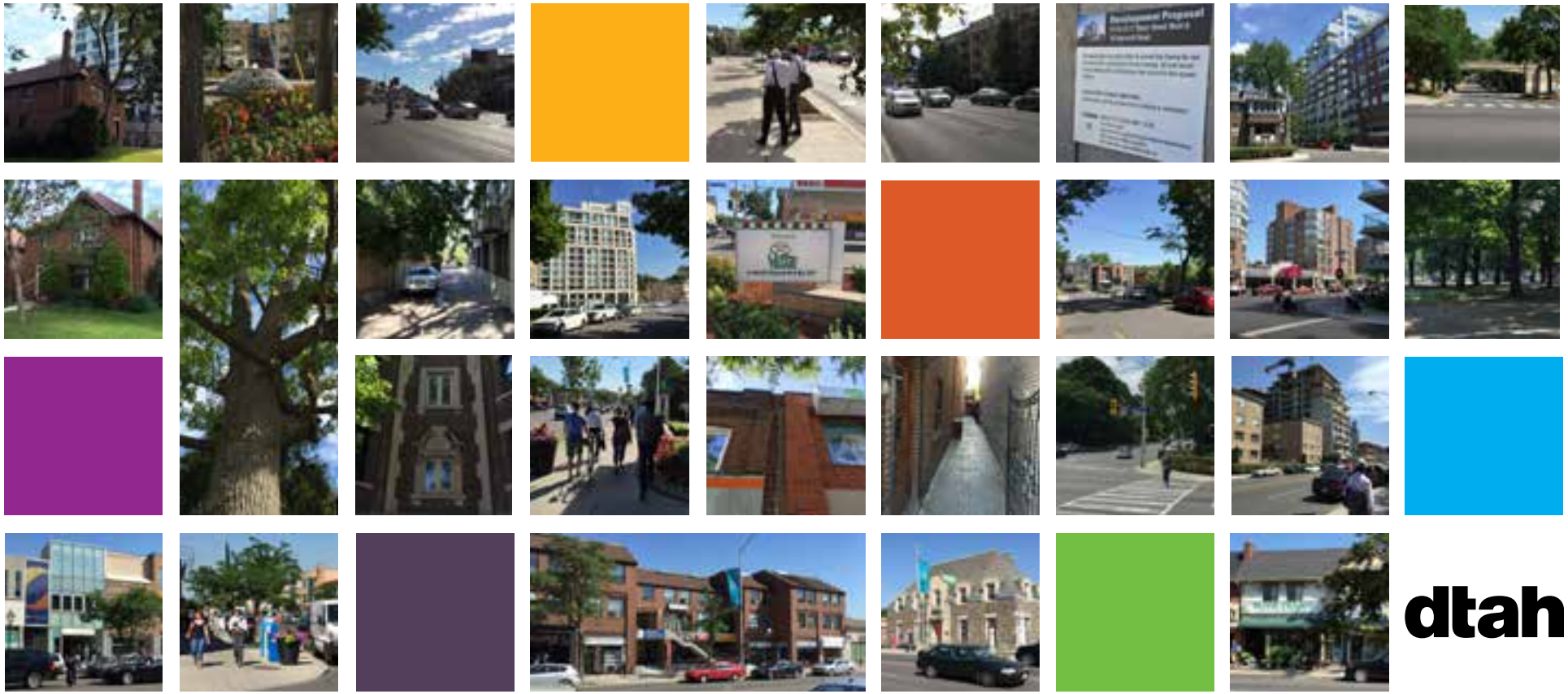
TORONTO

Bloor West Village Avenue Study

Public Meeting_01
Phase 1: Background Review, Opportunities, Constraints

Monday, February 27, 2017

DTAH | RE Millward Associates | WSP/MMM Group
Swerhun | Taylor Hazell Architects | JC Williams Group



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Study Purpose

To Develop a Comprehensive Planning and Urban Design Framework that Addresses:

- Land Use
- Community Services
- Built Form + Heritage
- Streetscape
- Parks, Open Spaces, and Natural Features
- Transportation
- Servicing

Ensure a Clear Direction for the Corridor:

- to implement a community and stakeholder supported vision
- to guide the City with public realm improvement projects
- provide guidance to property owners and city staff for evaluating development applications
- to guide servicing infrastructure improvements
- to support transportation choice and network improvements in this part of the City

Study Consulting Team

DTAH
Project Lead, Urban Design, Landscape Architecture

RE Millward Associates
Land Use Planning

WSP/MMM Group
Transportation, Servicing Infrastrcuture

Swerhun
Facilitation and Decision Support

Taylor Hazell Architects
Heritage

JC Williams Group
Main Street Retail

Public Meeting_01 Agenda

7:00pm	**Welcome and Introductions**
7:05pm	**Review Agenda and Study Process**
7:10pm	**Presentation & Discussions** Study Overview Historic Context Planning & Design Transportation Servicing
8:15pm	**Group Discussions**
8:55pm	**Report Back**
9:25pm	**Wrap-Up and Next Steps**
9:30pm	**Adjourn**

Study Schedule

We Are Here

01 BACKGROUND OPPORTUNITIES + CONSTRAINTS

Jan- March 2017

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

Design Review Panel #1
March 23, 2017

02 FUTURE CONDITIONS + DESIGN ALTERNATIVES

April - June 2017

Design Charrette
(April 8, 2017)

Evaluate and Test Design Alternatives

CPMT #3
(April, 2017)

Local Advisory Committee Meeting (LAC) #1

CPMT #4
(May 2017)

Identify Preferred Alternative

Councillor Briefing #2
(May 2017)

LAC #2
(May 2017)

Public Meeting #2
(June 2017)

03 SYNTHESIS + FINAL AVENUE STUDY REPORT

July - Oct 2017

Design Review Panel #2
(August 2017)

Avenue Study
Draft

CPMT #3
(April 2017)

Avenue Study
Final

Councillor Briefing #3
(Sept 2017)

LAC #3
(Sept 2017)

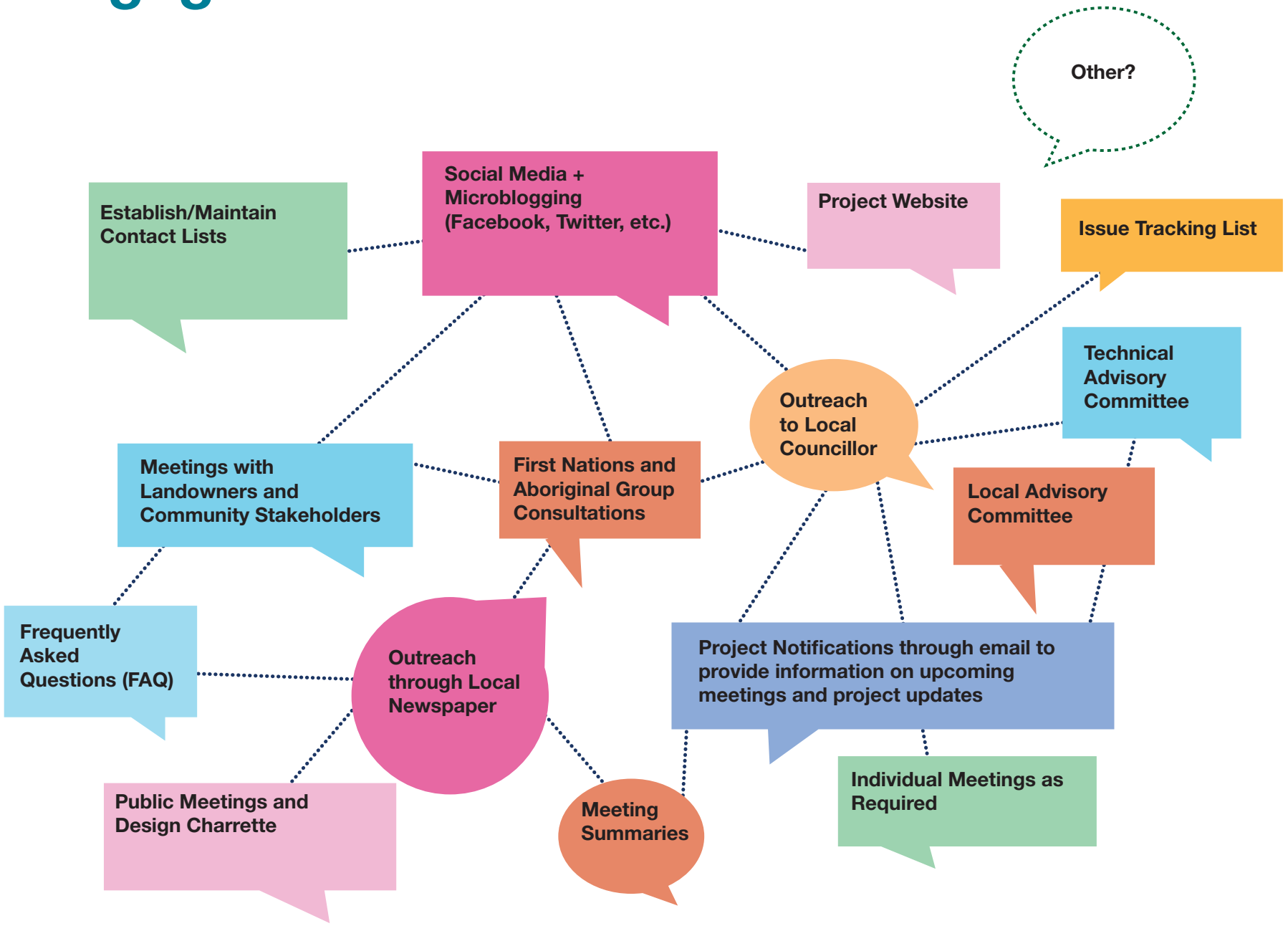
Public Meeting #3
(Sept 2017)

Community Council Presentation
(Oct 17, 2016)

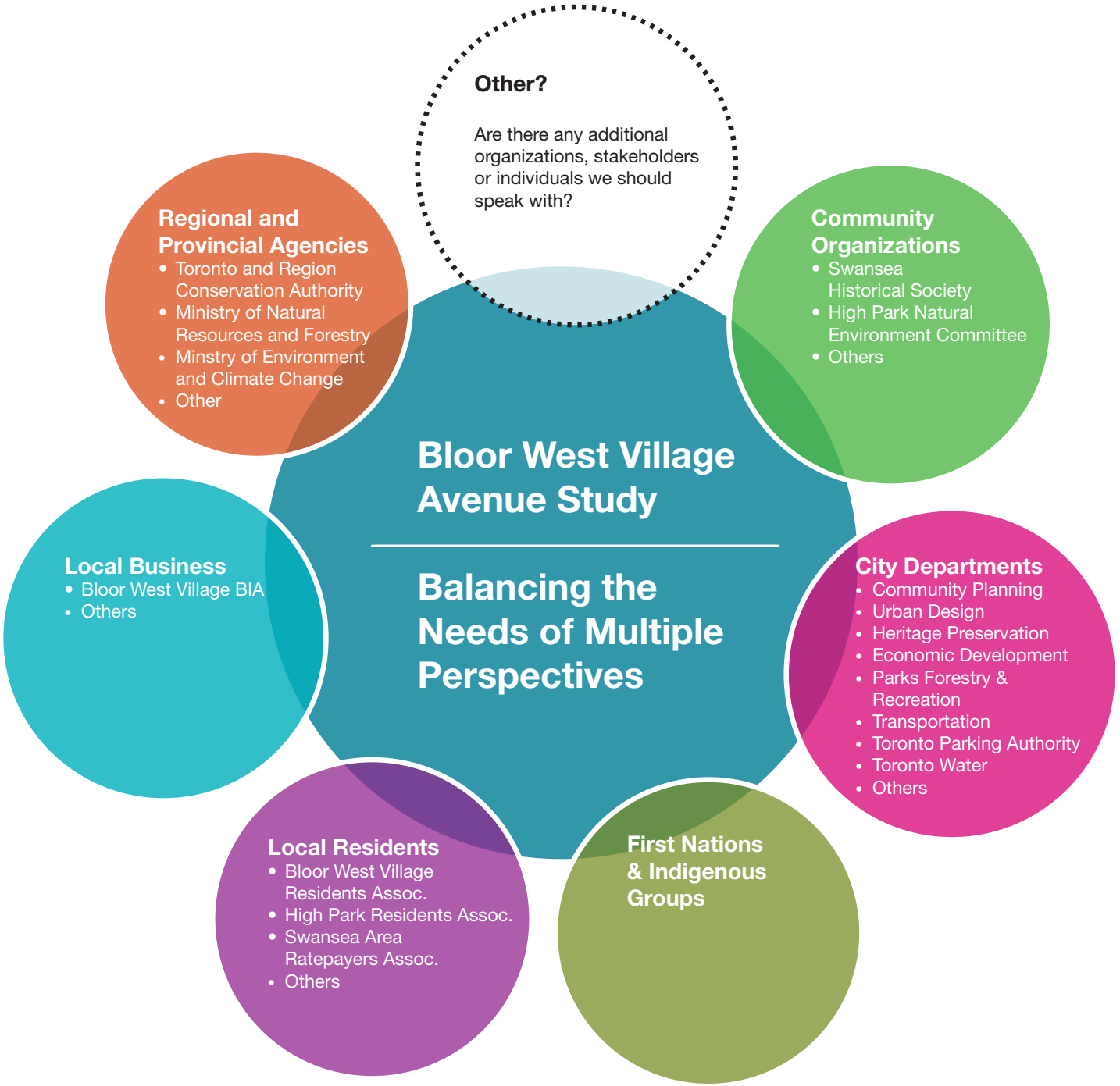
Why Public Engagement is Important

- Mobilize interest in Bloor West Village
- Build constituency, trust and support
- Meet and exceed public consultation requirements
- Ensure productive public participation
- Build bridges between differing opinions
- Provide a comprehensive record
- Clearly demonstrate how public input was considered and used

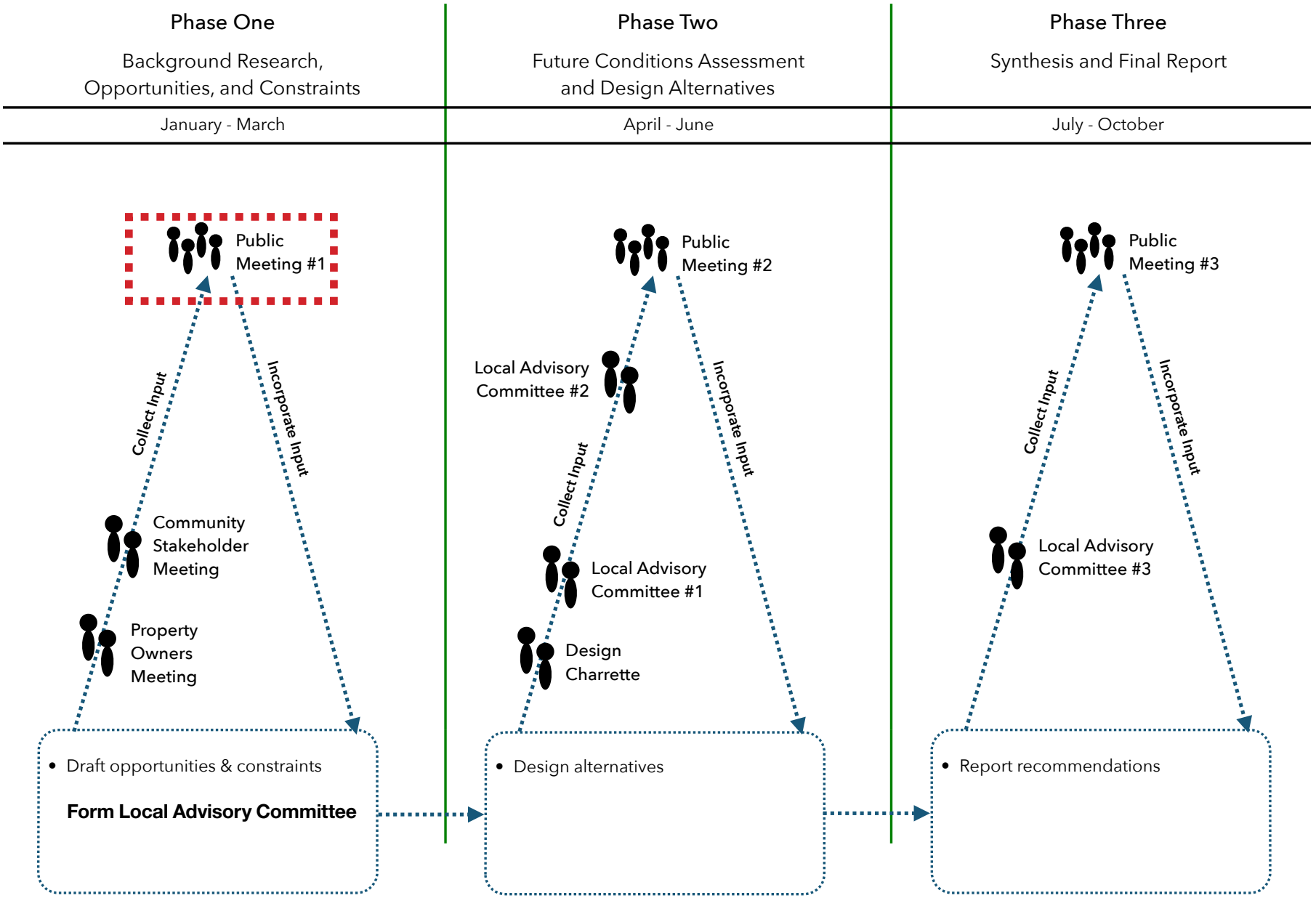
Engagement Activites



Different Persectives to Consider



Draft Engagement Plan



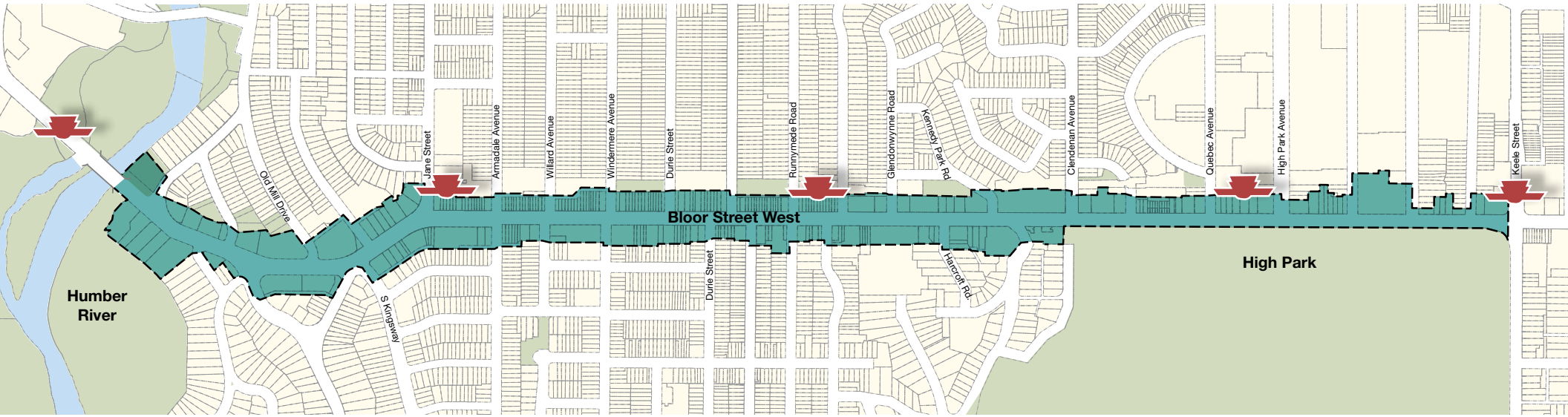
Meetings to Date: Heritage Focus Group, Porperty Owners, Community Stakeholders

What We've Heard So Far

- **Questions and concerns about balancing growth with the area's village feel**
  - » Redevelopment Potential
  - » Future of Independent Retailers
- **Concern about High Park**
  - » Cumulative impact of future development of High Park (especially hydrogeology)
- **Questions about the Avenue Study scope/influence**
  - » Demonstrate the influence the Avenue Study will have
  - » Define the role of heritage in the Avenue Study/upcoming HCD Study
- **Support for Main Street Retail**
  - » Anchor tenant desired (another grocery store)
  - » Parking supply and demand
  - » Excellent pedestrian environment
- **Study the Impacts of Intensification**
  - » Public Realm Quality
  - » Transportation
  - » Site Access
  - » Servicing
  - » Community Services
  - » Natural Heritage
  - » Subsurface Hydrogeology

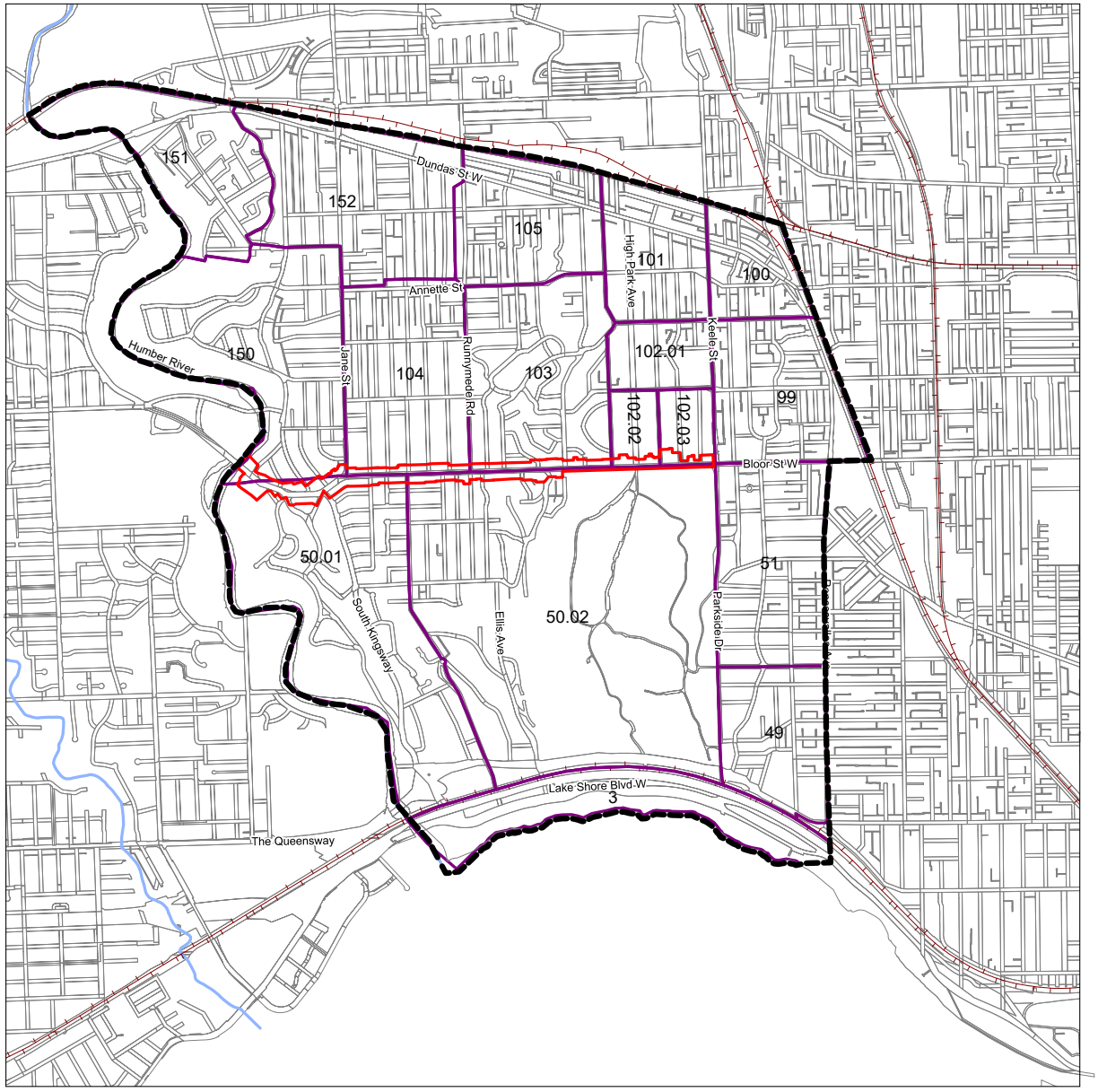
Study Area

- From Humber River to Keele Street
- 2.7 kilometres in length
- Over 240 properties that address Bloor Street West
  - » both sides of street
  - » High Park address
- BIA: Over 400 members
- 5 TTC Stations (Old Mill, Jane, Runnymede, High Park, & Keele)
- Study will consider (but not make recommendations for) adjacent *Neighbourhoods*, *Apartment Neighbourhoods*, Parks, Open Spaces, and Natural Systems



Community Infrastructure

- **Far larger study area than for Avenue Study**
  - » West: Humber
  - » East: Rail Corridor
  - » North: Rail Corridor
  - » South: Lake



What is an Avenue?

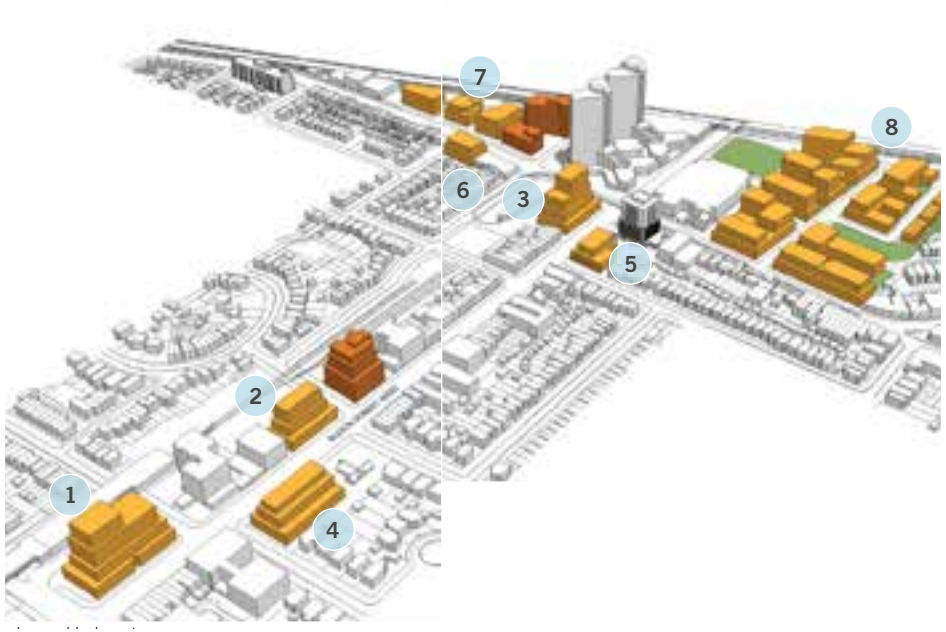
Defined by City of Toronto Official Plan

- **Selected corridors along major transit routes defined as “Avenues”**
- **Transit-supportive intensification is intended to create new jobs and housing while improving local streetscapes, infrastructure and amenities**

What is an Avenue?

What is an Avenue Study?

- **Each Avenue is different. No “One Size Fits All” Program**
- **A Framework for Change tailored to each Avenue**
- **A Vision and Implementation Plan developed with local residents, businesses, and other stakeholders**



Bloor-Dundas ‘Avenue’ Study (2009)

Dufferin Street Avenue Study (2014)

What is an Avenue Study?

High Level Broad Policy → Increased Detail

Regional and Provincial Policy

Broad policy directing growth within the Region:

Growth Plan for the Greater Golden Horseshoe

Provincial Policy Statement

City of Toronto Official Plan

Toronto's Vision for growth and change to the year 2031

Mid-Rise Building Performance Standards

City-wide standards for how to intensify with mid-rsie buildings along the Avenues

Does not define permissions for specific Avenues

Bloor West Village Avenue Study

Refined recommendations for this specific Avenue

- Built Form
- Public Realm
- Parks + Open Space
- Transportation
- Community Services and Facilities
- Servicing

City of Toronto Implementation Tools

Following from Avenue Study recommendations

Possible Planning Tools :

- Area-specific Zoning Amendment
- Official Plan Amendment
- Updates to Urban Design Guidelines

Why this Avenue Study?

- Bloor West Village is changing
- Parallel initiatives underway
  (eg: Heritage Conservation District Study)
- The area has redevelopment interest
  (High Park Area, Jane Area, corner sites, etc.)
- The scale of individual re-development projects is increasing
- There is a need to establish a specific framework to guide change
- Bloor West Village was identified by City Council and Staff as a priority for an Avenue Study

Village character

Two significant natural features
(High Park + the Humber River)

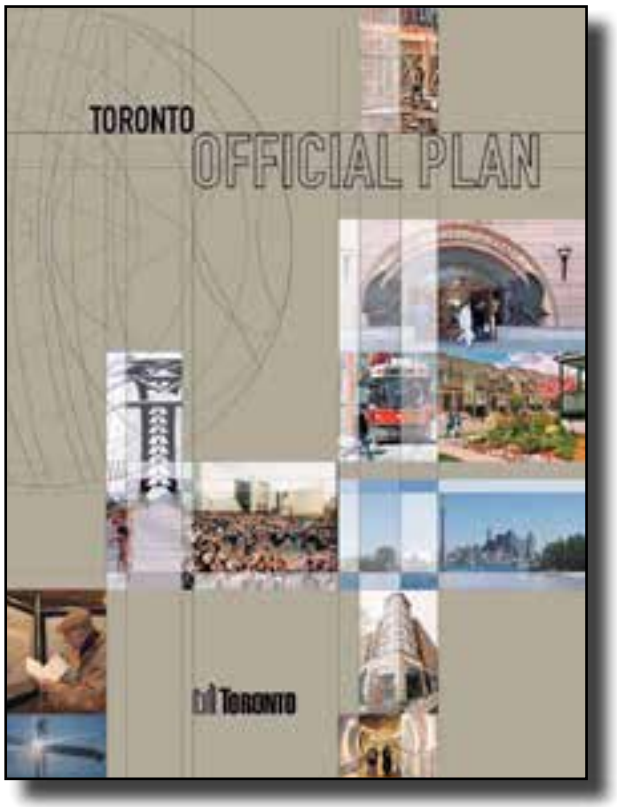
New development by High Park

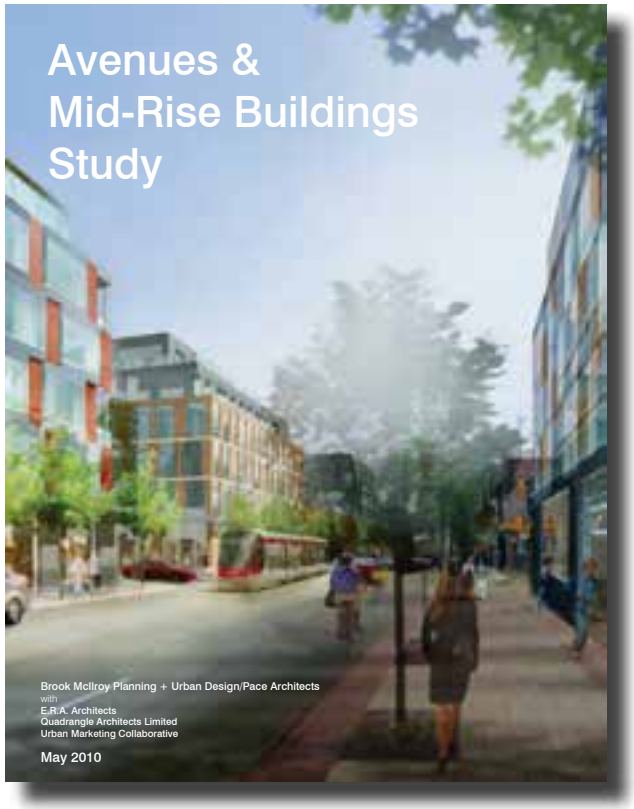
How is this Avenue Study different?

- **Bloor West Village is already an established and vibrant main street**
- **The first Business Improvement Area in the world - 1970**
- **Significant topography and natural features: High Park and the Humber River**
- **Subway transit with 5 stations and connecting bus lines:**
  - » Old Mill
  - » Jane
  - » Runnymede
  - » High Park
  - » Keele

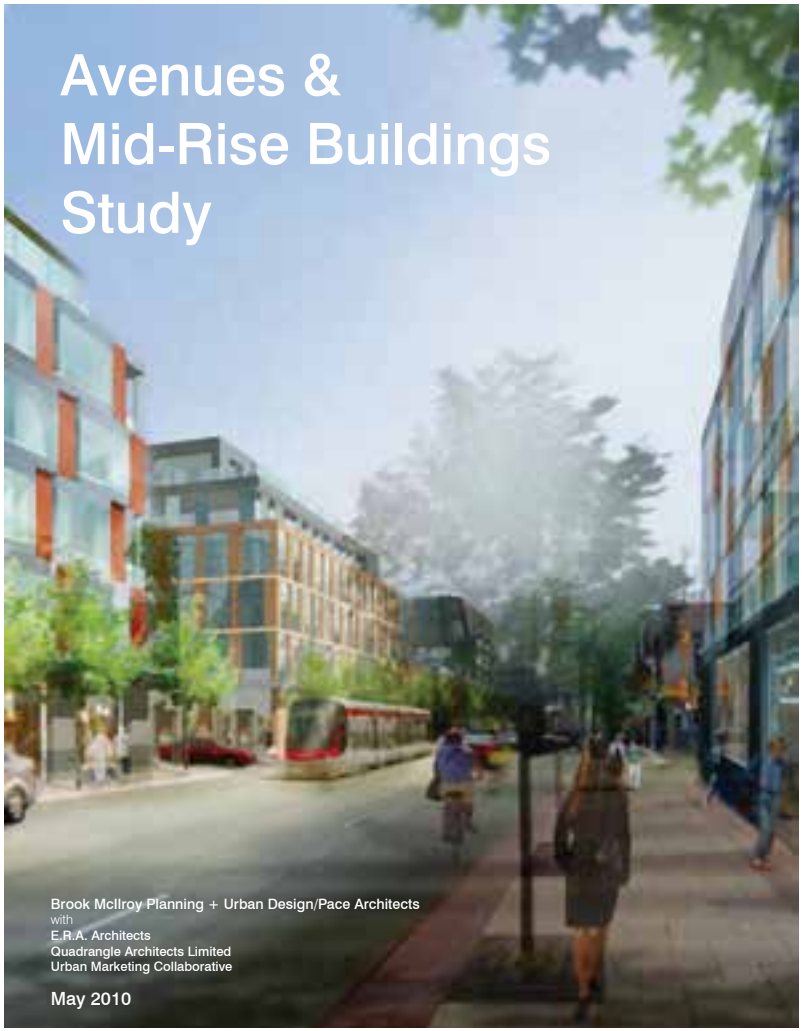
How We Will Develop the Avenue Study Recommendations

- **What We Hear through Public Engagement, Discussions with Technical Staff**
- **Our Own Professional Expertise**
- **Understanding of Key Policy and Design Direction Documents**





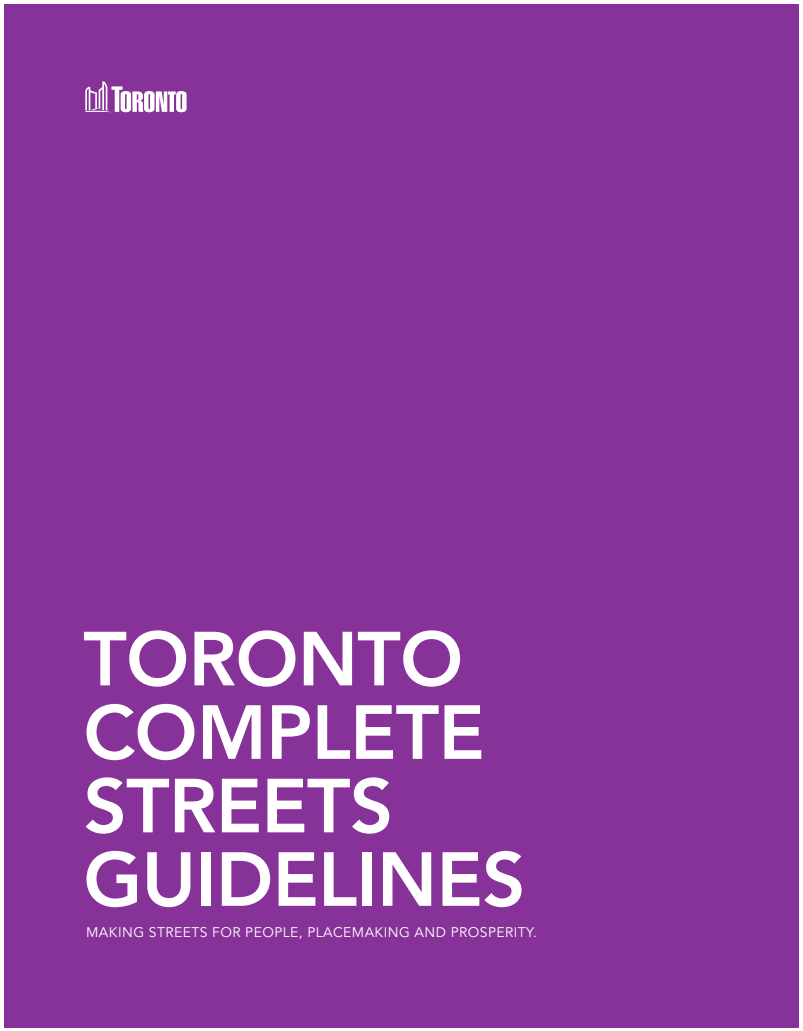
City of Toronto
Building Design Guidance



Mid-Rise Buildings
Performance Standards
2010, Amended 2016

Townhouse and Low-Rise
Apartment Guidelines
2016, Draft

City of Toronto
Street Design Guidance



Toronto Complete Streets Guidelines
2017, Draft

Toronto Sidewalk Cafe Manual
2016, Draft

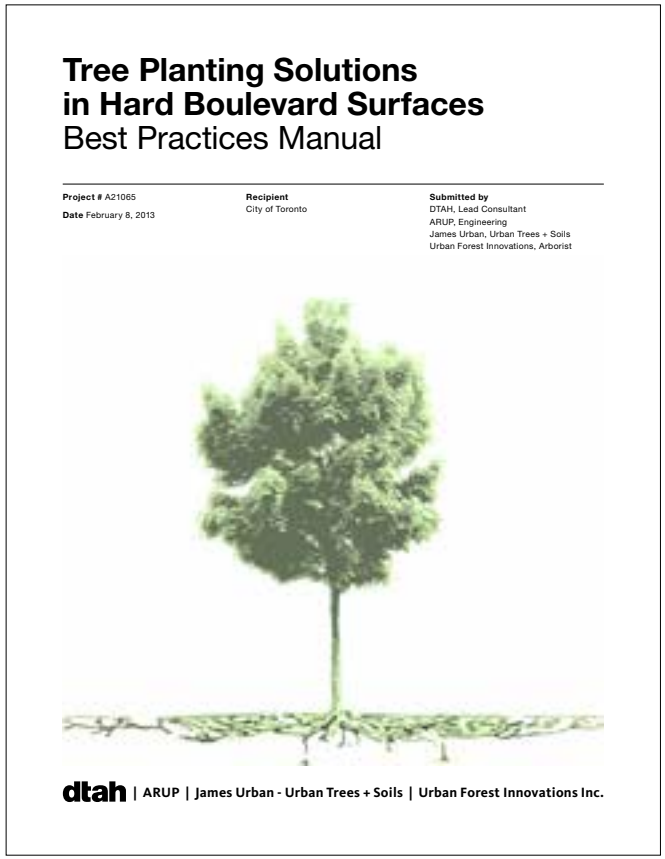
City of Toronto
Green Design Guidance

Green Development Standards, 2017

Ravine Strategy, 2017, Draft

Bird-Friendly Guidelines, 2017

Green Streets Guidelines, 2017, Draft



Tree Planting Solutions, 2013

Parallel Heritage Initiatives

Avenue Study

- Background understanding of historic evolution of Bloor West Village Avenue Study context
- Inform Development of Character Areas for use in Avenue Study and Heritage Conservation District
- Timeline: Complete October 2017

Heritage Conservation District Study

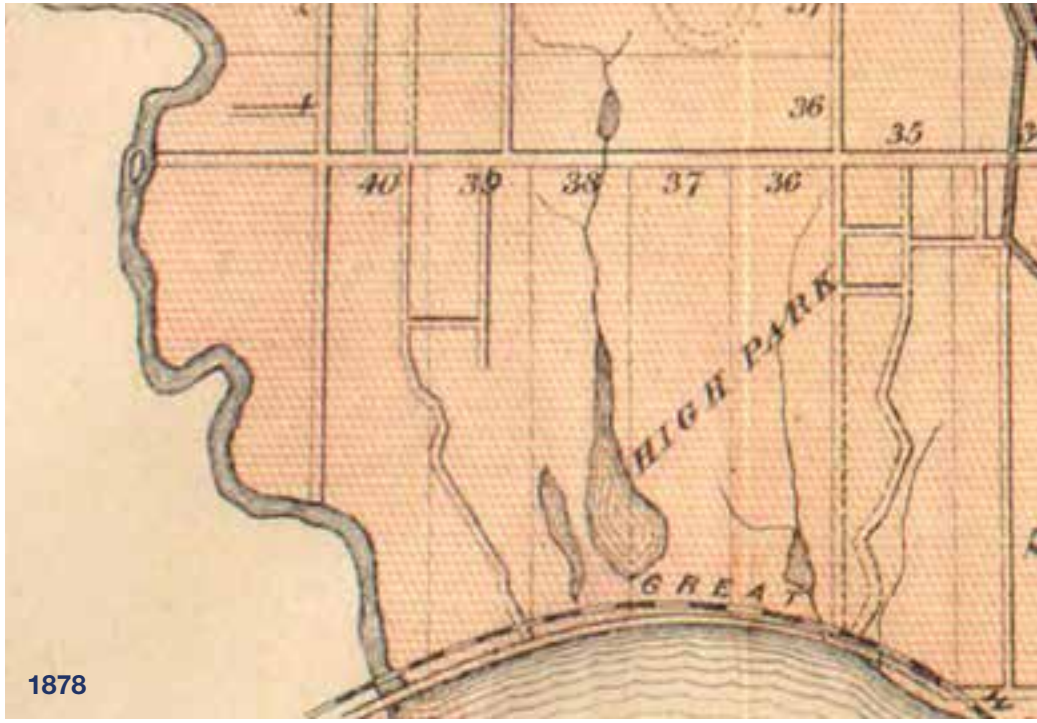
- RFP forthcoming
- Use Character Areas from Avenue Study
- Inventory of Buildings with Recommendations for Listing or Designation, and Level of Protection
- Timeline: Starting Spring 2017

Bloor West Village Avenue Study / Phase 1

Historic Context

River Connections

- The Humber River is a designated Canadian Heritage River, long used as a route for travel and trade
- As the southern portion of the Toronto Carrying-Place Trail, the river was used for centuries by aboriginal groups, and by European explorers following contact. The portage route likely crossed Bloor near present Armadale.
- The topography east of the Humber River was hilly, and included ponds, creeks and marshes



1878

Making a Street

- Marked Toronto's northern limit upon incorporation in 1834
- In 19th century it was a muddy, unkempt thoroughfare, and local settlement was characterized by estates and country houses on, and around Bloor
- In 1914 Bloor's grade was raised substantially between Glendonwynne and Clendenan. The road originally followed the valley of a creek connecting ponds north of Bloor with Grenadier Pond below.

Varied Development Patterns

North Side: Today

- Consistent fabric of narrow, mixed-use row buildings
- Small scale storefronts
- Consistent height
- Presenting a solid and consistent streetwall

South Side: Today

- **Mixture of row buildings, detached apartments, service stations, and other larger structures**
- **Streetwalls, commercial frontages, and lot sizes contrast with the north side of Bloor West**

High Park: Bloor Frontage

- **Developed with detached apartment buildings and larger homes**

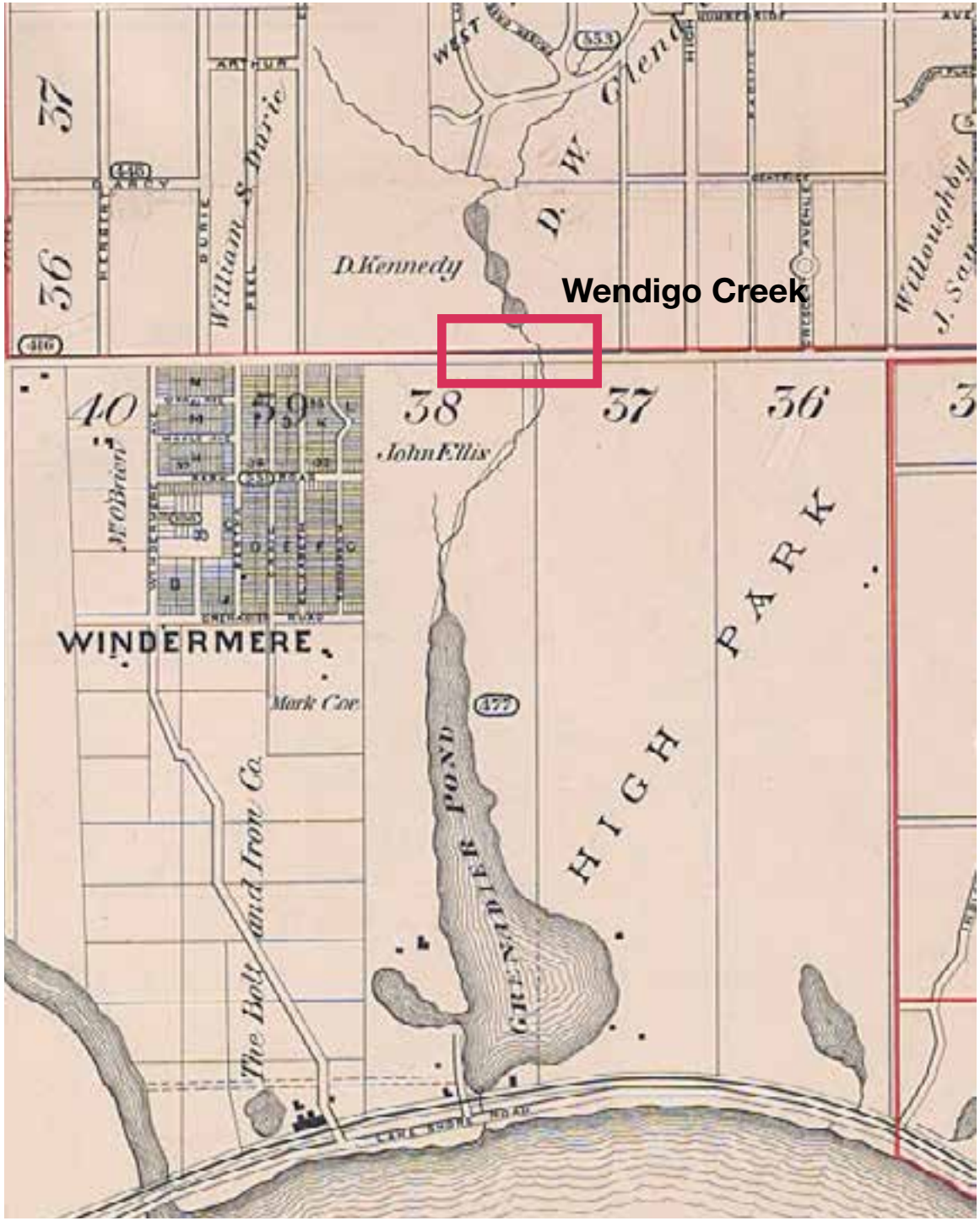
High Park: Apartment Neighbourhood

1913

1960s to 2015

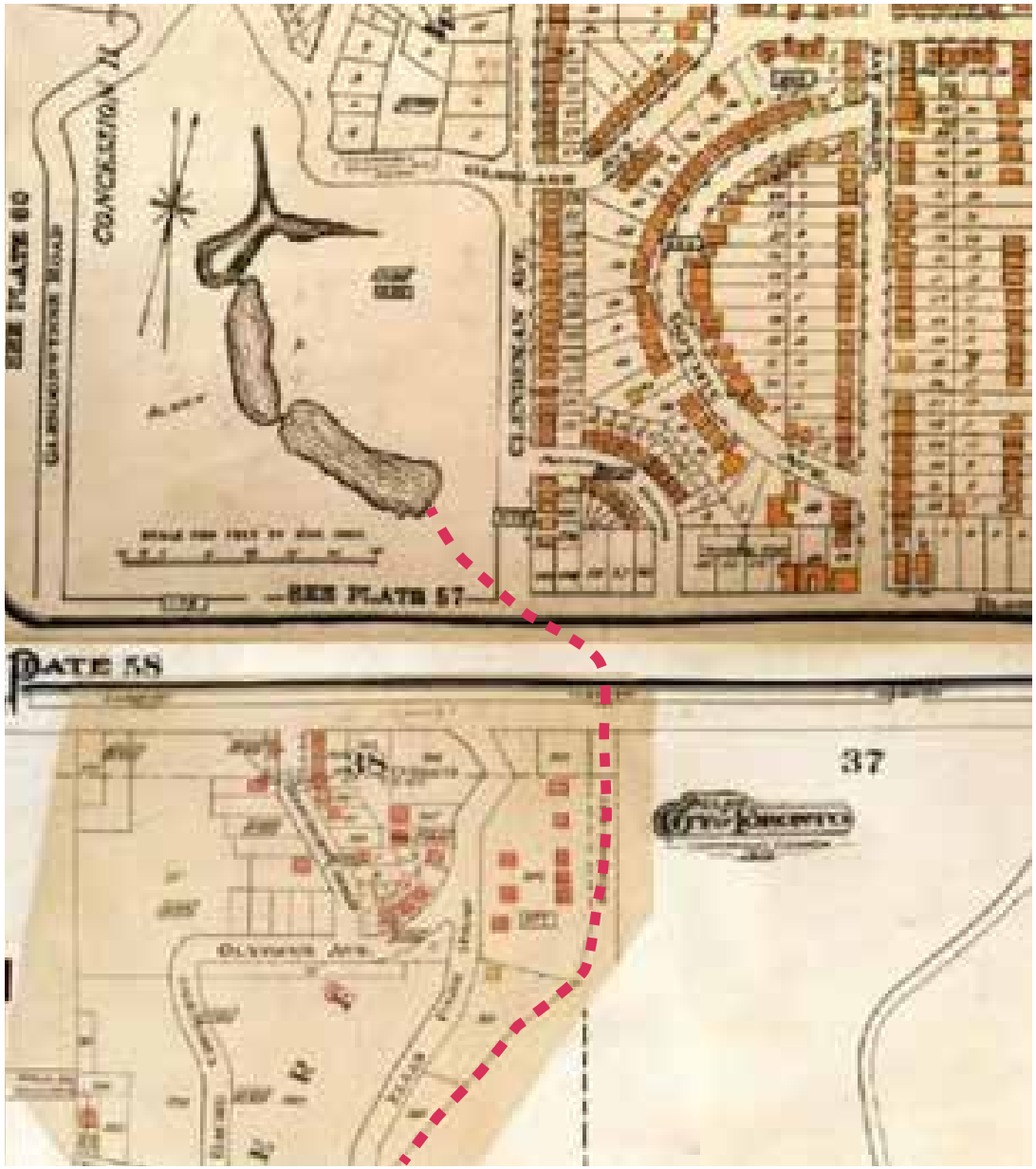
High Park

- Park topography evident on Bloor West today
- Ponds once connected were severed; Wendigo Creek later buried
- Park entrances follow topography



Influence of Topography

- The section of Bloor at the former creek bed was subdivided later
- Characterized by larger lot sizes laid out according to topography



Riverside Subdivision

- Developed as part of the picturesque Riverside subdivision above the Humber Valley
- Controlled development dominated by domestic English styles

Issues to Consider

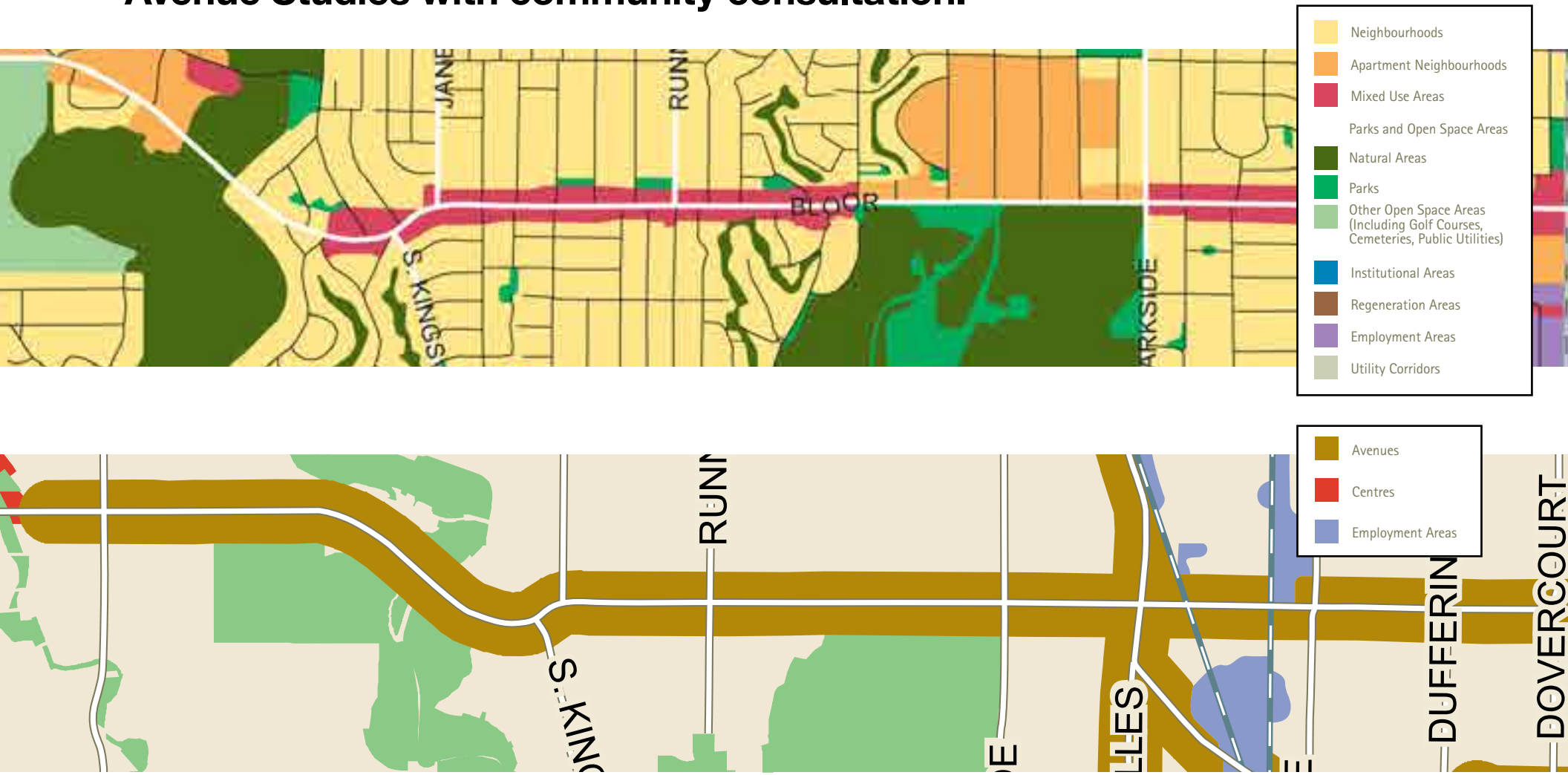
- The area contains a rich collection of apartment and mixed use row buildings, but also contains several notable individual structures
- Apartment buildings present a diverse range of forms, plans, styles and arrangements
- A stretch of 7 blocks between Kennedy and Jane retains most of its original main street row buildings
- Corner buildings tend to be larger, grander, and often support institutional tenants
- The area also contains two historic theatres, a modernist church, and John Lyle's seminal Runnymede Public Library
- Listed buildings: Library, Theatre (

Bloor West Village Avenue Study / Phase 1

Planning + Design Context

Official Plan

- **Bloor Street is defined as an Avenue in the Official Plan. Intensification is anticipated on Avenues, guided by Avenue Studies with community consultation.**



Zoning

- **Current zoning generally permits Commercial-Residential buildings with residential buildings opposite High Park and adjacent to the Humber valley. Several parcels are a “hole” in the zoning (i.e. remain under the former municipal zoning by-laws).**

R Zone “Residential”

- 9m height limit
- 1.0-2.0 floor space index
- Detached, Semi-Detached, Townhouse, Duplex, Triplex, Fourplex, Apartments

CR Zone “Commercial Residential”

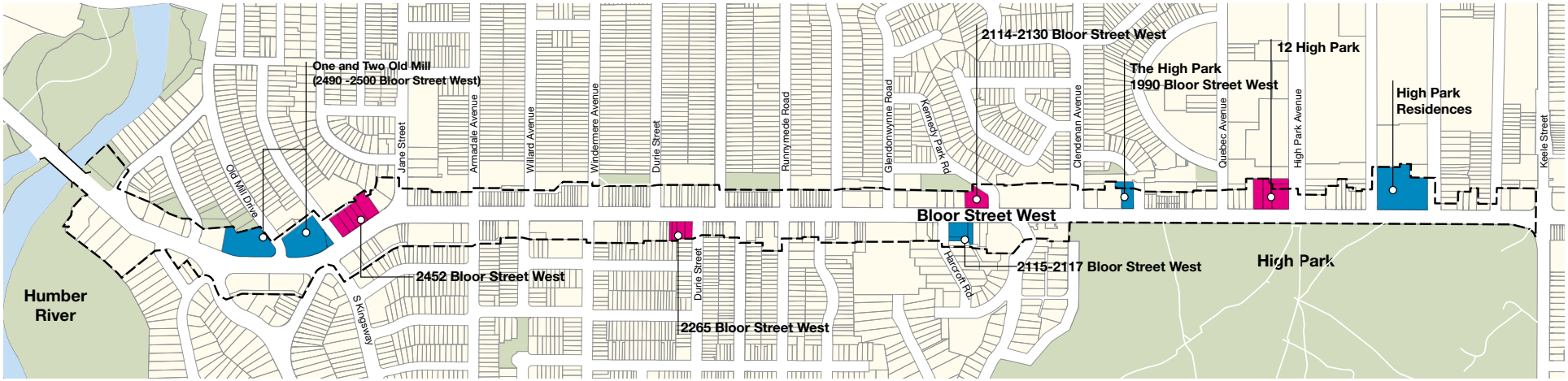
- 14m height limit
- 2.5 floor space index
  - Commercial Max = 2.0
  - Residential Max = 1.5

R Zone “Residential”

- Height limits range from 10-23m
- 2.0 floor space index
- Detached, Semi-Detached, Townhouse, Duplex, Triplex, Fourplex, Apartments

Development Activity

Approved Rezonings and Applications Under Review



One and Two Old Mill (2490 & 2500 Bloor West)

The High Park (1990 Bloor West)

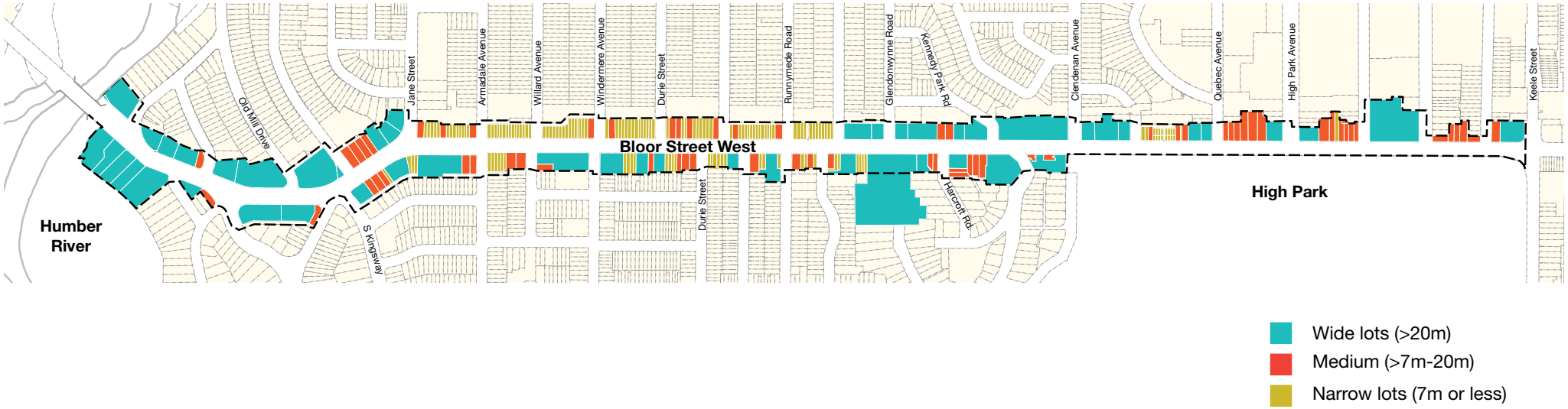
High Park Residences

Issues to Consider

- Transitions from *Mixed-Use Areas* to *Neighbourhoods*
- Retention and enhancement of fine-grain retail and the “village” feel
- Concern about re-designation of portions of *Neighbourhoods* to *Mixed-Use Areas*, and intensification in *Apartment Neighbourhoods*
- Appropriate locations and scale (floor plates) for retail uses
- Adequate replacement of rental units (in buildings with six or more rental units)
- Identification and conservation of cultural heritage resources
- Protection of significant natural features

Existing Properties

- 247 properties that front Bloor Street West
- Mix of narrow (7m and less), medium (<7m-20m) and wide lots (<20m)
- 128 of the 247 properties in study area 7m or less. Majority on north side between Jane and Kennedy.
- Rear lanes related to traditional Main Street properties



Building Types

Main Street Mixed Use

Heritage

Mid-Rise Apartments

Taller Buildings

Townhouses

Mixed Use Commercial Office

House Forms

Low-Rise Apartments

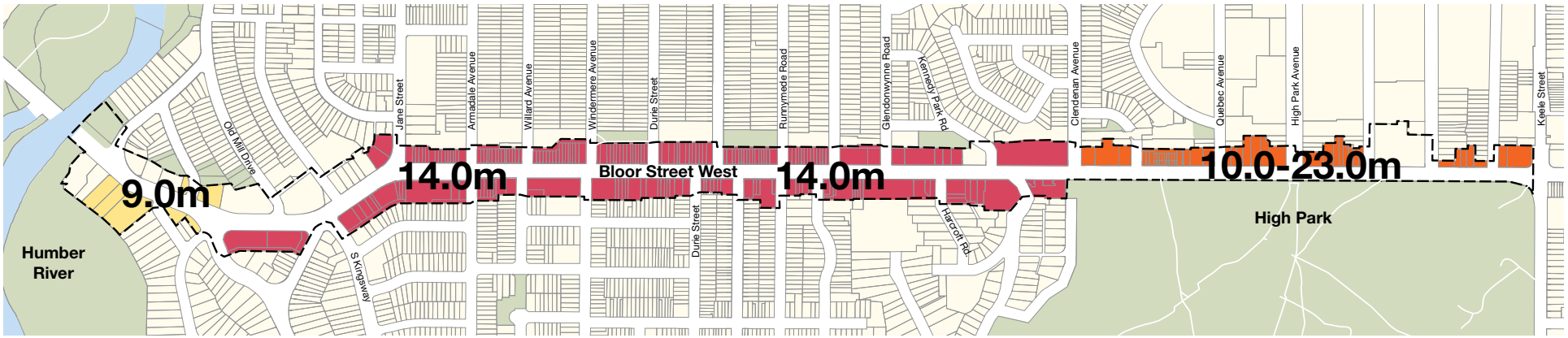
Building Height_Existing

- **Predominantly low rise buildings throughout (1-4 storeys)**
- **Mid-rise buildings concentrated in area just northwest of High Park (5-8 storeys)**
- **Taller buildings located west of Jane and across from High Park (+8 storeys)**

taller (approx. +8 storey)
mid-rise (approx. 5-8 storey)
low rise (approx. 1-4 storey)

Building Height_ Current Maximum (Zoning)

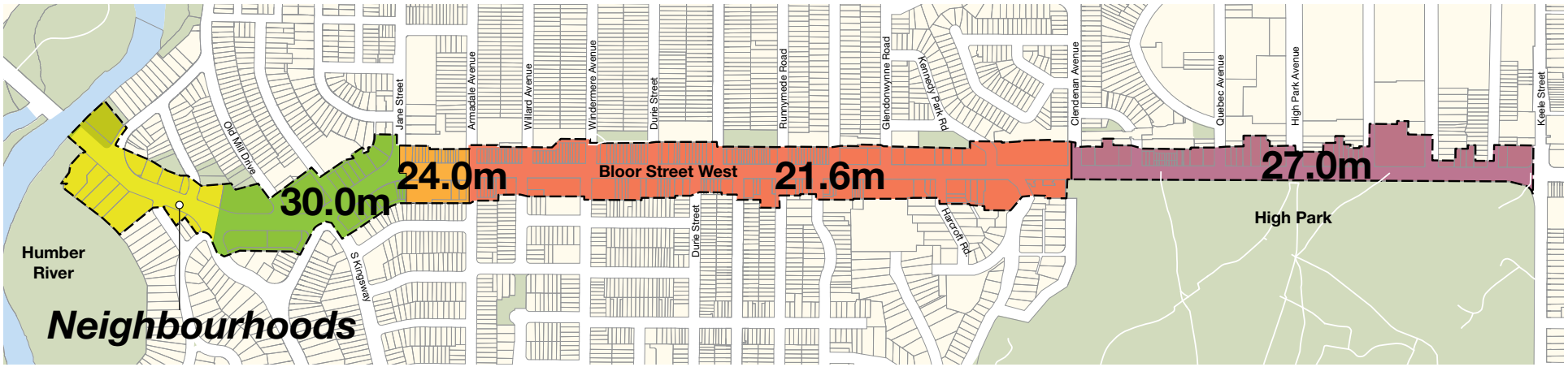
- **West: 9.0m**
- **Village Main Street: 14.0m**
- **High Park Frontage: 10.0 to 23.0m**
- **Several parcels have site specific zoning that defines height (i.e, recent approved developments)**



Building Height_Midrise Building Performance Standards_2016

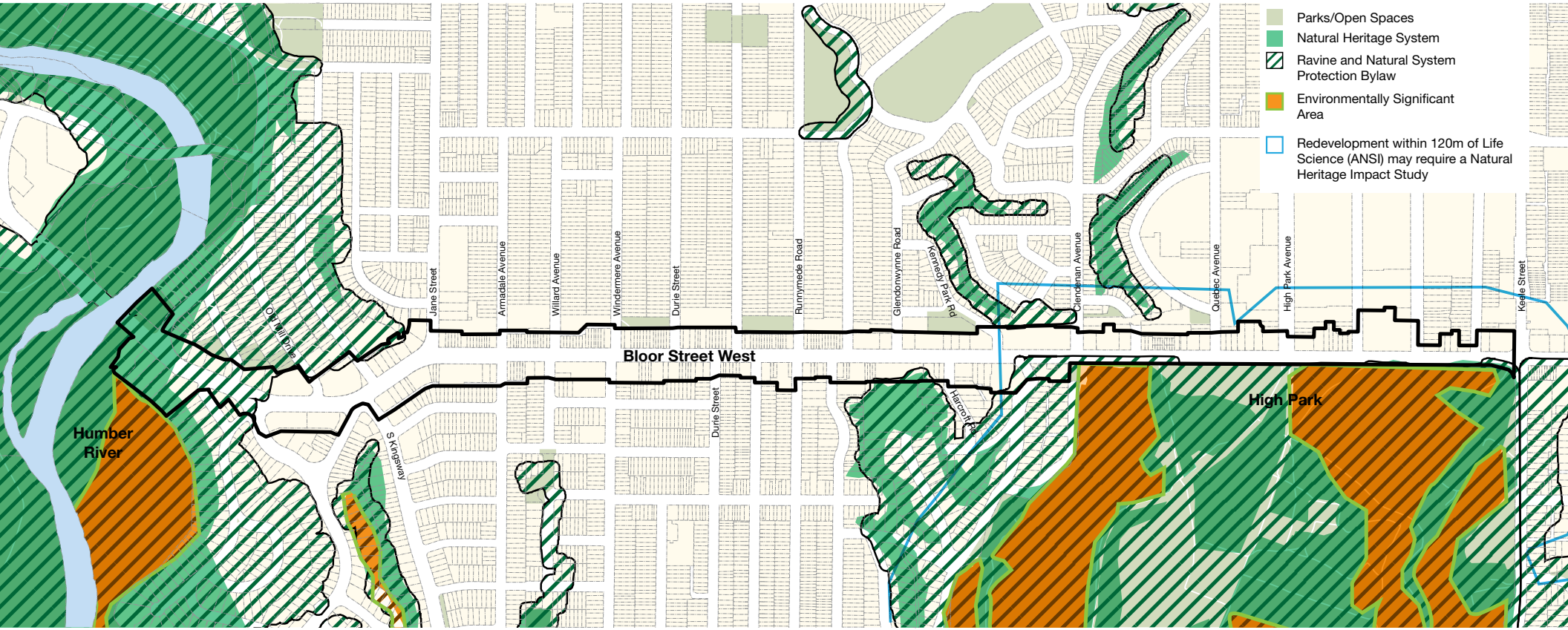
- **Two Character Areas Defined**
  - » Bloor West: Max Building Height 80% of Right-of-Way
  - » High Park: Max Building Height 100% of Right-of-Way

- **Anticipated Maximum Heights**
  - » Humber to Riverside: *Neighbourhoods* (low rise)
  - » Riverside to Jane: 30m ROW=30.0m (8-10 storeys)
  - » Jane to Armadale: 30m ROW at 80%=24.0m (6-8 storeys)
  - » Armadale to Clendenan: 27m ROW at 80%=21.6m (5-7 storeys)
  - » Clendenan to Keele: 27.0m ROW=27.0m (7-9 storeys)



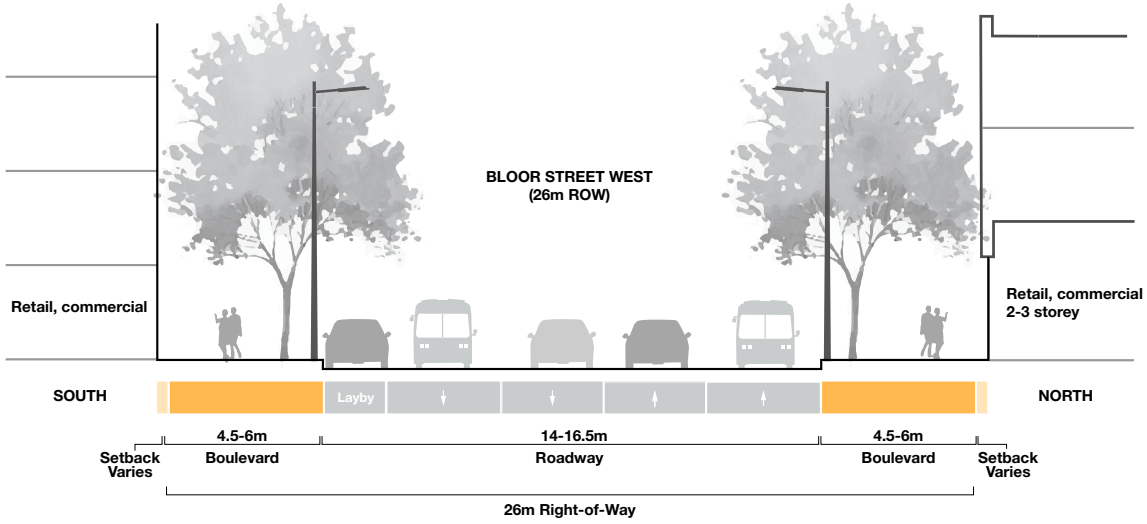
Parks, Open Spaces, and Natural Features

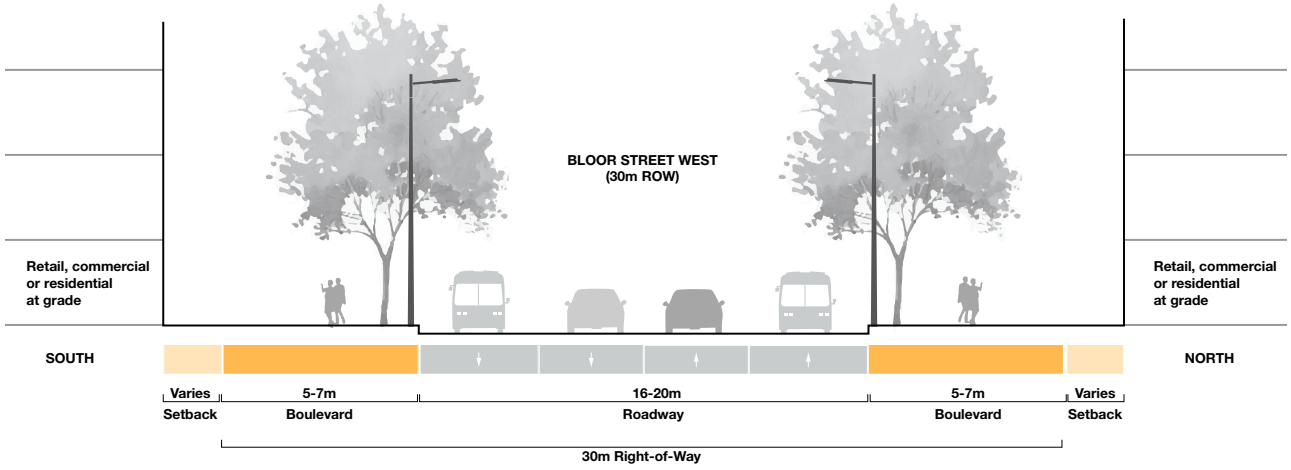
- **Bloor Street West links two of the City's largest, most prominent and environmentally significant green spaces - Humber River Valley and High Park**
- **Series of linear parks north of Bloor Street West**
- **Bloor Street is the dividing line between two areas with differing levels of parkland provision**



Existing Streetscape Character

- **Public Right-of-way**
  - » Armadale to Humber: 30m
  - » Keele to Armadale: 26m (OP 27m)
- **Streetscape character varies along the length of the Study Area**
- **Different pedestrian experiences on north and south side of street**
- **Long blocks north of Bloor Street West**





High Park Frontage

Avenue / Main Street (26m ROW)

Avenue / Main Street (30m ROW)

Sidewalks


<1.2m
2.1min
1-2m
Varies
Furnishing and Planting Zone
Pedestrian Clearway Zone
Frontage and Marketing Zone
Setback

Current State

Flanking Streets: underutilized

Street Trees

Bump outs

Flanking Streets: Spill out spaces

Multiple entrances and canopies

Clutter

Aspiration : A More Complete Street

4.1 PEDESTRIAN DESIGN PRINCIPLES

1. Accessibility and Mobility. A top priority is to provide accessible sidewalks and facilities for all users regardless of physical abilities or age. Ensure clear, direct, unobstructed continuous paths of a suitable context-sensitive width to serve existing and anticipated pedestrian flows. Minimize or remove clutter.

2. Provide a Network of Continuous Sidewalks. Places that support walking are healthier, more vibrant, and resilient. Create a network of continuous sidewalks with dedicated space for pedestrians safely separated from cyclists and motorized vehicles.

3. Design for Safe Crossings. Pedestrian-friendly design takes into account the frequency of crossing opportunities, target speed, street width, intersection geometry, visibility, signal timing and walk speeds for vulnerable pedestrians, such as seniors and persons with disabilities. See also Chapter 9 on Intersections for guidance.

4. Placemaking. Sidewalks are public spaces where people interact. Design sidewalks to invite, with seating, trees, cafés, public art, lighting, and places to gather. Create opportunities suited to the street's context. Design to evolve with changing demands. Consider current and future pedestrians and uses.

5. Design for Comfort. Provide sidewalks of adequate width for the context. Design sidewalks and boulevards for uses all year long. Street trees offer shade and relief from sun, rain, wind and snow. Carefully arrange street elements to support pedestrian activities, and to provide a safe buffer between pedestrians and moving traffic.

6. Greening Infrastructure and Stormwater Management. Incorporate passive stormwater measures in boulevards where possible. Divert stormwater into rain gardens, planting beds, or permeable paving in the boulevard to reduce potential for ponding. Green infrastructure enhances the quality of the street environment, and contributes to mental and psychological health. Consider sufficient soil and water for street trees to reach maturity. See Chapter 7 on Green Infrastructure for guidance.

7. Design for Efficient Maintenance. Consider materials and designs that are durable and easier to maintain. Use City Standard Materials. Provide adequate access to utilities for maintenance. Consider snow storage and waste and recycling collection. Coordinate repairs and upgrades, if feasible, to minimize impact to pedestrians.

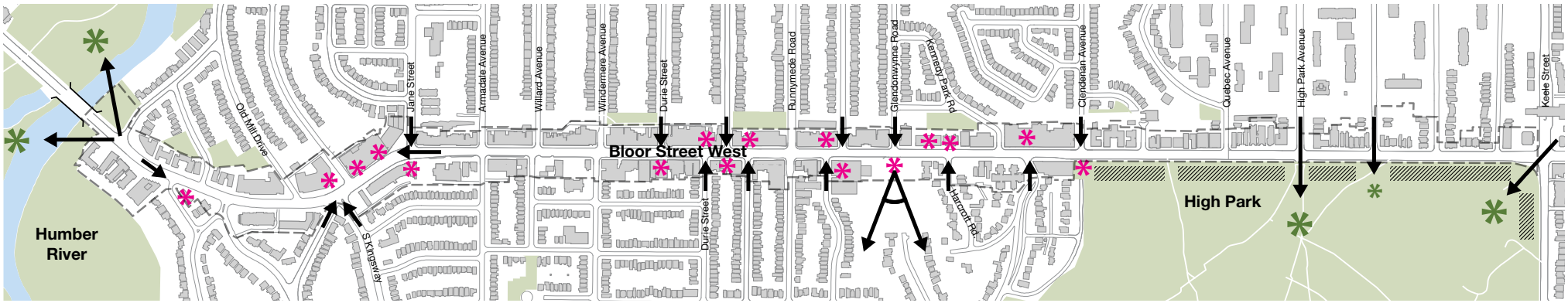
8. Coordination with Utilities. The location, use, and maintenance of utilities needs to be coordinated early on in street projects. Ensure pedestrian clearway needs are met for universal accessibility. Seek ways to minimize conflicts among utilities, street furnishings, trees, and landscaping.

Views + Vistas

Topography

Offset street grid/ Views of Natural Heritage Areas and Heritage Resources

Heritage Buildings

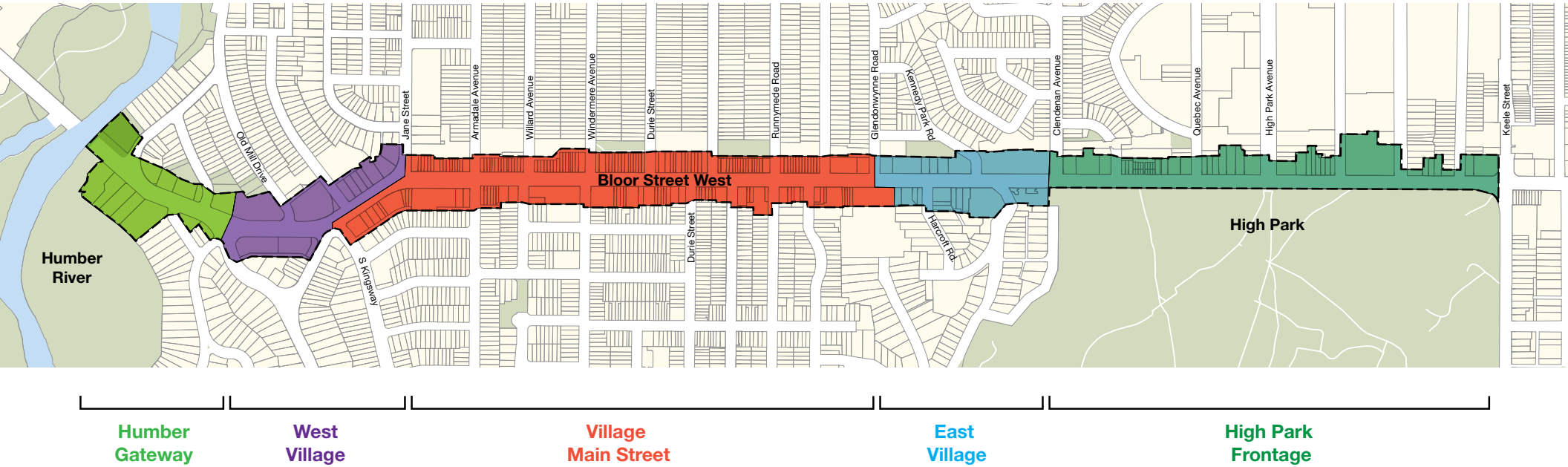


Potential

Draft Character Areas_Initial Thoughts

- **Five character areas have been identified on the basis of prominent uses/activity, built form, heritage and public realm**

- **Helpful to structure discussion and future Avenue Study recommendations**

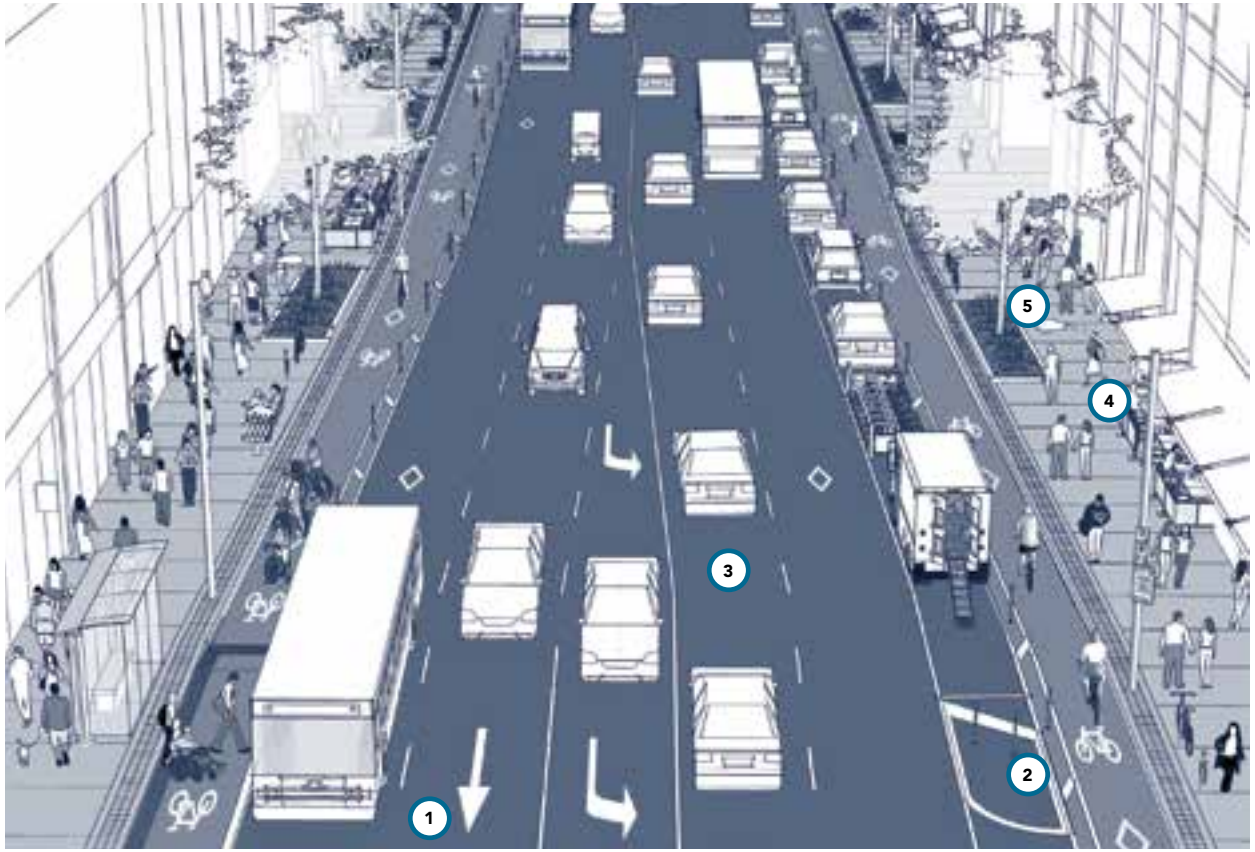


Bloor West Village Avenue Study / Phase 1

Existing Transportation Context

Aspiration : A More Complete Street

8.1 ROADWAY DESIGN PRINCIPLES



1. Multi-modal transportation. Give reliable, convenient and attractive mobility choices to people and support more efficient, active and healthier forms of travel (by foot, bicycle, transit) to reduce vehicular congestion. Provide emergency access and operations. Support goods movement and delivery by different modes. Identify and support existing and planned priority networks for each mode.

2. Safety. Fully consider road users who are particularly vulnerable in a crash or in interactions with other road users, such as pedestrians (especially children, older adults and persons with disabilities) and cyclists. Seek ways to reduce their exposure to risk (e.g., rightsize travel lanes, repurpose underused road space and separate pedestrians from cyclists). Provide visible, clear and predictable travel paths for all road users.

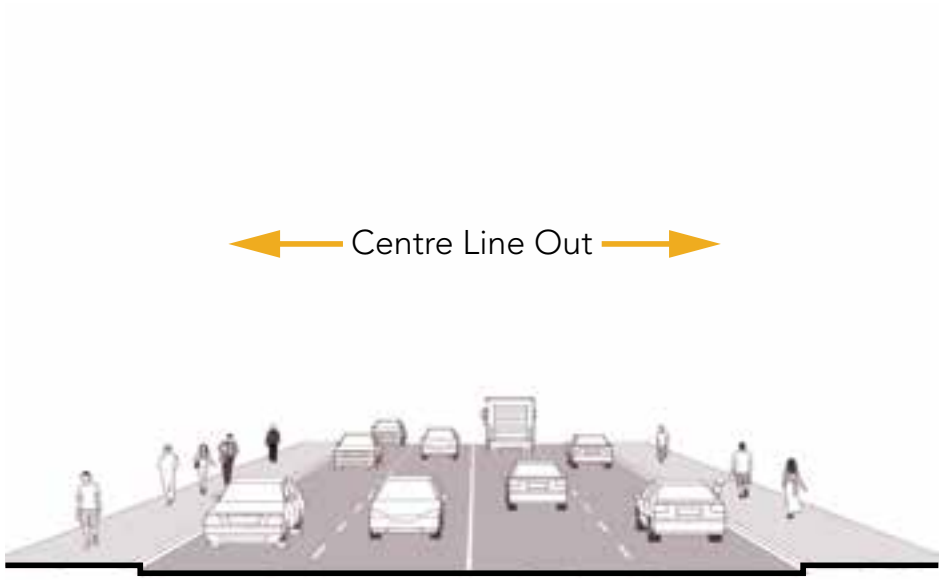
3. Context-sensitive target speed and reliable travel. Create a safer environment for everyone by using design to facilitate the intended speed of travel for drivers based on the street's context. Safer speeds and driver behaviours result in fewer incidents on the roadway that can cause delays and vehicular congestion, which negatively impact emergency access and goods movement. Coordinated signals, along with target speed, can help improve consistency in travel times. Peak-hour restrictions for stopping, parking and turn movements can improve travel times along key routes. This helps to manage demand and road capacity during peak travel times.

4. Placemaking. Consider existing and planned land uses, urban form, and the different uses of the street (e.g., social and economic activities) when making decisions about competing demands for space on the street. Seek ways to provide space, for example, through building setbacks and/or repurposing underused roadway space for streetscaping, street trees, street furniture, café or marketing areas, parklets, bicycle parking, pedestrian lighting, snow storage and removal, etc.

5. Greening and stormwater management. Limit the area of impervious materials. Seek ways to integrate street trees, landscape features, as well as water retention and treatment strategies and snow storage. Promote non-motorized modes to reduce greenhouse gas emissions and air and noise pollution. Use materials that contribute to sustainability, life-cycle performance and reduce the urban heat island effect. See Chapter 7 on Green Infrastructure for design guidance.

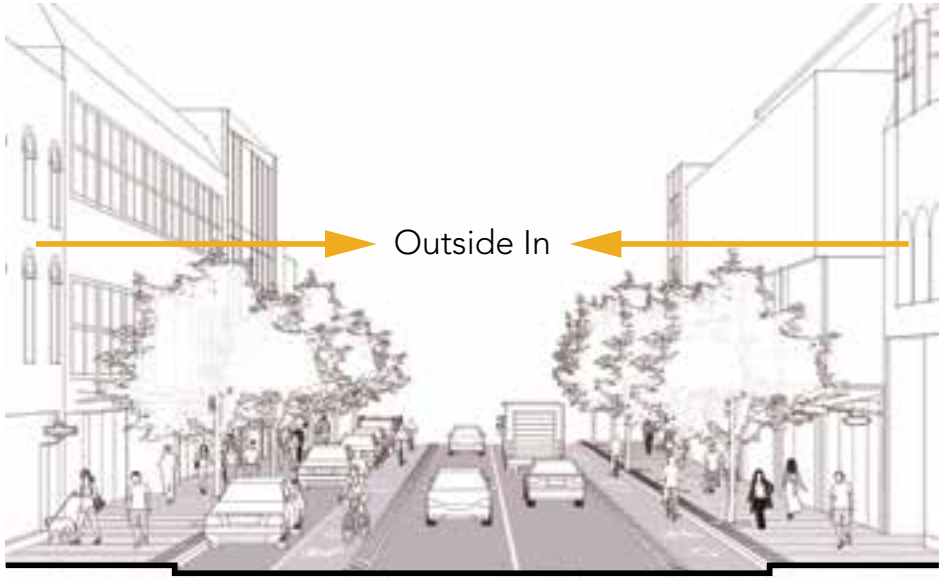
Toronto Complete Streets Guidelines
Street Design for Roadways
Roadway Design Principles
8.1

Street Design Goals Have Changed



THEN

Auto-Mobility
Automobile Safety



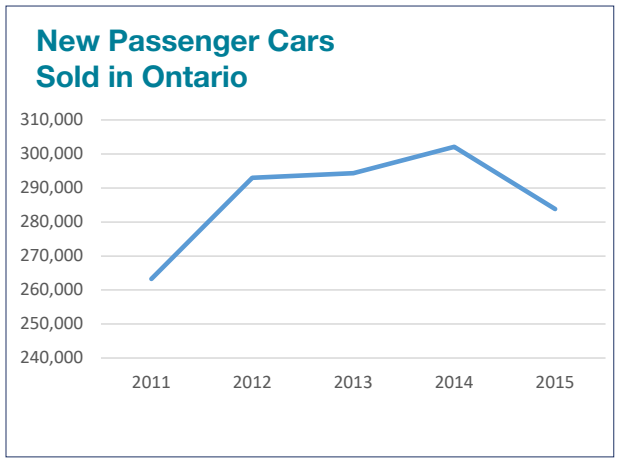
NOW

Multi-modal Mobility + Access
Public Health/Safety
Economic Development
Environmental Quality
Livability/Quality of Life
Equity

Source: Toronto Complete Streets Guidelines (2017: Draft)

Transportation is Changing in Toronto

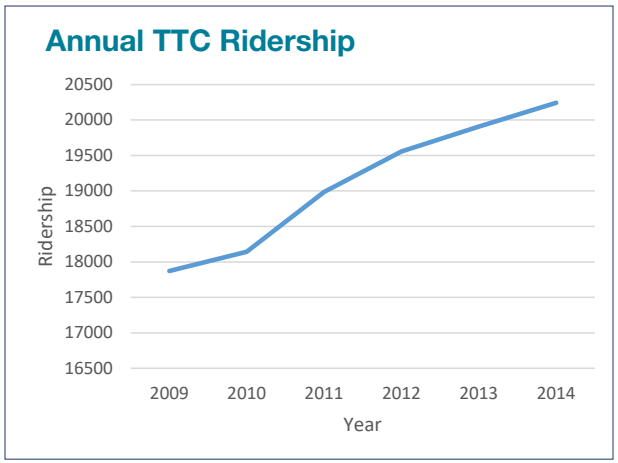
Auto Use and Shared Mobility



One in five Toronto residents used an Uber service in 2015

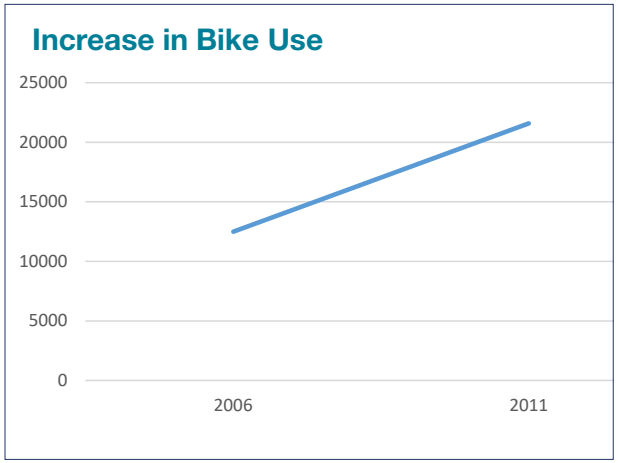
Car-share services are widely available in Toronto

Transit Use



Transit ridership city-wide is increasing steadily every year

Cycling



The Transportation Tomorrow Survey shows bicycle trips increased from 12,500 to 21,600 (73%) between 2006 and 2011 in the BWV Planning District

Walking and Cycling

Pedestrians

- Considerable pedestrian activity, especially near subway stations
- Sidewalks are continuous but generally a minimum pedestrian clearway width of 2.1m
- Sidewalks are narrow on N/S streets leading to subway stations – pedestrians are constrained

Cyclists

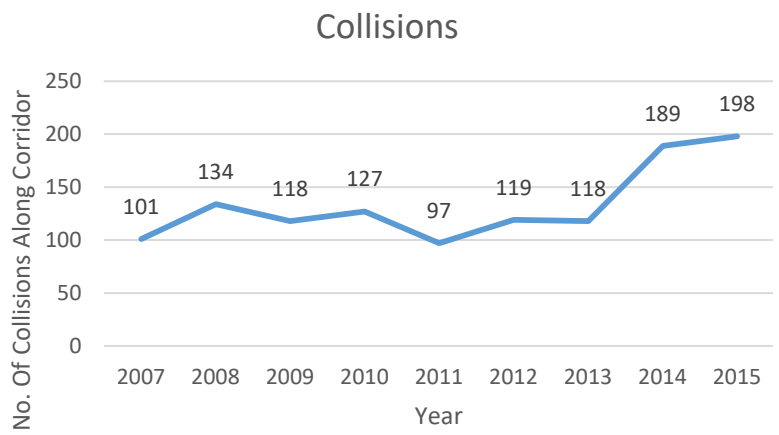
- Numerous post and ring bike racks
- Only Runnymede Rd. (bike lanes) and High Park Ave. / Colborne Lodge Dr. (sharrows) have bike facilities. Subway stations have bike racks and bike repair stations.

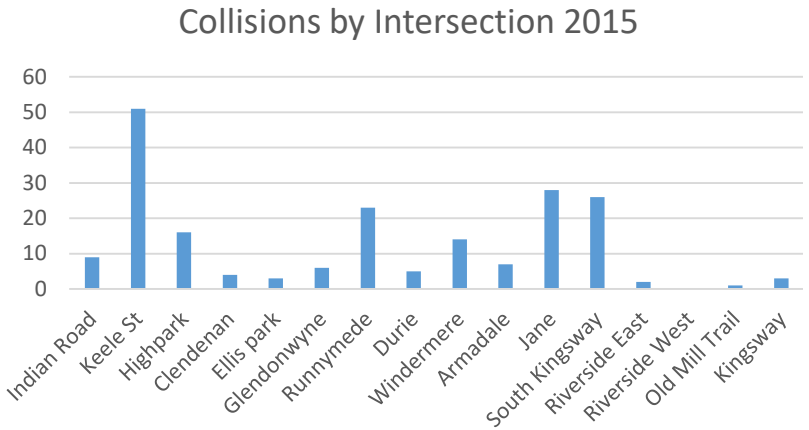
Transit

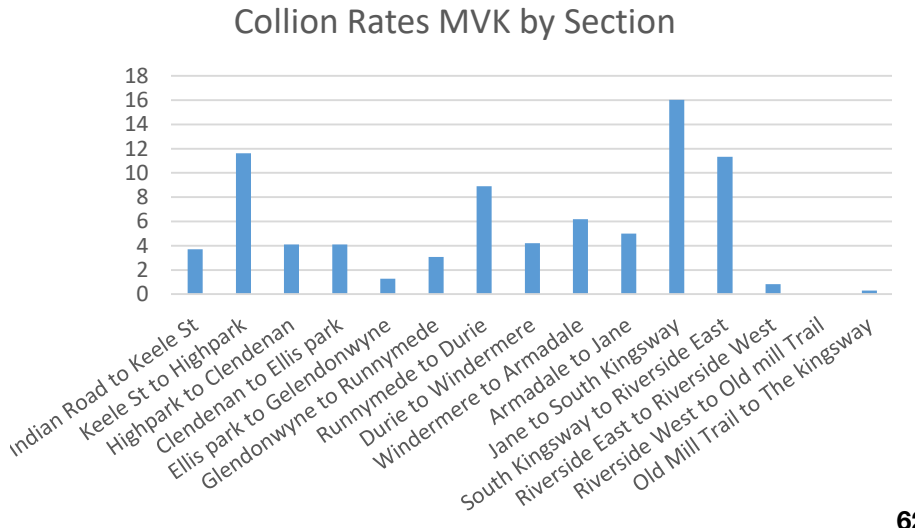
- Subways are heavily loaded during the weekday peak hours, in the peak direction. No issue on weekends.
- Numerous subway riders coming by bus
- Pedestrian movements at peak times strain capacity of the narrow bus platforms at Jane and Runnymede
- Lack of subway signage on Bloor – TTC signs at Jane but not other stations (Runnymede is planned for signage)
- New bus services are planned but constrained by space limitations and bus turning requirements – changes to road design must reflect bus access needs

Safety

- **Increasing number of collisions**
- **“Hot spots” are the intersections at subway stations**
- **Collision rates are high relative to City average**
- **No fatalities reported: 2007 to 2015**
- **Potential safety issues:**
  - » lack of dedicated cycling facilities
  - » narrow sidewalks at Runnymede intersection
  - » utility poles placements
  - » High Park Subway Station – main entrance on Quebec Ave, but there is no pedestrian crossing protection at Quebec / Bloor for access into High Park







Traffic Operations

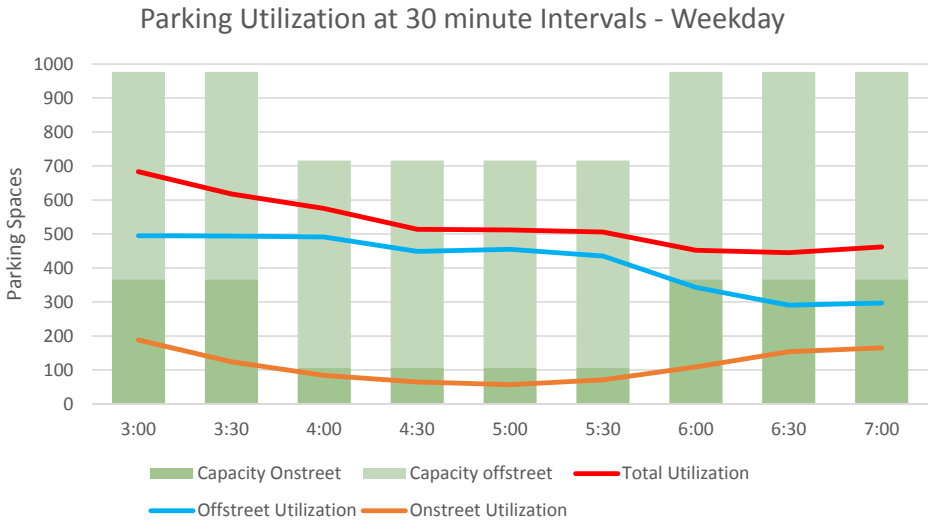
- **Traffic operates at acceptable levels of service during weekday and weekend peak periods at most intersections**

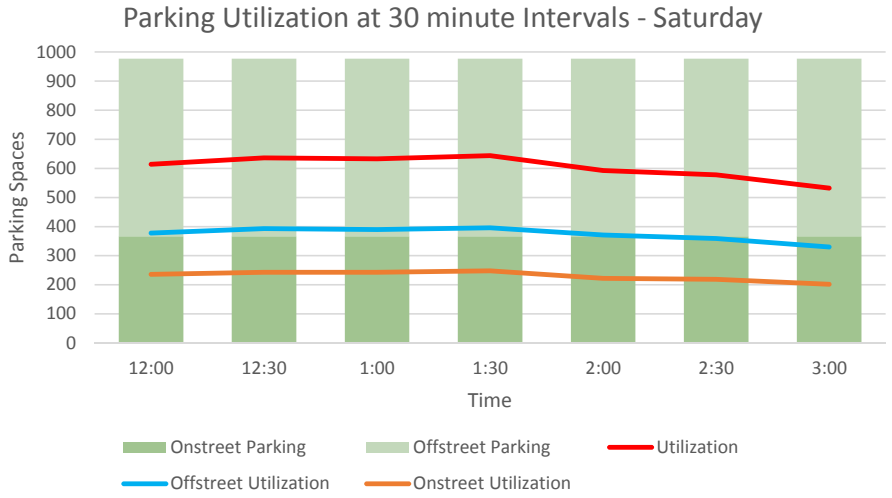
- **Constrained points are:**

  - » Jane / Kingsway segment, due to demand combined with proximity of the two intersections
  - » Runnymede – queuing occurs due to high pedestrian and bus volumes
  - » Keele – queuing on northbound and westbound left-turn lanes
  - » Ellis Park – turns at unsignalized intersection are delayed

Parking: Keele to Riverview

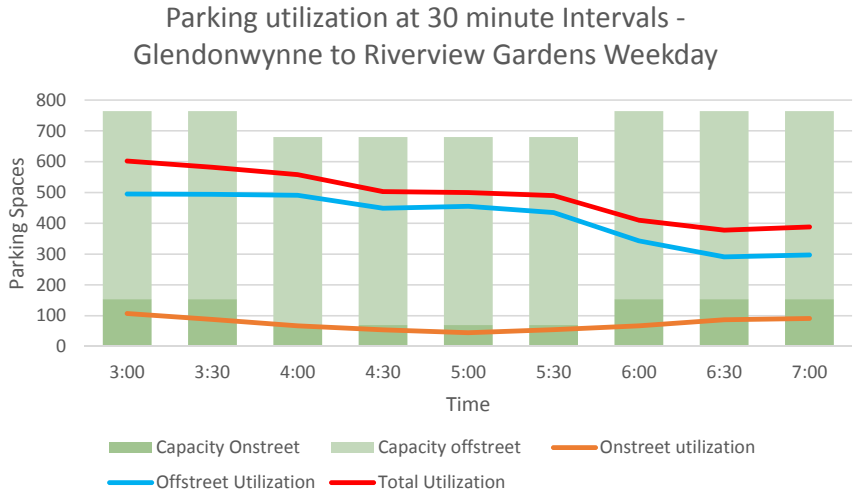
- **Demand highest on-street; off-street lots typically are under capacity in January**
- **Parking lots at Riverview Gardens underutilized**
- **Additional data to come from Toronto Parking Authority (TPA)**

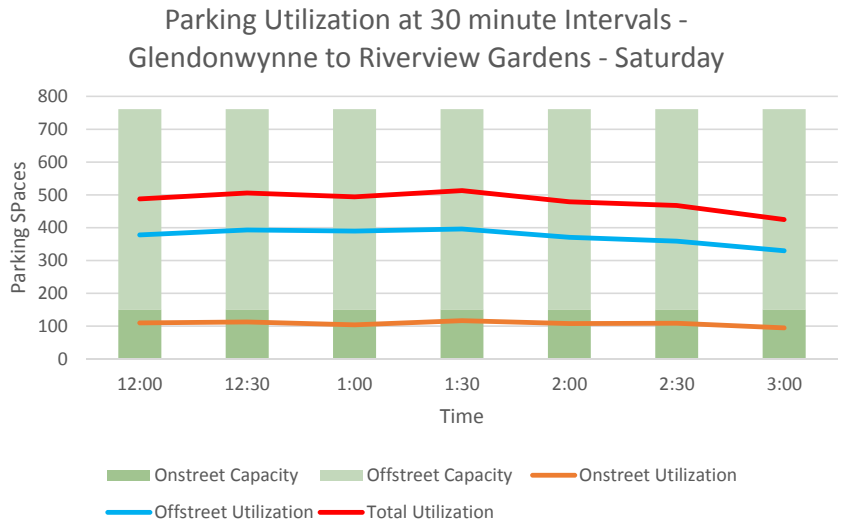




Parking: Main Street

- **Any redesign of the street must consider parking demands**
- **Need to consider whether shifting some on-street demand to off-street + Travel Demand Management initiatives can facilitate changes**
- **TPA data to be factored in before reaching conclusions**





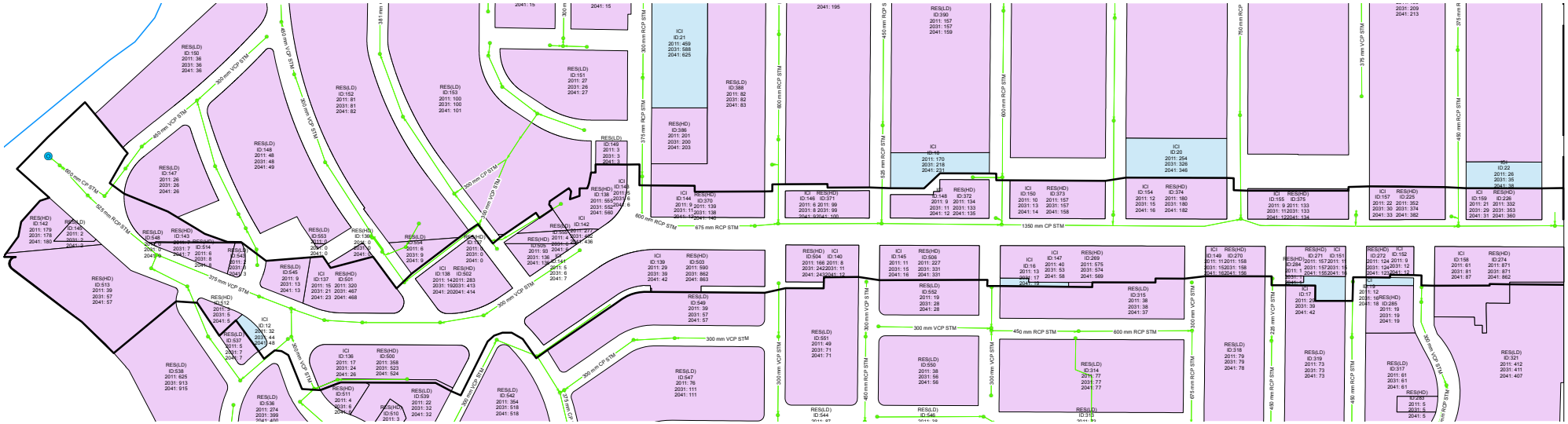
Bloor West Village Avenue Study / Phase 1

Servicing Infrastructure Context

Existing Condition

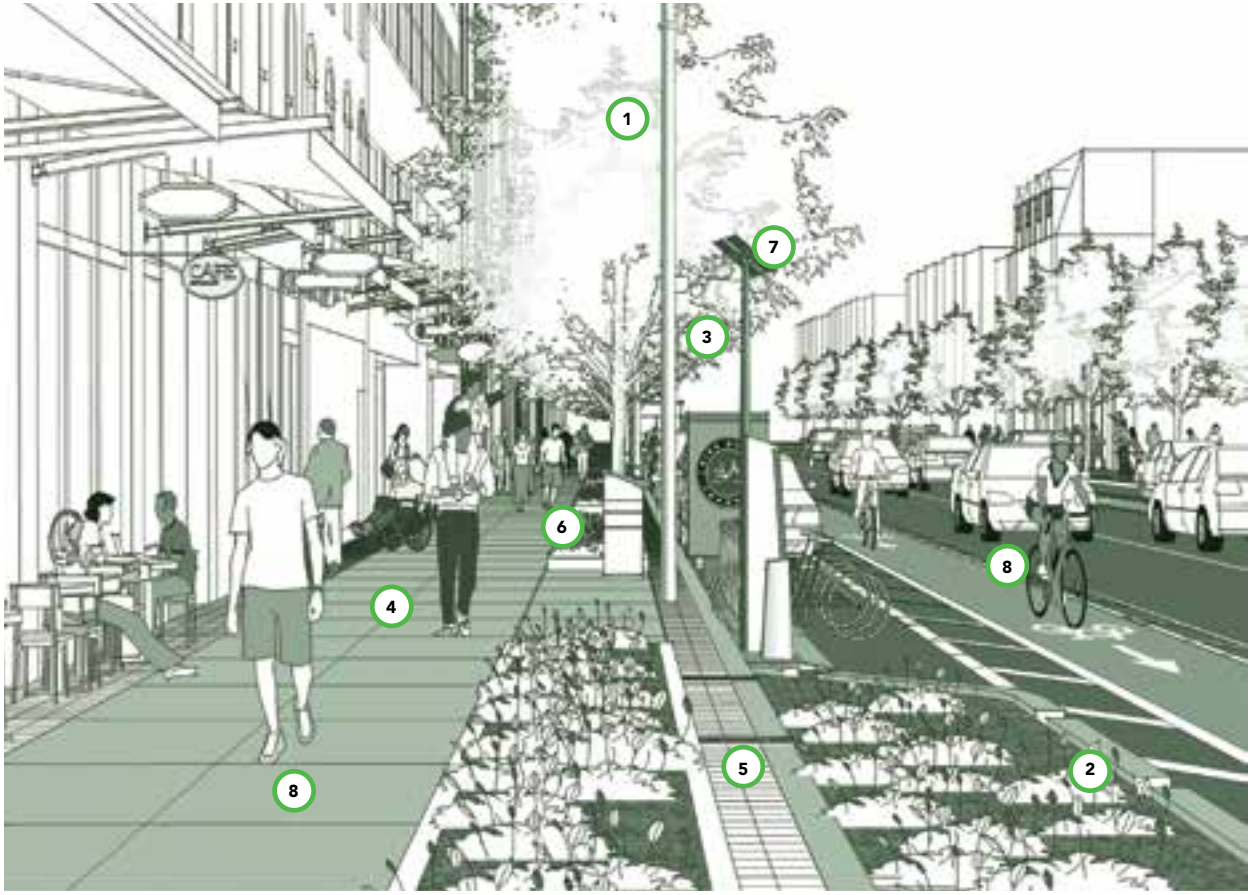
- **The existing local servicing capacity is challenged with the need to accommodate intensification**
  - » Combined Sewers
  - » Separate Storm Segments
  - » Sanitary Sewers/Pumping Stations (western portion of study area)

- **A comprehensive approach to planning infrastructure improvements is required to coordinate with the mix, density and timing of additional development in order to properly serve the growing demands**



Green Infrastructure Opportunities

7.1 GREEN INFRASTRUCTURE DESIGN PRINCIPLES



1. Street trees and landscaping. Seek ways to incorporate and provide healthy growing conditions for trees and/or landscaping to improve air quality, mitigate urban heat-island effect, enhance ecosystem health, and contribute to community character. Select planting locations, spacing and design details (e.g., adequate soil volume, water and sun access) so that trees and landscaping will flourish. Trees can frame and define streets, calm traffic by visually narrowing the roadway, and add texture, shade and visual interest.

2. Stormwater management. Use a variety of "Low Impact Development" techniques to minimize stormwater load on Toronto's sewer system and improve water quality through natural filtration. Reduce stormwater runoff and potential flooding of streets and natural areas. Strategies include minimizing impervious surfaces, and promoting infiltration of rainwater and stormwater runoff.

3. Visibility and safety. Ensure adequate visibility is maintained, especially at street corners, traffic lights, traffic signs, transit stops and driveways. Where there is vegetation, ensure maintenance programs maintain appropriate sightlines. Clear sightlines are important to the safety of all road users.

4. Universal accessibility. Design to promote universal accessibility, such as through the selection of materials and elements, to accommodate people of all ages and abilities. Tree pits, openings and grates on the sidewalk are not considered part of the pedestrian clearway.

5. Operations and maintenance. Design for ease of maintenance, such as through passive irrigation, selecting context-sensitive native plant species and planning for safe access to maintain green infrastructure. Coordinate green infrastructure with utilities during design, construction and for the long term. Seek opportunities to partner with BIAs and other local stakeholders to assist with the design and maintenance of green elements.

6. Achieving multiple environmental objectives. Consider ways to combine environmental design, such as tree canopy expansion, stormwater retention, and microclimate moderation into single street features like roadside rain gardens.

7. Sustainable energy. Consider energy generation, use and management by selecting, designing and siting street elements such as solar lighting, parking machines, Bike Share Stations and street furniture to contribute to an energy efficient city.

8. Sustainable transportation. Provide greener, healthier mobility choices so that more people walk, bicycle, take public transit and carpool. Reduce vehicular congestion, greenhouse gas emissions and air pollution.

Toronto Complete Streets Guidelines
Street Design for Green Infrastructure
Green Infrastructure Design Principles
7.1

Bloor West Village Avenue Study / Phase 1

Group Discussions and Reporting Back

Focus Questions

Historic Context

1. **Are there any other heritage issues (such as areas, events, institutions, or organizations) you would like to see considered in the study?**

Planning + Design

2. **Are there any other issues related to land use, built form, public realm and natural heritage you would like to see considered in the study?**

3. **What are your thoughts on the proposed character areas? Do you have any suggested refinements?**

Existing Transportation

4. **What are the transportation issues that affect you on a day to day basis?**

5. **What do you see are the long-term transportation issues in Bloor West Village that we need to address?**

Existing Servicing

6. **Are there any other servicing issues you would like to see considered in the study?**

Next Steps

- **Design Review Panel**
  Thursday March 23

- **Design Charrette:**
  Exploring Alternatives
  Saturday April 8

- **Local Advisory Committee Meeting #1:**
  Draft Design Alternatives
  Late April (TBD)

- **Local Advisory Committee Meeting #2:**
  Draft Preferred Design Alternative
  Late May (TBD)

- **Public Meeting #2:**
  Draft Preferred Design Alternative
  Mid-late June (TBD)

Further Information and Contacts

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