TORONTO

Bloor West Village Avenue Study

Design Charrette
Phase 2: Explore Ideas

Saturday, April 08, 2017

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

dtah

Charrette Agenda

No.	Item	Duration
1.0	Welcome and Introductions	10 minutes (9:30am - 9:40am)
2.0	Introductory Presentation	20 minutes (9:40am - 10:00am)
3.0	Planning and Design Exercises	2.25 hours (10:00am - 12:15pm)
	Lunch / Break	45 minutes (12:15pm - 1:00pm)
4.0	Synthesis Exercise	1 hour (1:00pm- 2:00pm)
5.0	Reporting Back	45 minutes (2:00pm - 2:45pm)
6.0	Wrap-Up and Next Steps	15 minutes (2:45pm - 3:00pm)

Study Schedule

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

We Are Here

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)

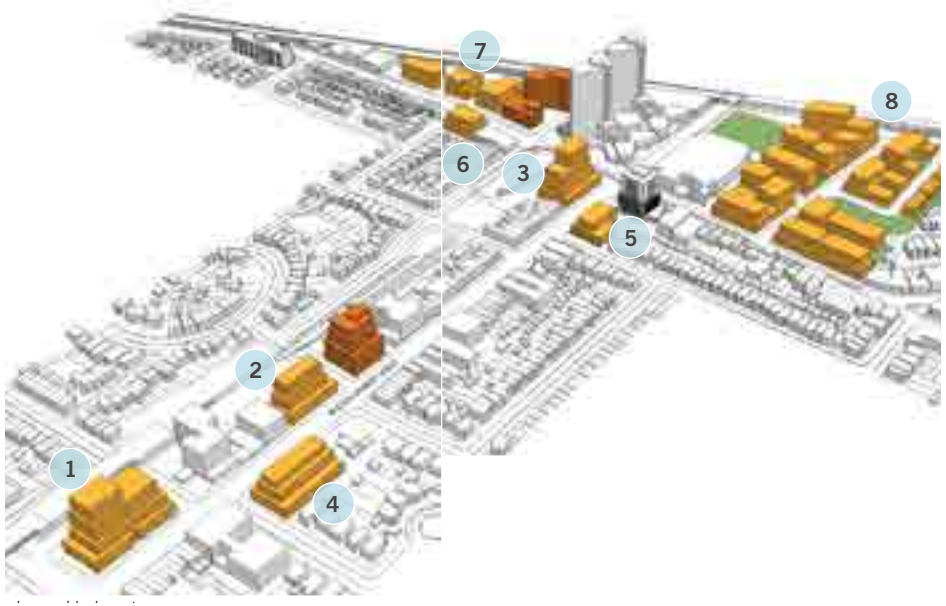
What is an Avenue?

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 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)

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)

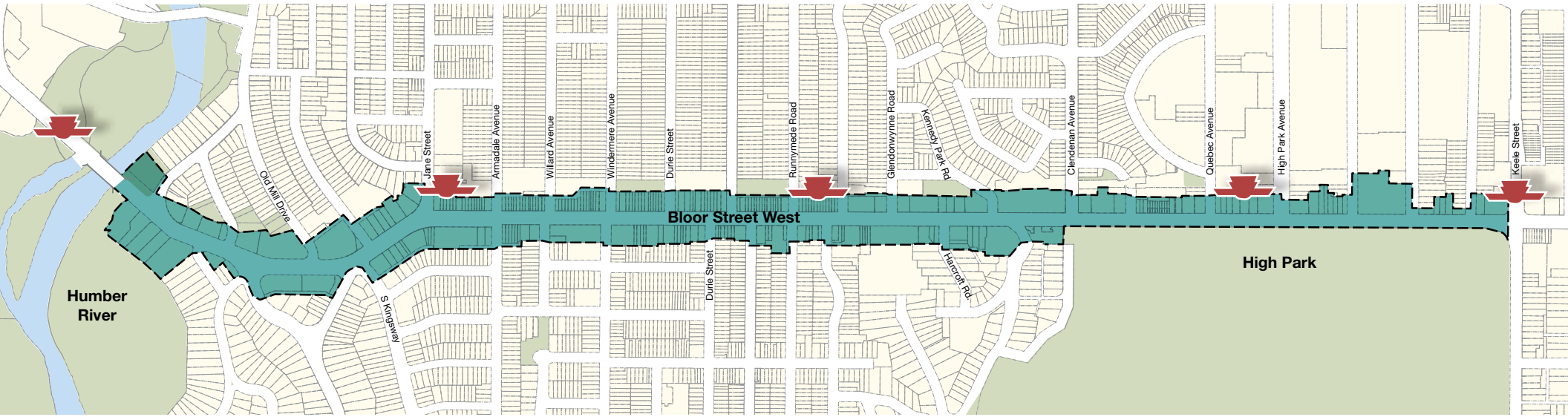
New development by High Park

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

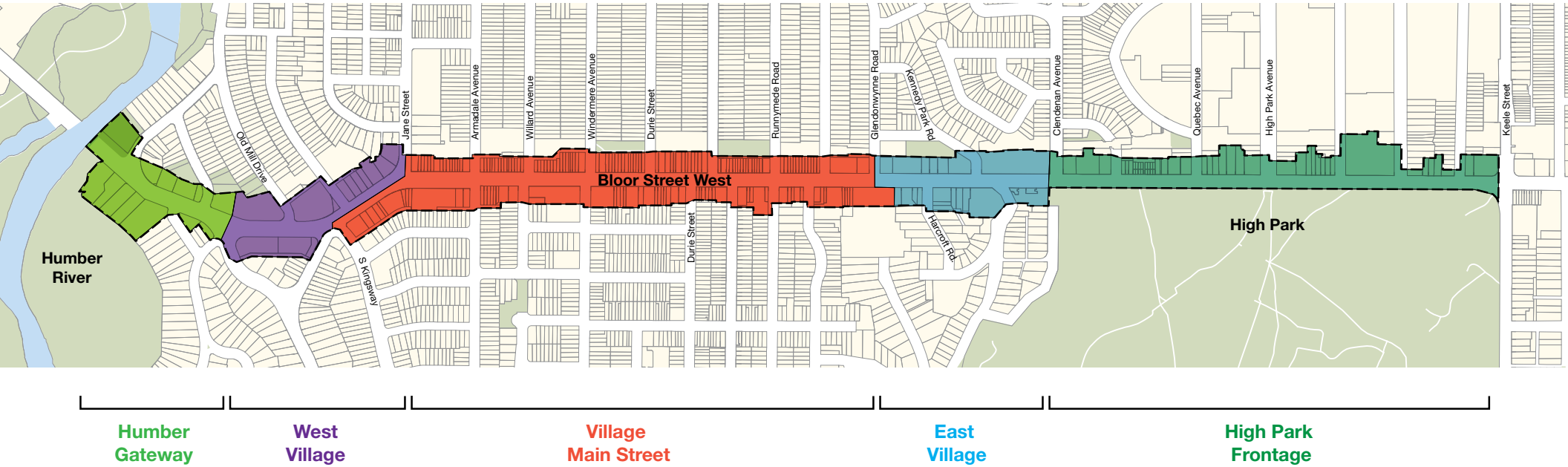
Study Area

- 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



Draft Character Areas

- **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**



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**
  - » Built Form
  - » Public Realm Quality
  - » Transportation
  - » Site Access
  - » Servicing
  - » Community Services
  - » Natural Heritage
  - » Subsurface Hydrogeology

Bloor West Village Avenue Study / Phase 2 Charrette

Existing Conditions Summary

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

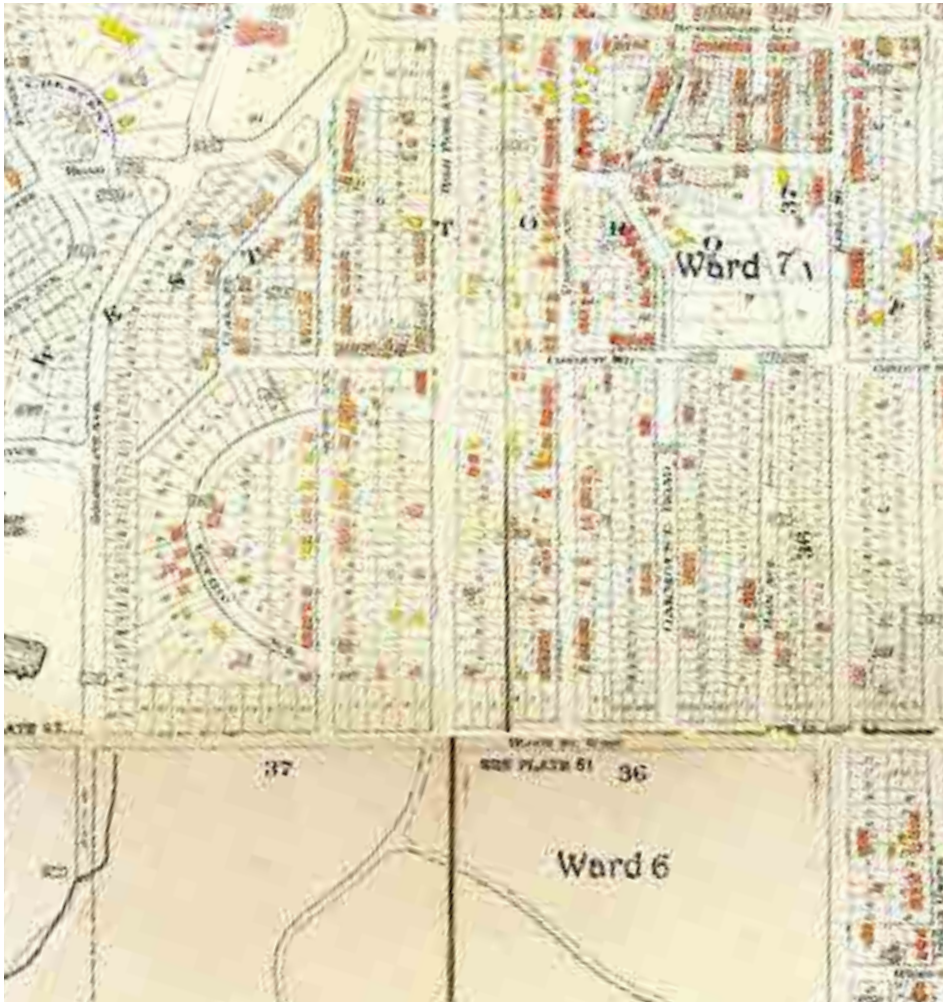
- **Mixture of row buildings, detached apartments, service stations, and other larger structures**
- **Streetwalls, commercial frontages, and lot sizes contrast with the north side of Bloor West**

High Park: Bloor Frontage

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

High Park: Apartment Neighbourhood

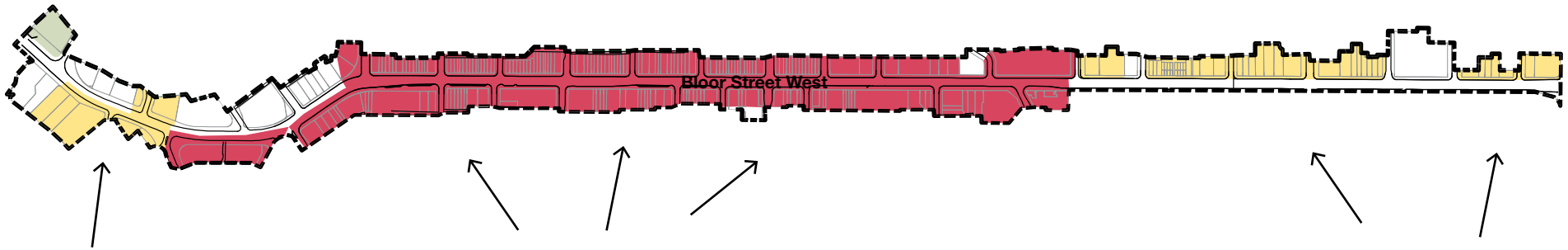
1913



1960s to 2015

Current 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"

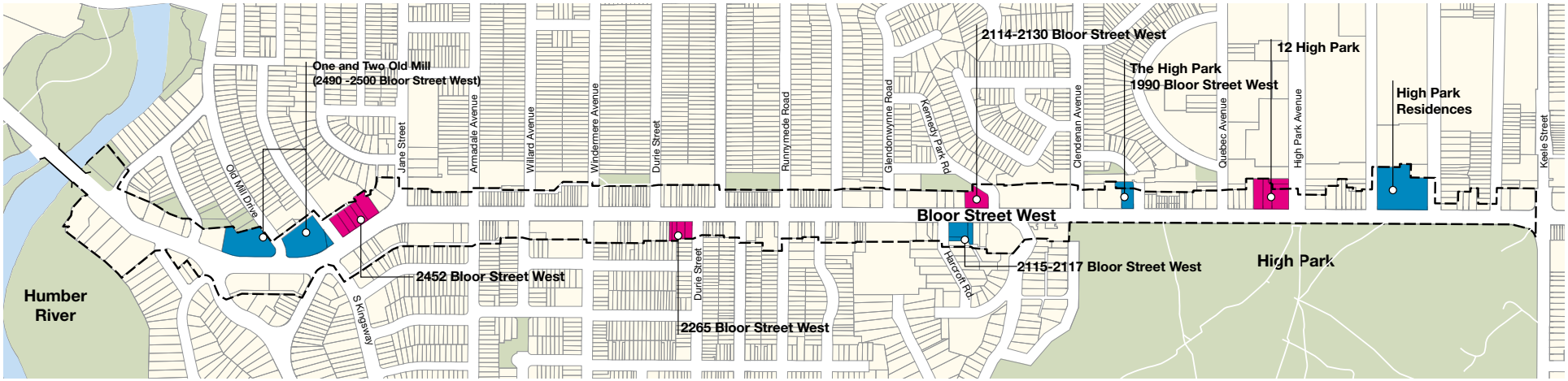
- 14m height limit
- 2.5 floor space index
  - Commercial Max = 2.0
  - Residential Max = 1.5

R Zone "Residential"

- 23m height limit
- 2.0 floor space index
- Detached, Semi-Detached, Townhouse, Duplex, Triplex, Fourplex, Apartments

Development Activity

Approved Rezonings and Applications Under Review



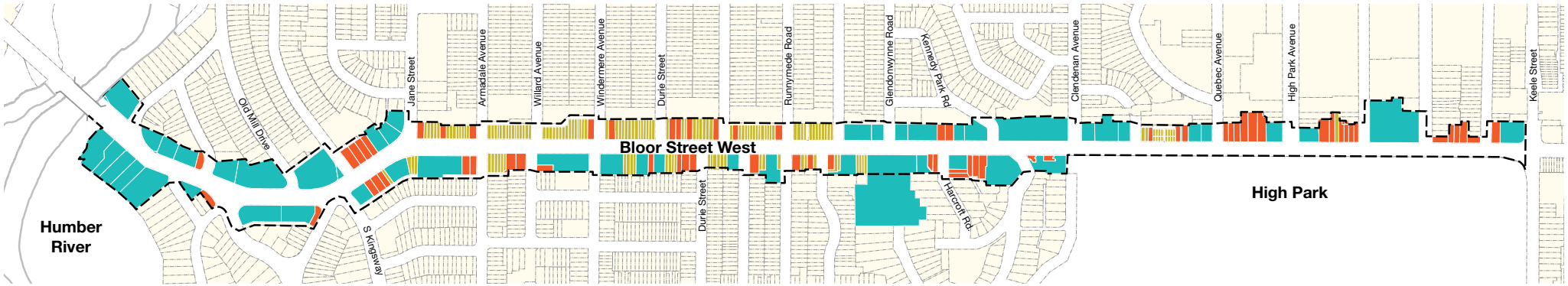
One and Two Old Mill (2490 & 2500 Bloor West)

The High Park (1990 Bloor West)

High Park Residences

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
- Great majority of parcels are considered shallow lots (22-41m depth)



Wide lots (>20m)
Medium (>7m-20m)
Narrow lots (7m or less)

Existing Building Types

Main Street Mixed Use

Heritage

Mid-Rise Apartments

Taller Buildings

Townhouses

Mixed Use Commercial Office

House Forms

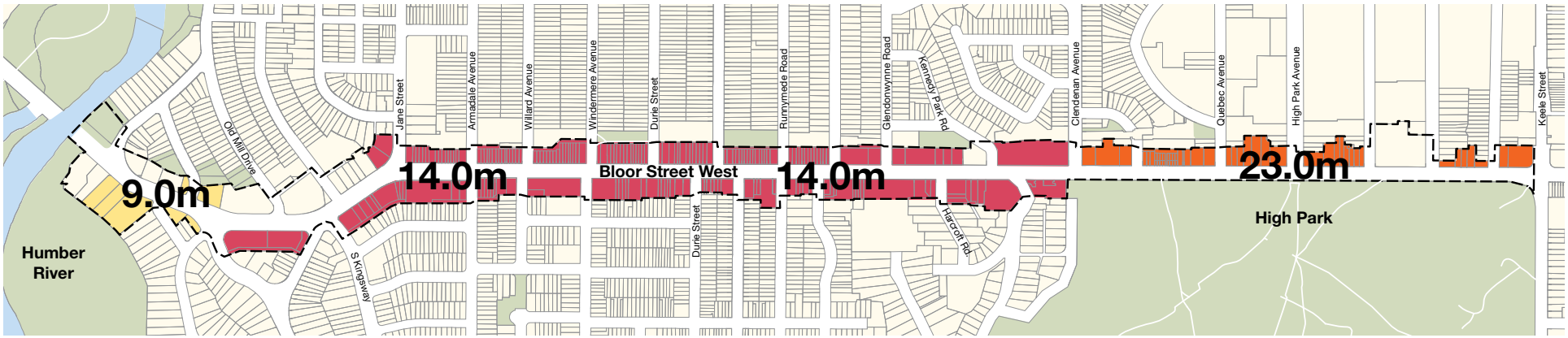
Low-Rise Apartments

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)**

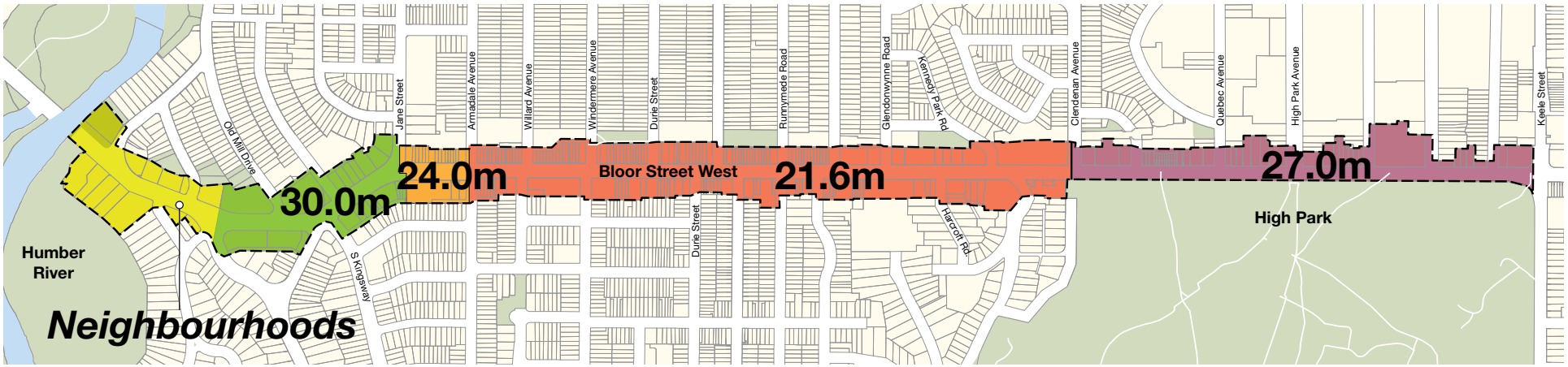
Building Height_ Current Maximum (Zoning)

- **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)

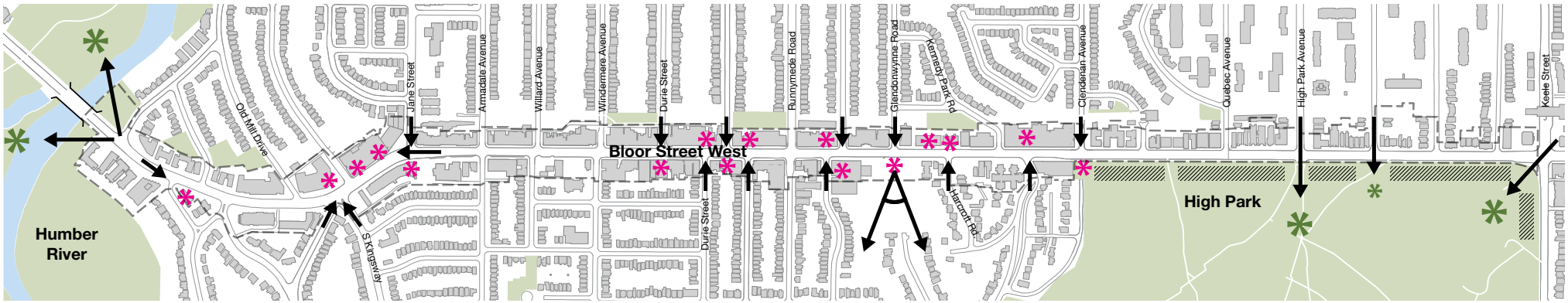


Views + Vistas

Topography

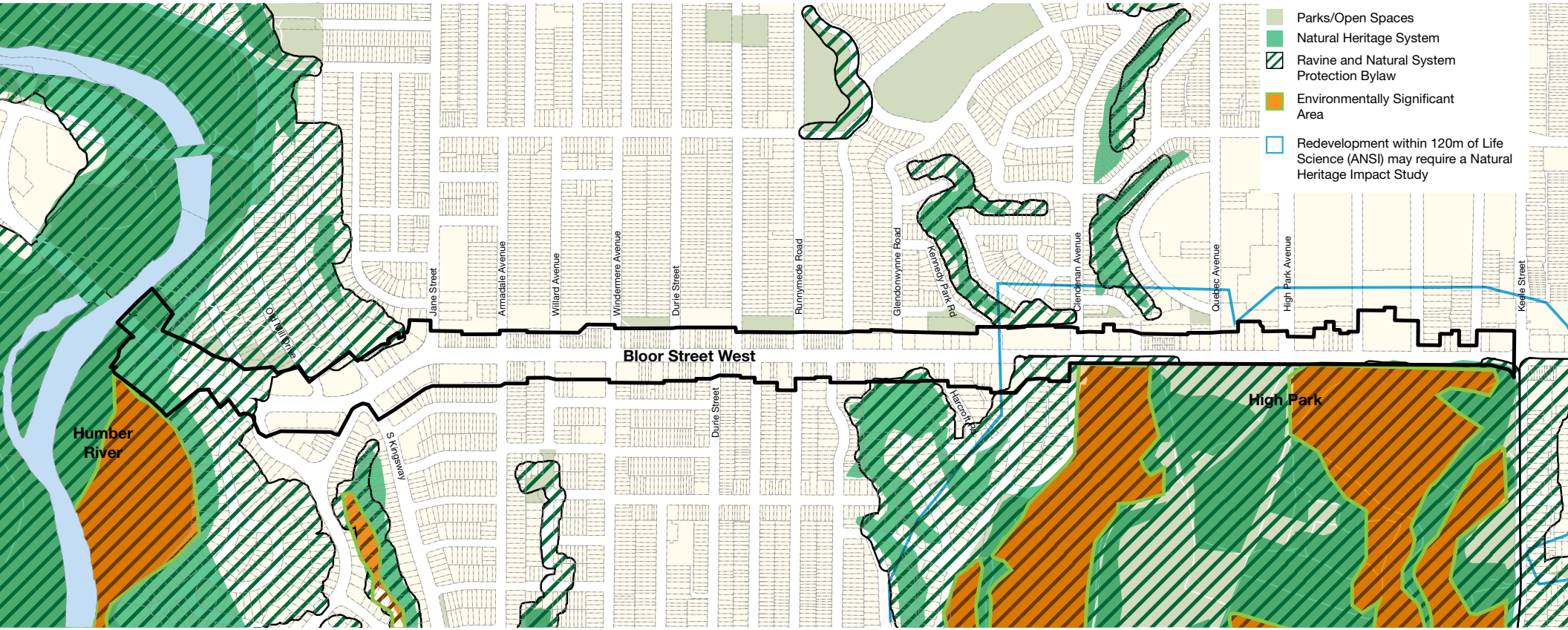
Offset street grid / Views of Natural Heritage Areas and Heritage Resources

Heritage Buildings



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**



Bloor West Village Avenue Study / Phase 2 Charrette

Built Form Exercises

Built Form Exercises:
3 x 30 minutes

Built Form Exercises: Study Segments


LCBO
opticalthirty8


HOTEL

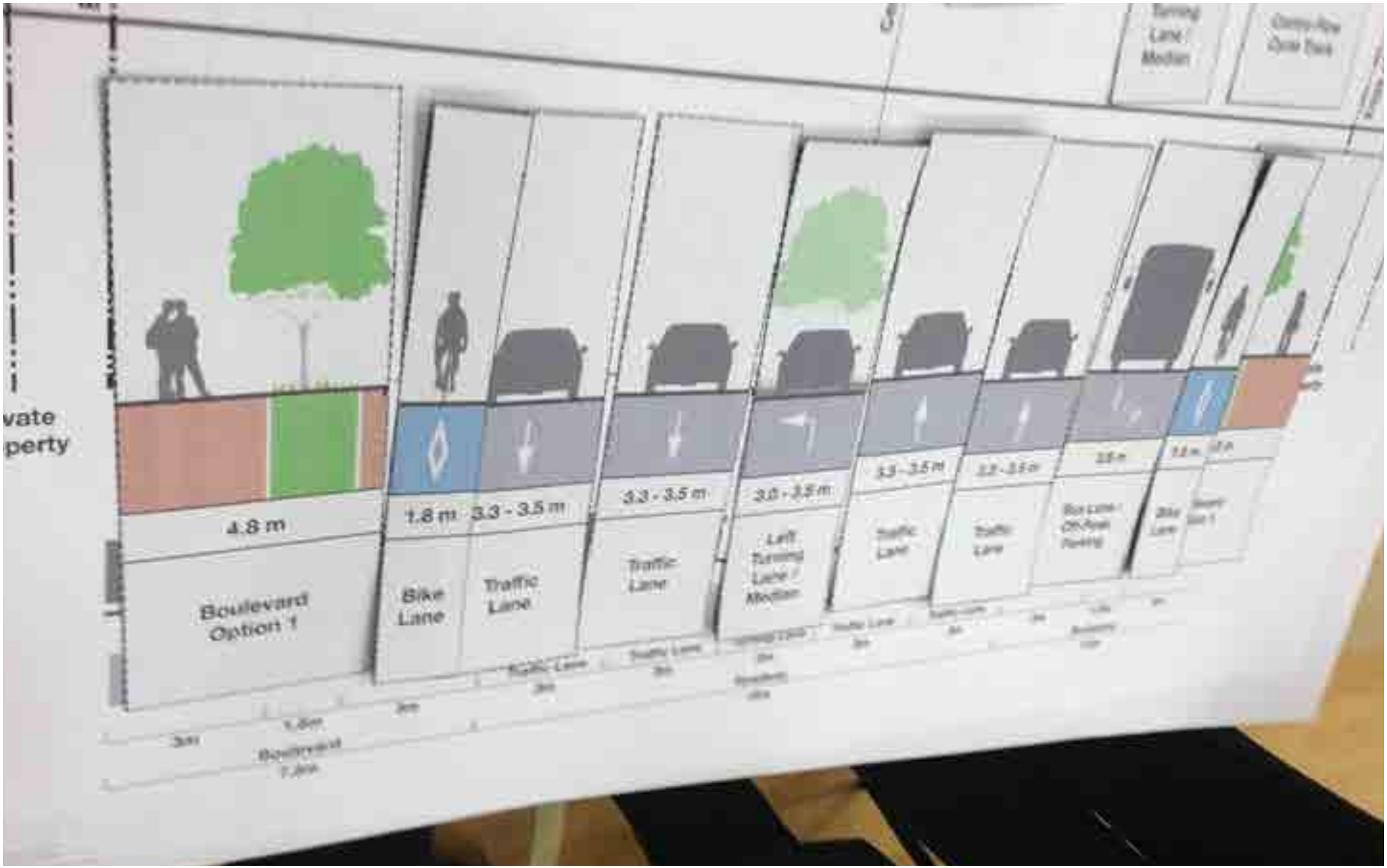
Sample Questions: Built Form Exercises

- Testing the basic guideline of mid-rise buildings along the Bloor West Village properties. What works? What needs to be changed?
- Where might additional height work and not work?
- How should new built form transition to adjacent areas?
- How do the sites on either side of the street differ? How are they the same?
- What opportunities are possible to enhance placemaking and the quality of the public realm?

Bloor West Village Avenue Study / Phase 2 Charrette

Street Design Exercise

Street Design Exercise:
30 minutes



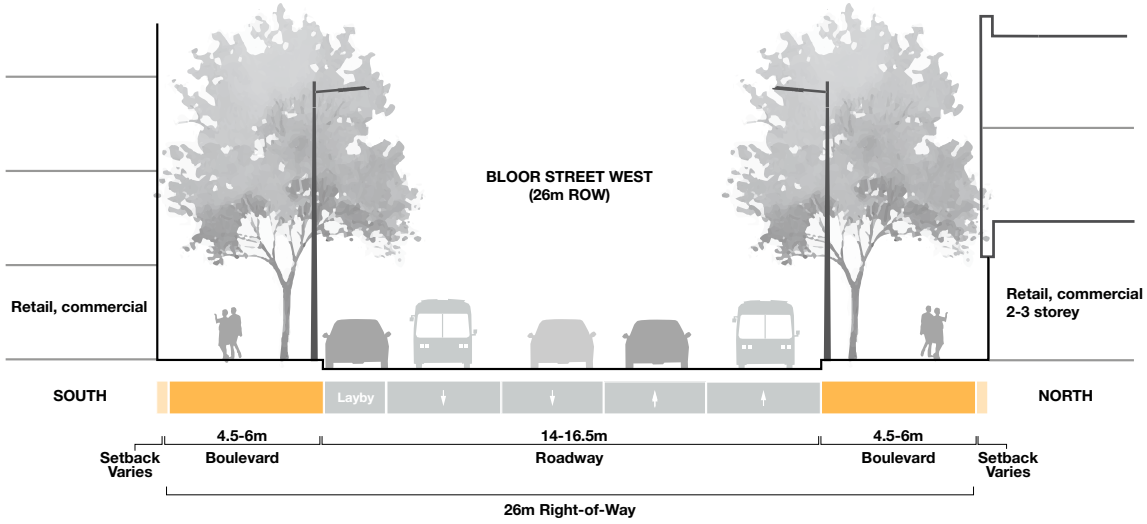
High Park Frontage

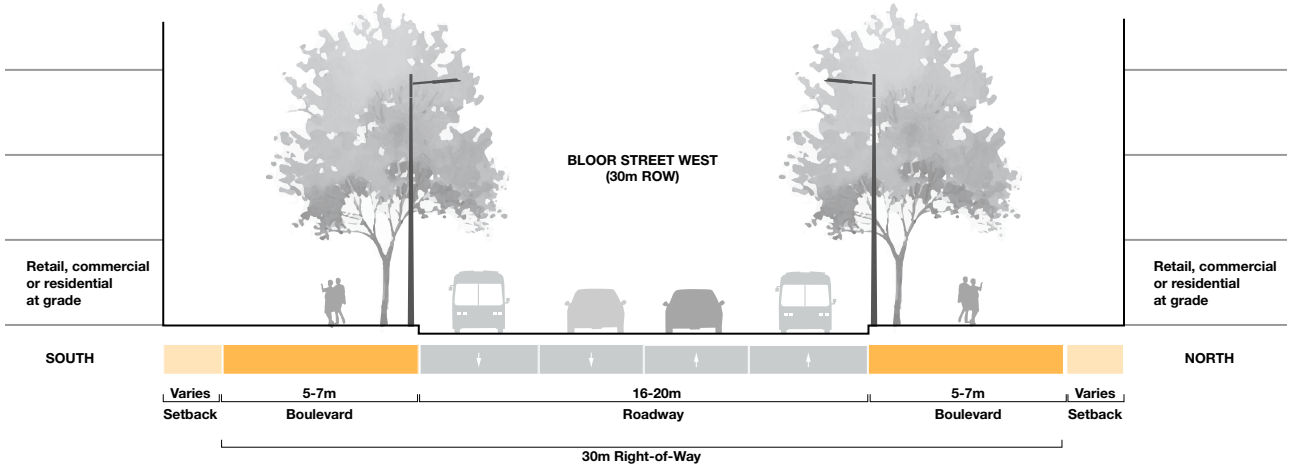
Avenue / Main Street (26m ROW)

Avenue / Main Street (30m ROW)

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**





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

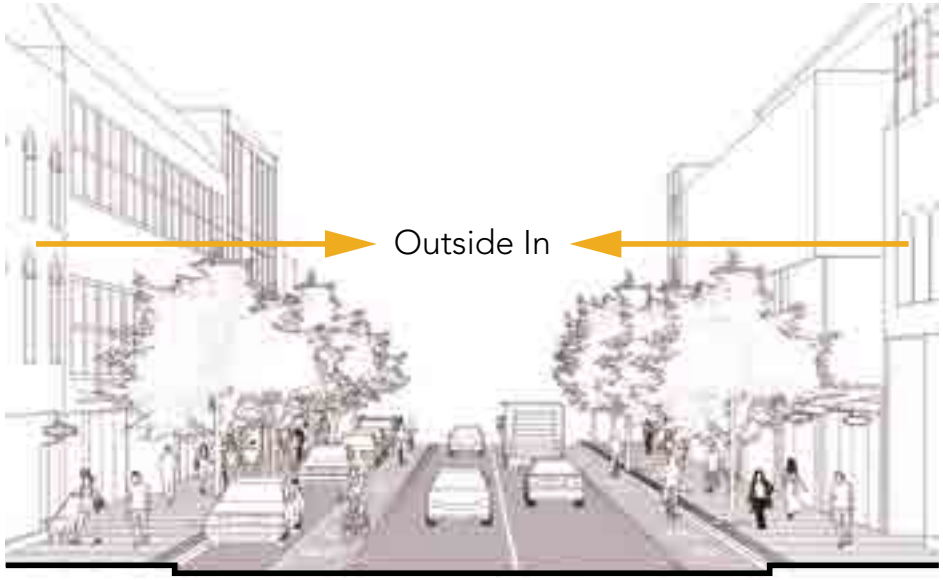
Multiple entrances and canopies

Clutter

Street Design Goals Have Changed

THEN

Auto-Mobility
Automobile Safety



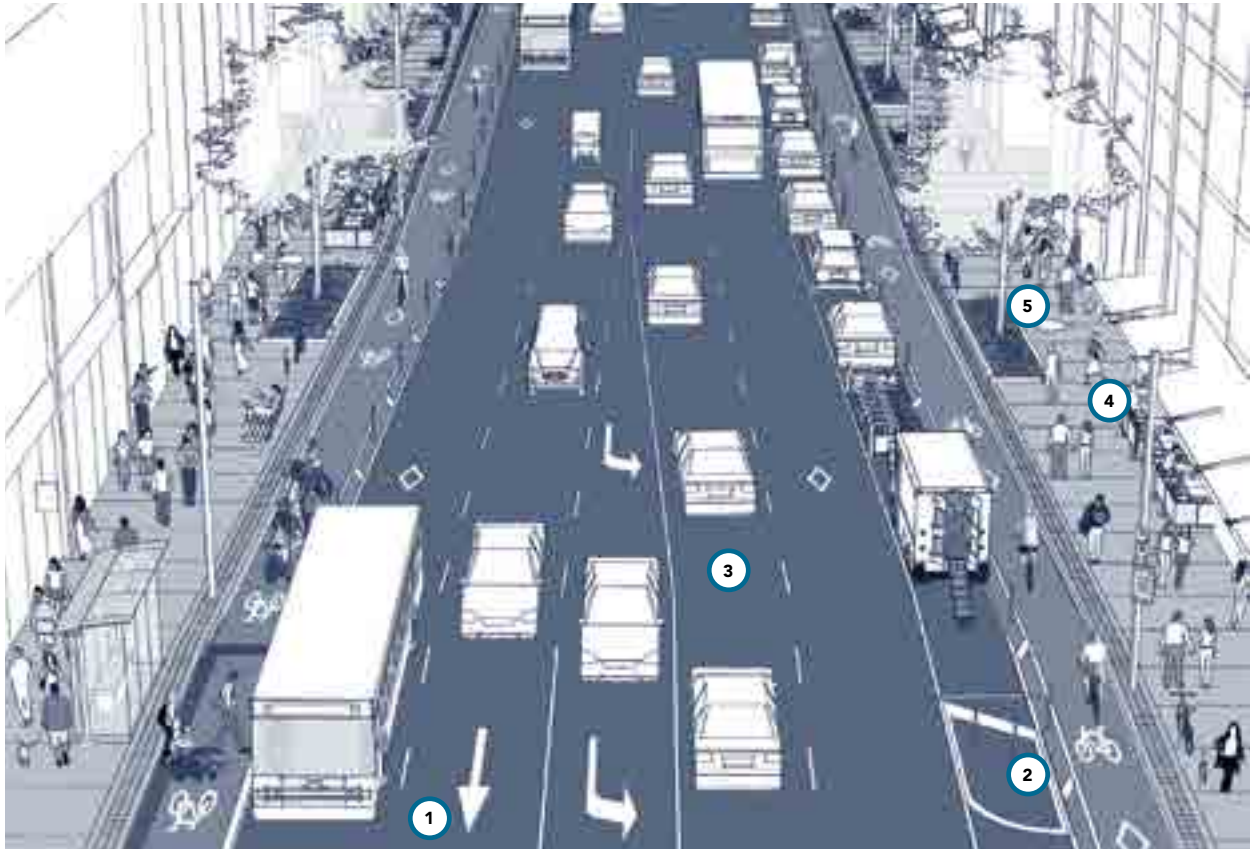
NOW

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

Source: Toronto Complete Streets Guidelines (2017: Draft)

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

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.

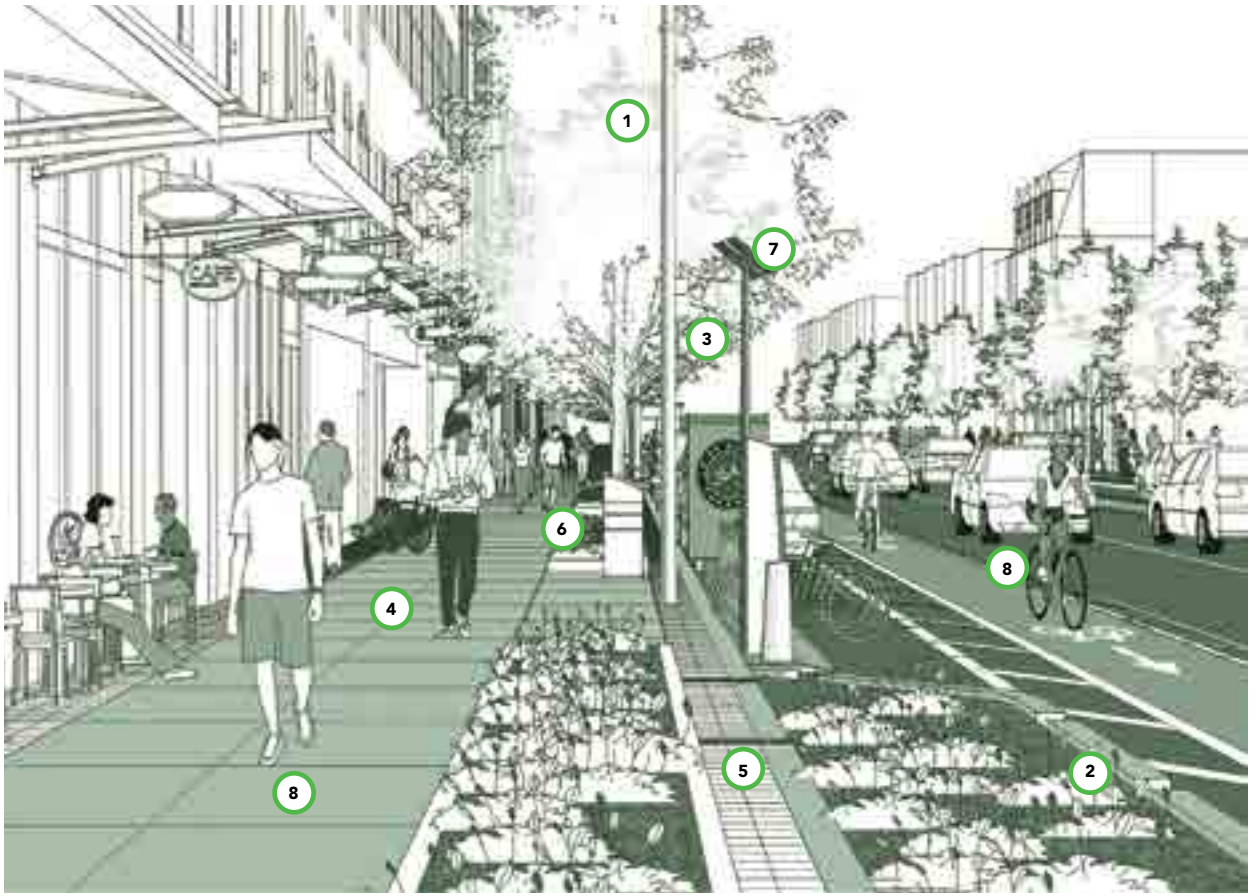
6. Greening Infrastructure and Stormwater Management. Incorporate passive stormwater measures in boulevards where possible. Divert stormwater into rain gardens, planting beds, or permeable paving in the boulevard to reduce potential for ponding. Green infrastructure enhances the quality of the street 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.

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

Sample Questions: Street Design Exercise

- What cross section elements do you think are most important to support the kind of place Bloor West Village is today and in the future?
- What are the possible arrangements of elements to best support overall transportation needs and placemaking?
- What opportunities are possible to enhance the quality of the public realm?
- What opportunities do you think are possible on the side streets that intersect with Bloor West?

Charrette Agenda

No.	Item	Duration
1.0	Welcome and Introductions	10 minutes (9:30am - 9:40am)
2.0	Introductory Presentation	20 minutes (9:40am - 10:00am)
3.0	Planning and Design Exercises	2.25 hours (10:00am - 12:15pm)
	Dinner Break	45 minutes (12:15pm - 1:00pm)
4.0	Synthesis Exercise	1 hour (1:00pm- 2:00pm)
5.0	Reporting Back	45 minutes (2:00pm - 2:45pm)
6.0	Wrap-Up and Next Steps	15 minutes (2:45pm - 3:00pm)

Bloor West Village Avenue Study / Phase 2 Charrette

Synthesis Exercise

Synthesis Exercise: 60 minutes

- **Four Groups**
- **A Common Vision for Entire Study Area**
  - » Built Form
  - » Street Design
  - » Placemaking
- **Nominate a speaker and note taker for reporting back**

Charrette Agenda

No.	Item	Duration
1.0	Welcome and Introductions	10 minutes (9:30am - 9:40am)
2.0	Introductory Presentation	20 minutes (9:40am - 10:00am)
3.0	Planning and Design Exercises	2.25 hours (10:00am - 12:15pm)
	Dinner Break	45 minutes (12:15pm - 1:00pm)
4.0	Synthesis Exercise	1 hour (1:00pm- 2:00pm)
5.0	Reporting Back	45 minutes (2:00pm - 2:45pm)
6.0	Wrap-Up and Next Steps	15 minutes (2:45pm - 3:00pm)

Next Steps

- **Develop Draft Alternatives**
  Informed by Charrette and other input recieved to date

- **Design Review Panel**
  Friday April 21

- **Local Advisory Committee Meeting #1:**
  Draft Design Alternatives
  Monday April 24

- **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

Greg Byrne
Senior Planner
416-394-8238
Greg.Byrne@toronto.ca

Allison Reid
Senior Urban Designer
416-392-1295
Allison.Reid@toronto.ca

Councillor Sarah Doucette
416-392-4072
councillor_doucette@toronto.ca

www.toronto.ca/bwv-avenuestudy

[FINI]