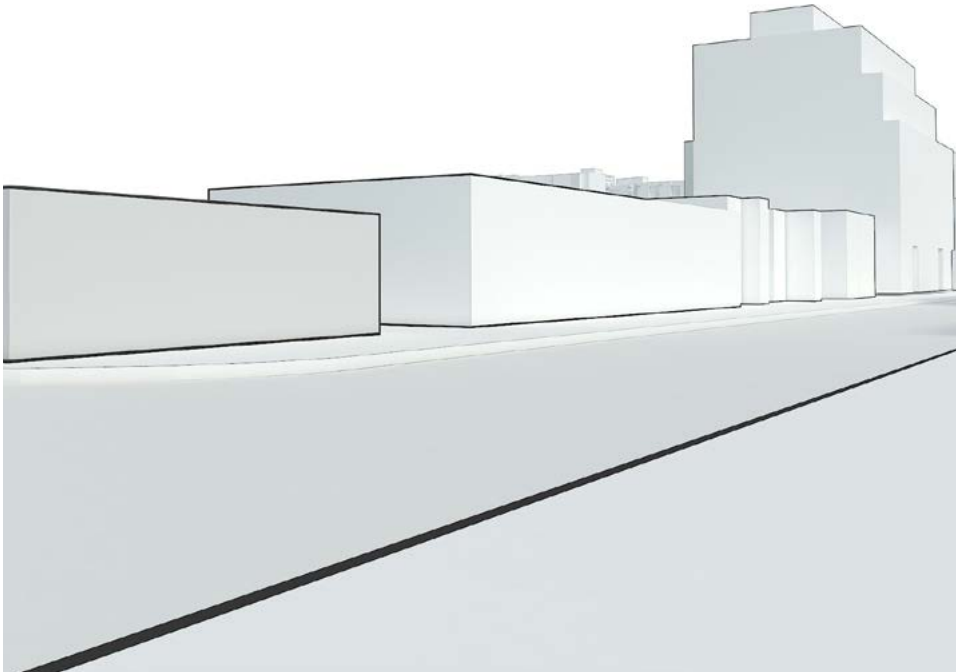


Existing

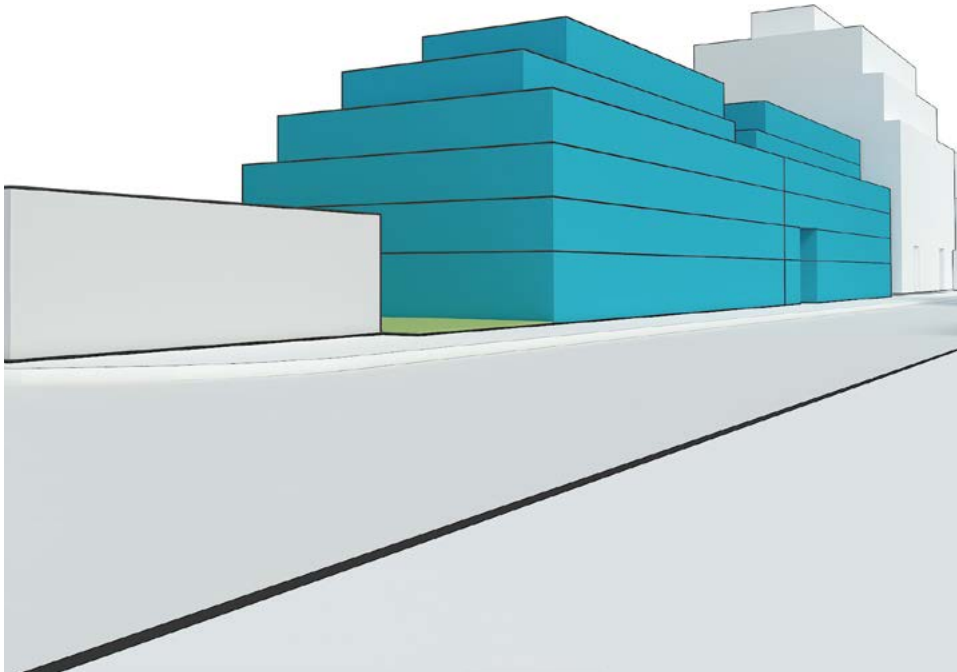


Adjusted_45

Demonstrations_Site 08_East Village

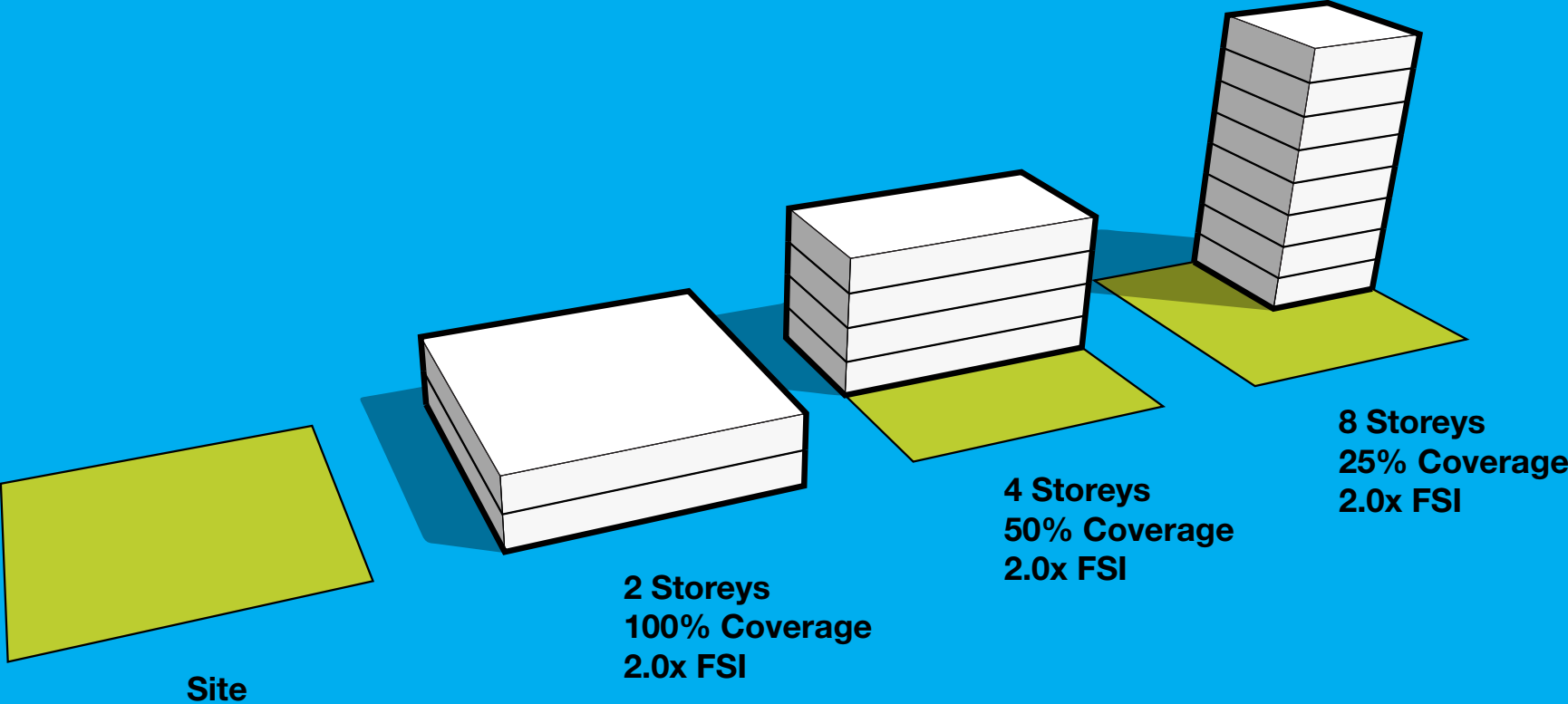


Existing



Adjusted_45

High Park Frontage_Existing Zoning



Land Use

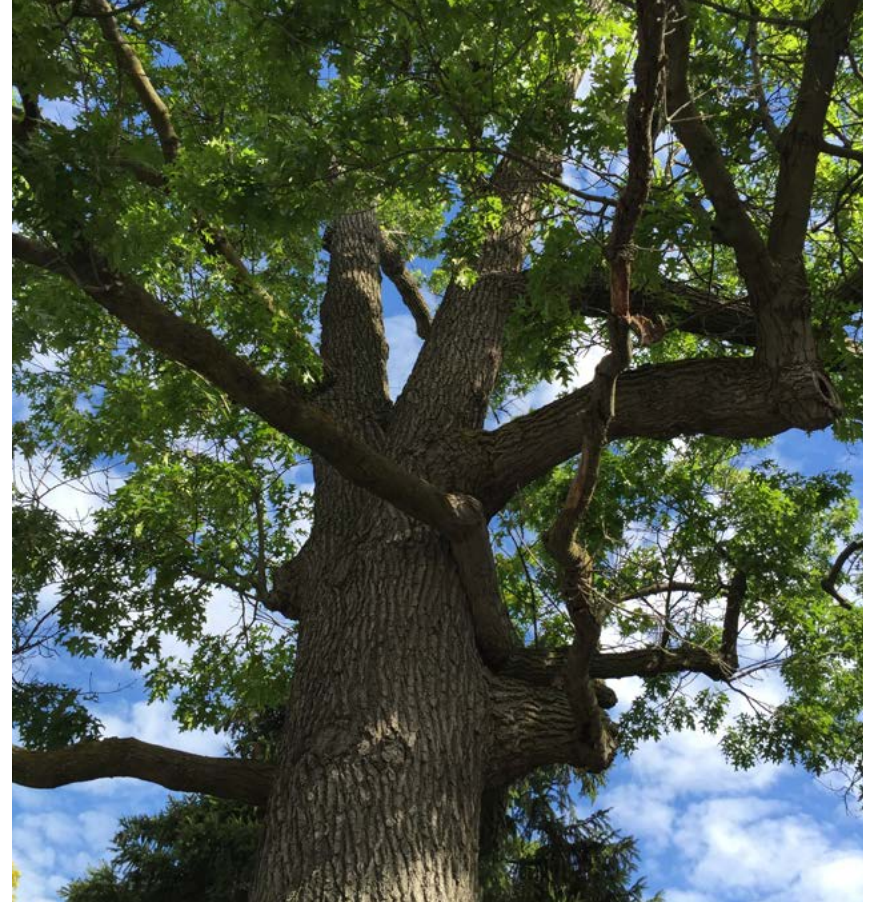
Humber Gateway Character Area

Lands are currently designated as *Neighbourhoods* and *Avenues* in the Official Plan. In such a case, *Neighbourhoods* policies prevail.

Removing the *Avenues* from this character area would ensure no confusion given the location's context and development potential.

High Park Apartment Neighbourhood

Further study required. Informed by Character Study and Natural Heritage Study.



Community Services and Facilities: Update

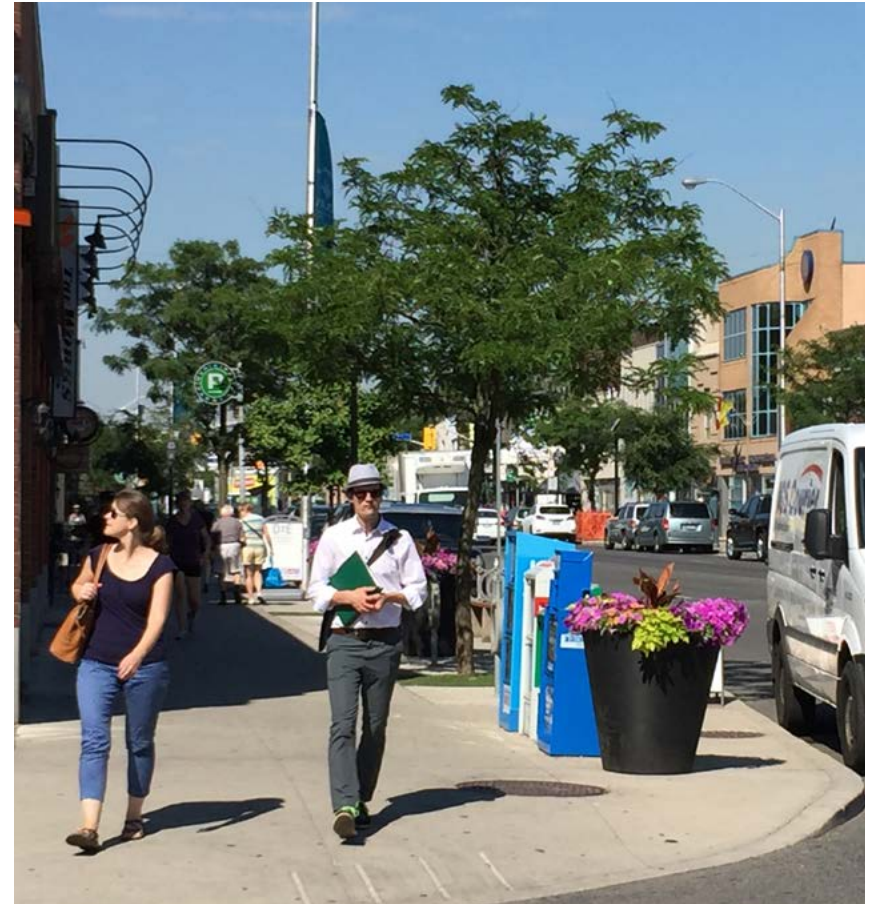
Gaps analysis now completed.

Main areas of concern:

- child care space availability, particularly for infants
 - schools with limited capacity to grow
-

Limited physical room is also an issue for Parks, Forestry, and Recreation programs, which leases space from TDSB.

TDSB capacity issues may impact ability to deliver PF&R programs.



Main Street Retail

One of Study priorities is to support independent and small-scale retailers in Bloor West Village.

Study outcome may include:

- recommendations to develop policies to help ensure interior design flexibility while limiting larger-scale retail units within Bloor West Village itself
- recommendations for how to approximate the scale, design and function of Main Street retail in larger developments



Street Design & Transportation

Street Design and Transportation_What We Heard

- 1. Maintain / protect midblock connections, including access through laneways**
- 2. Cycling infrastructure – explore opportunities for cycling infrastructure on Bloor and study the economic impacts, especially on local businesses, of cycling infrastructure**
- 3. Develop policies / strategies to enhance pedestrian safety**
- 4. Identify strategies to help traffic flow on Bloor St and reduce congestion**
- 5. Require new developments to provide adequate on-site parking**

Purpose

“...to test the **feasibility**
for introducing **safe**
cycling infrastructure...”

Bloor West Village Avenue Study
Terms of Reference

No planned or upcoming
improvements to Bloor
Street West.

Cycling Network
Existing



LEGEND

 Bike Lanes	 Waterfront Trail
 Signed Shared Roadways	 Marked Shared Roadways
 Multi-Use Pathway	 Future Study Corridors
 Proposed On-Route Path	 Study Area

Decision Making Framework

Policy and Planning Framework

Official Plan

Overlays

- Avenues
- Character Area
- Business Improvement Area

Toronto Complete Streets Guidelines

- Streets for People
- Streets for Places
- Streets for Prosperity

BWV Project Objectives

Improve Safety

Improve Overall Mobility

Increase Choice

Optimize Operations

Support Businesses

Street Context

Avenues + Neighbourhood Main Street

- Wide sidewalks
- High quality design
- Lingering + activity
- Safe pedestrian + cycling movement
- Frequent pedestrian crossings
- Minimize conflicts
- Healthy trees

Transportation Need

Major East West Route for All Modes

Network Connectivity

Future Trips + Modal Split

Surface Transit Connections to Subway Stations

Curbside Activities

- Dropoff/Pickup
- Servicing
- Waste Management
- Accessibility

What We've Heard

Public Meetings

Design Charrette

Design Review Panel

Communications

Existing Condition_Typical



Redesign: 01



Redesign: 02



Redesign: 03



Explorations



Redesign: 01

Two Lanes Peak Hour Each Direction
Off Peak Parking Both Sides
Cycle Tracks
Boulevards: 5.0m+ both sides



Redesign: 02

One Lane Each Direction
Centre Turn Lane
Southside Layby
Northside Midblock Parking
Cycle Track North
Buffered Bike Lane South
Boulevards: 5.0m+ both sides



Redesign: 03

Two Lanes Westbound
One Lane Eastbound
Turn Lane at Key Intersections
Southside Layby
Off-Peak Northside
Cycle Tracks
Boulevards: 5.0m+ both sides

Discussion

Next Steps

Public Meeting #2 (June 26)

Natural Heritage Study (Upcoming)

Heritage Conservation District Study (Upcoming)

LAC #3 / Public Meeting #3 (September-TBD)

Thank you.

