

Public Open House_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 26, 2017

dtah

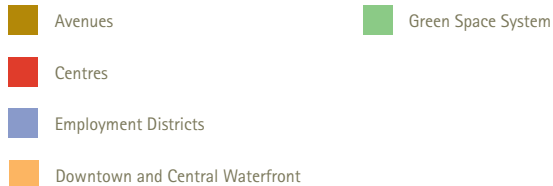
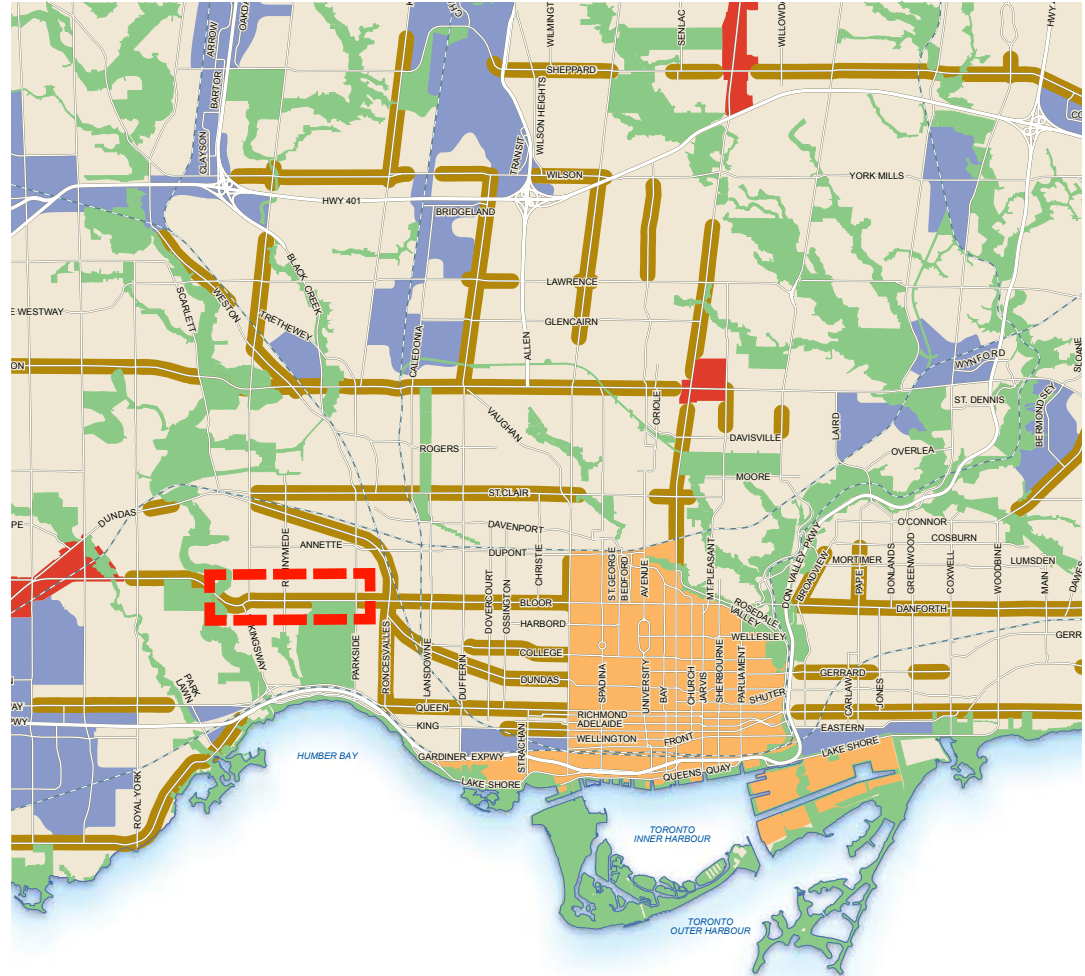
Public Open House 02_Agenda

- 1. Introduction**
- 2. Updates**
- 3. Explorations**
- 4. Discussion**
- 5. Next Steps**

What is an Avenue?

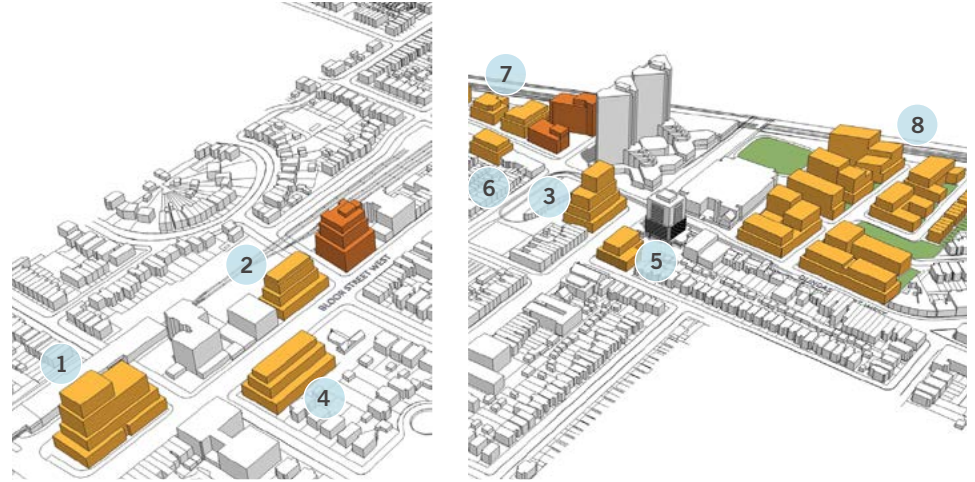
Defined by City of Toronto Official Plan

- 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

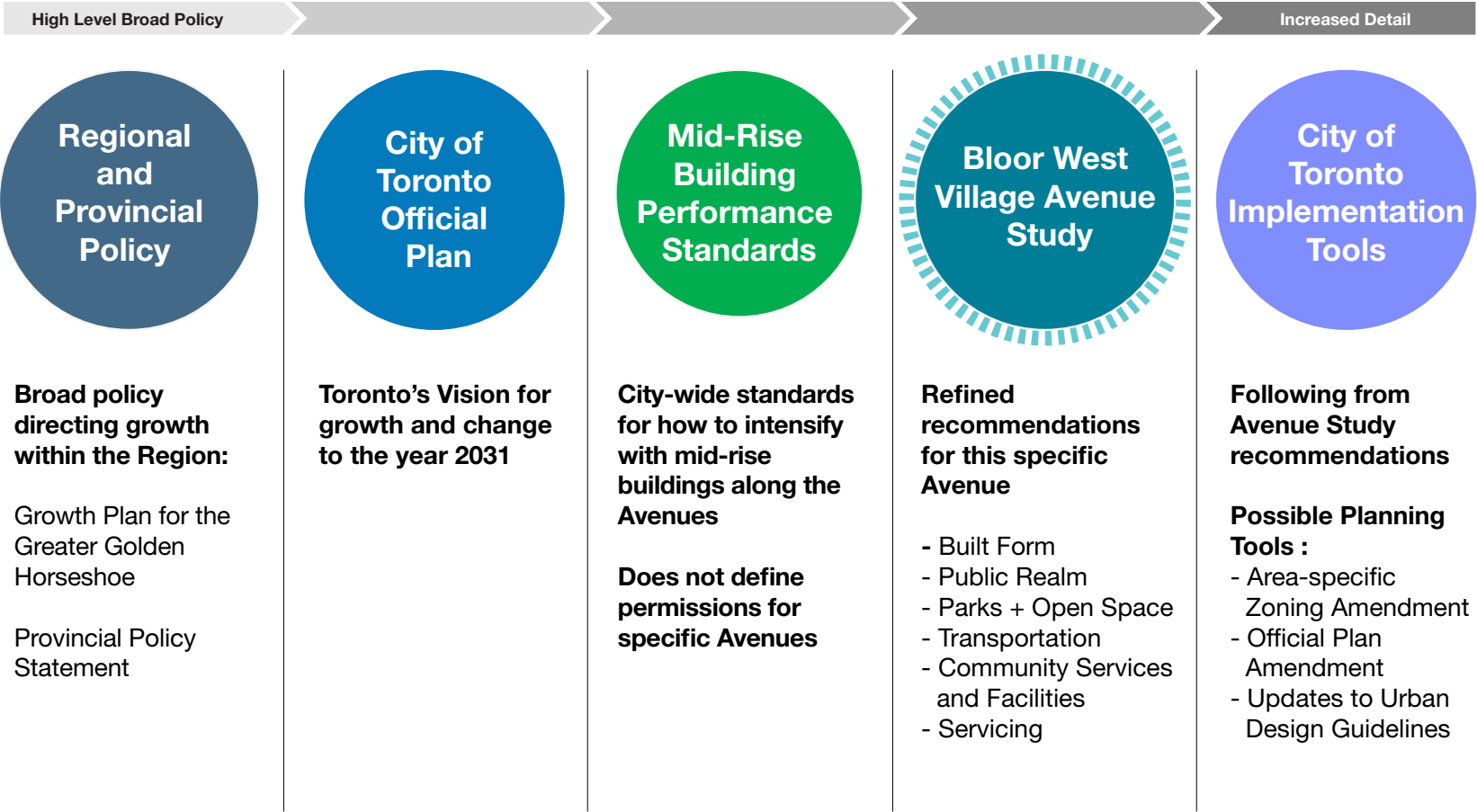


Bloor-Dundas 'Avenue' Study (2009)



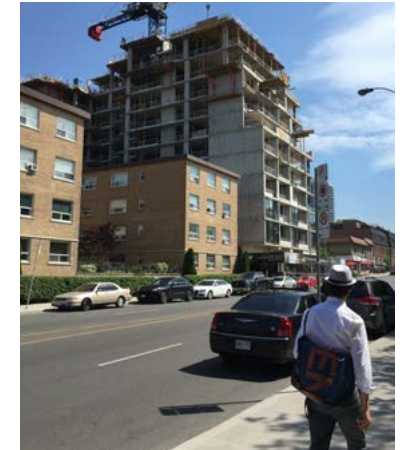
Dufferin Street Avenue Study (2014)

What is an Avenue Study?



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



Project 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**
- » **provide guidance to property owners and city staff for evaluating development applications**
- » **to guide the City with public realm improvement projects**
- » **to guide servicing infrastructure improvements**
- » **to support transportation choice and network improvements in this part of the City**

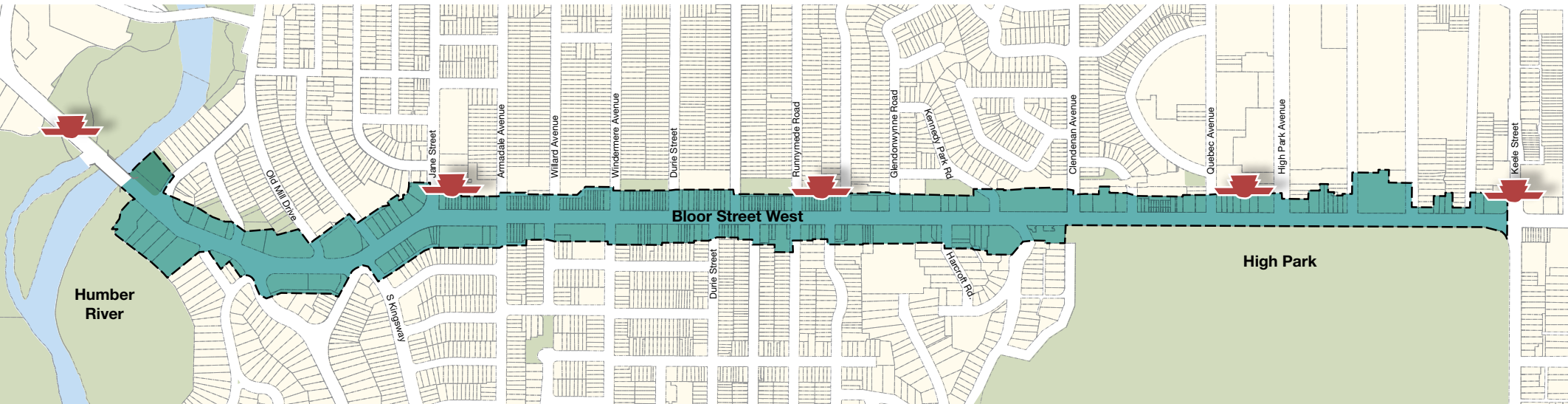
Avenue Study Area

From Humber River to
Keele Street: 2.7 kilometres in length

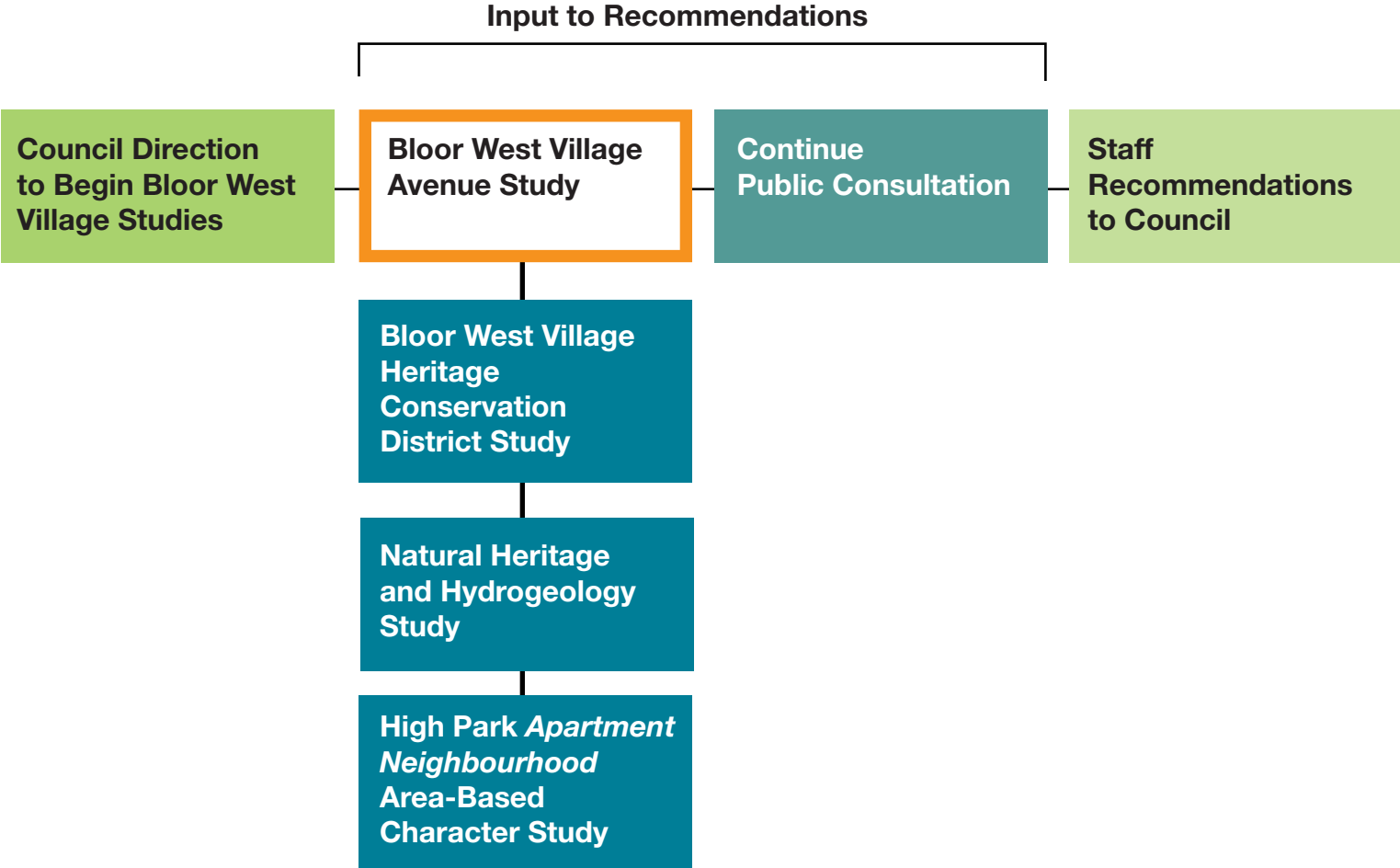
Over 240 properties that
address Bloor Street West

BIA: Over 400 members

5 TTC Stations that serve Study Area
(Old Mill, Jane, Runnymede, High Park, Keele)



Parallel Initiatives



Parallel Initiatives

Natural Heritage Study

Draft Terms of Reference
prepared and being
reviewed by TRCA and
Toronto Water

Begin study Summer 2017

Will inform Avenue Study
recommendations

Heritage Conservation District Study

Request for Proposal for
release June 2017

Will not likely inform
Avenue Study
Recommendations

High Park Apartment Neighbourhood Character Study

Currently underway

Will inform Avenue Study
recommendations

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)

How We Will Make Decisions

What We Have Heard

Public Meetings

Design Review Panel

Design Charrette

Local Advisory Committee

Communications

Discussions with Staff

Professional Expertise

Experience from similar projects in other parts of Toronto and Ontario and an understanding of the local issues and context

Understanding of Policy Context

Provincial and
Regional Policies

City of Toronto Official Plan

Built Form Policies

Transportation and
Street Design Policies

Green Design Policies

Context Sensitive Design

Existing Context

Higher Order Transit
with Five Subway Stations

Village Main Street:
Mostly 2- 3 Storeys

East and West of Main
Street: Taller Buildings

Road Classification:
Arterial

Planned Context

Transit Supportive
Intensification

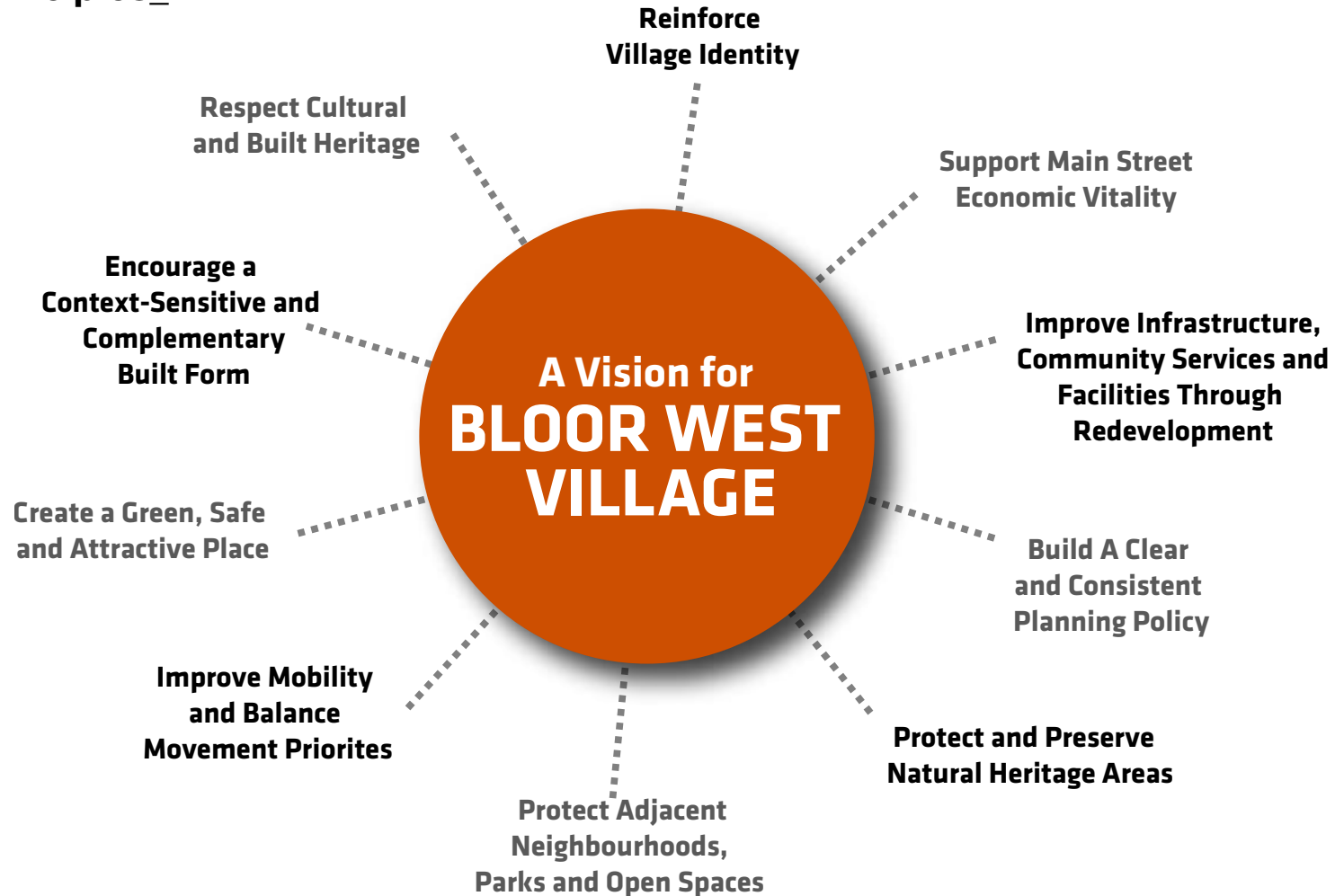
Midrise Buildings and Other
Forms of Intensification --
Informed by Avenue Study

Complete Street Type:
Neighbourhood Main Street

What We Have Heard So Far



Guiding Principles_DRAFT



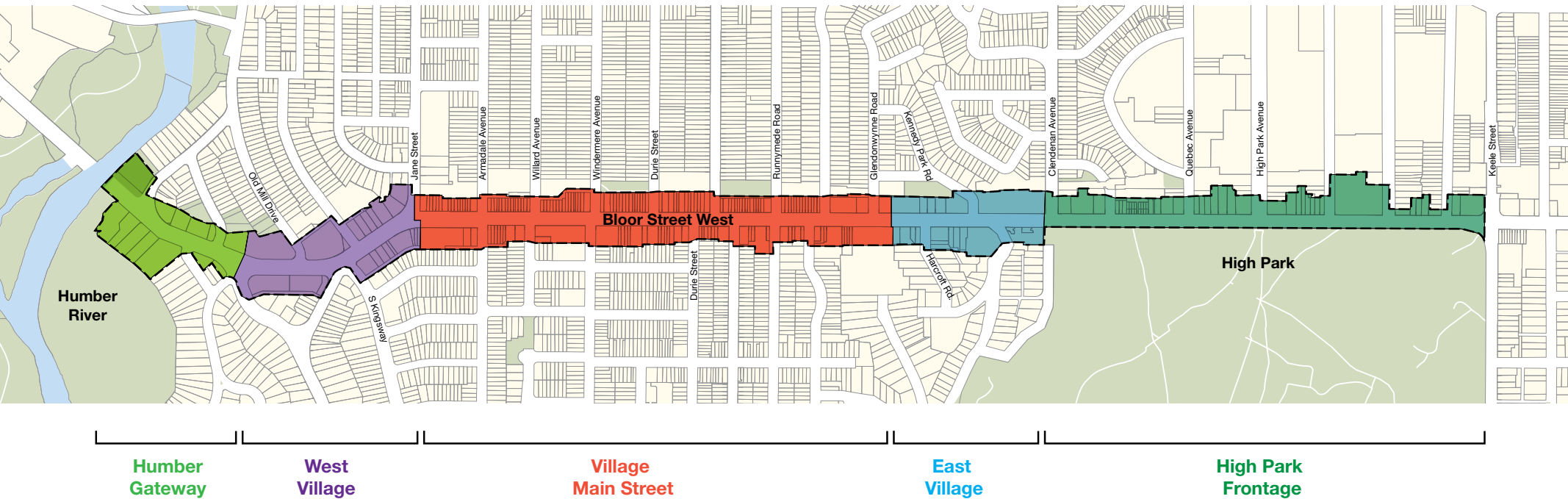
Guiding Principles_What We've Heard So Far

- General support for the principles
- Mostly comments about using stronger language in narrative:
 - » “Protect” Village Character vs “Enhance, Reinforce, or Support”
 - » “Shall” or “Will” vs “Should” Preserve and Protect Natural Heritage Areas
 - » “Build an Area Specific Amendment/ Bylaw that respects and compliments the appropriate zoning of Bloor West Village and adjacent *Neighbourhoods*”
- Suggestions
 - » Add more about “Appropriate Intensification” in other principles
 - » add “Protect Sunlight and Skyview” as a principle (this is a Performance Standard)
 - » Don’t need to treat both sides of street the same way
 - » Suggestion to better understand economic impacts of prescribed heights and setbacks
 - » Add architectural heritage preservation principle

Avenue Study Character Areas

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

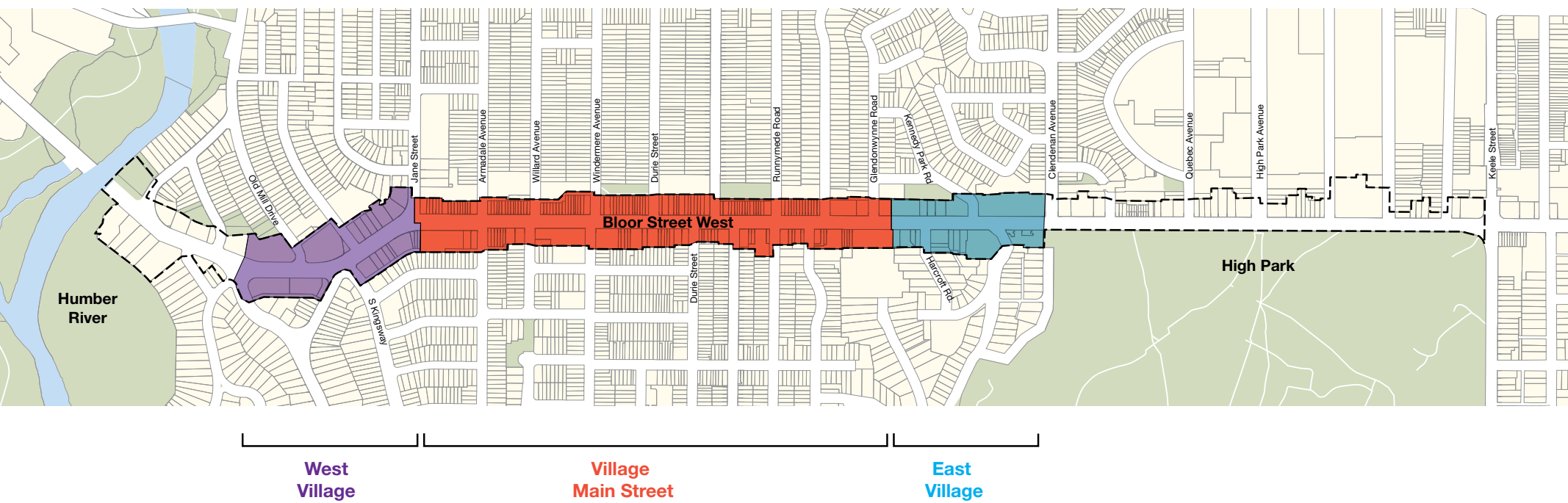
Helpful to structure discussion and future Avenue Study recommendations.



Focus Character Areas for Public Open House_02

Recommendation to Remove *Avenues* from Humber Gateway Character Area to reduce any confusion about intent.

Recommendations for High Park Frontage Character Area to follow. Will be informed by Natural Heritage Study.



Explorations

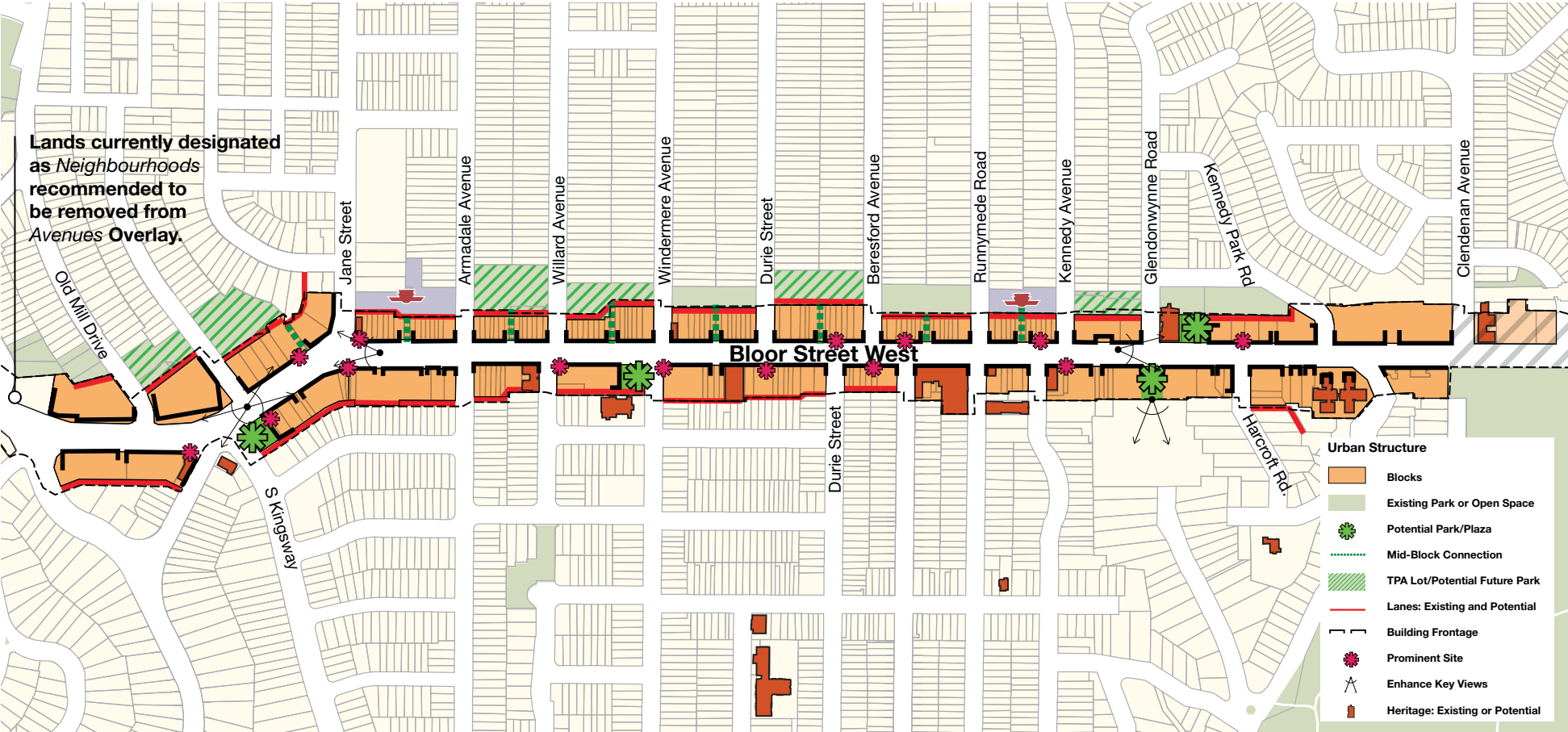
Framework Plan

Built Form

Land Use

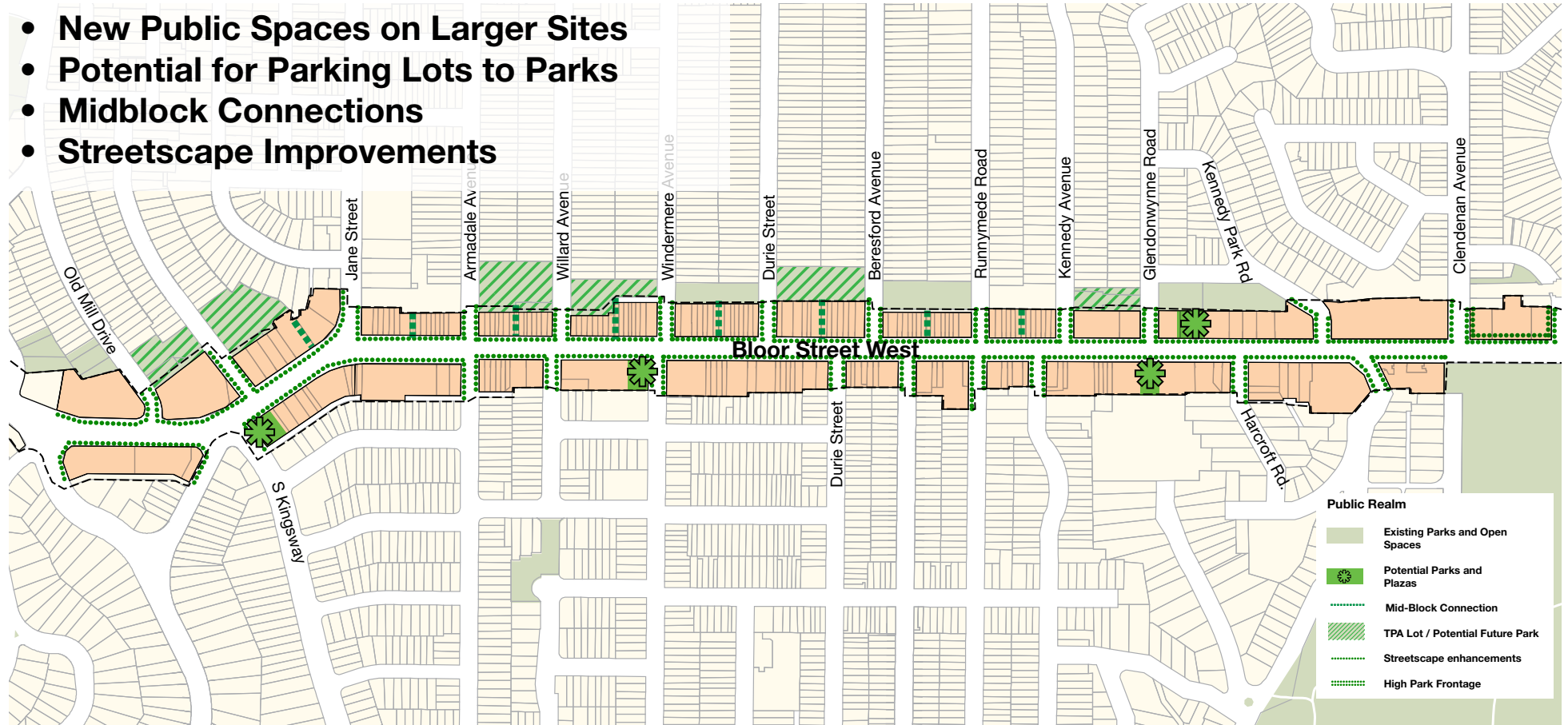
Street Design and Transportation

Framework_Urban Design-DRAFT



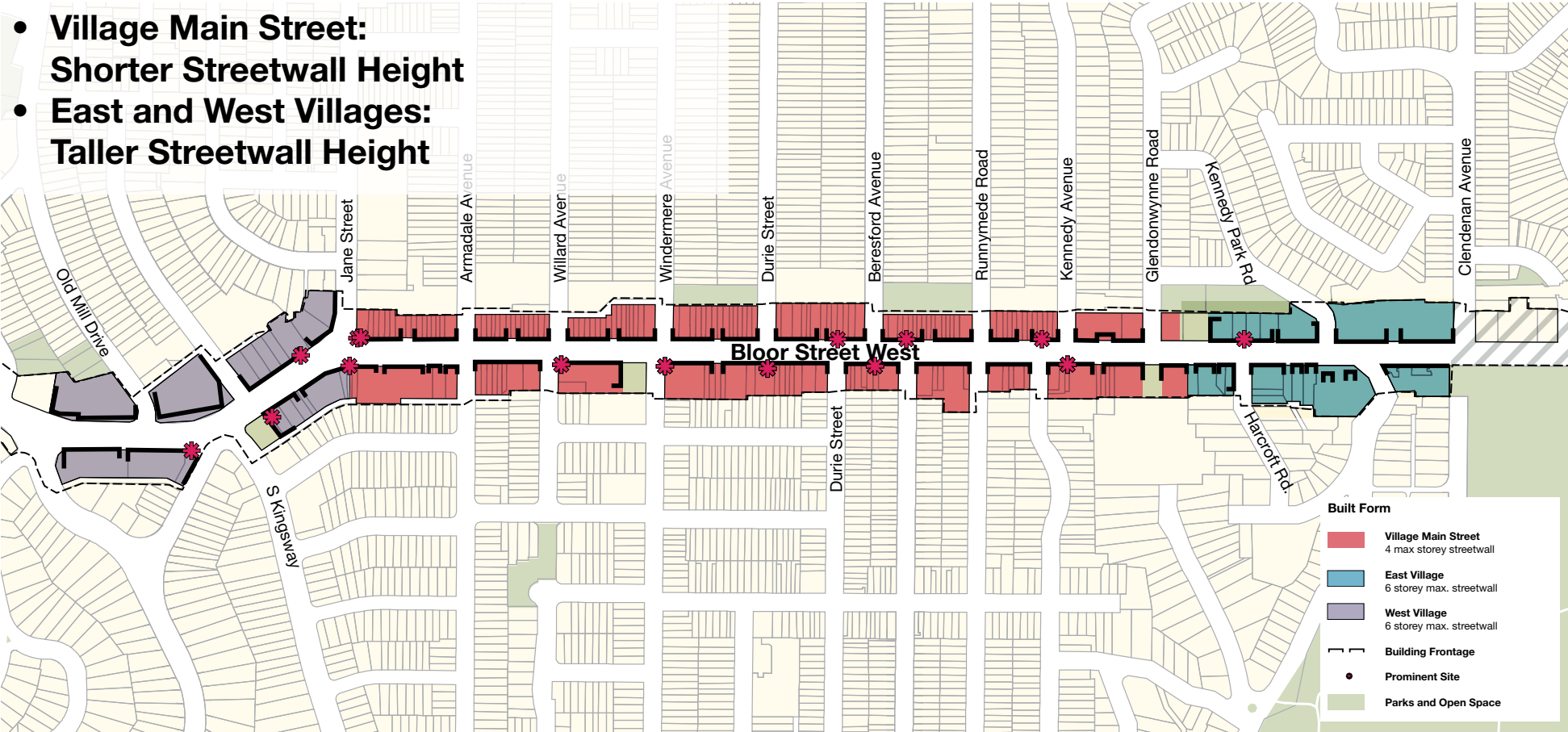
Framework_Public Realm_DRAFT

- **New Public Spaces on Larger Sites**
- **Potential for Parking Lots to Parks**
- **Midblock Connections**
- **Streetscape Improvements**



Framework_Building Heights_DRAFT

- Village Main Street:
Shorter Streetwall Height
- East and West Villages:
Taller Streetwall Height



Built Form

Built Form_What We've 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**
- 4. Clear rationale for height and different transitions**
- 5. Consider emerging context alongside existing context**
- 6. Midblock connections and laneways should be safe and comfortable**

Built Form_Policy Context

Provincial Policy

Intensification along
transit routes

Official Plan

Avenues:
corridors for
transit
supportive
intensification

Existing Zoning

Permissive
heights in MC-R
Zoning: 14.0m
(3-5 storeys)

Midrise + Avenues Performance Standards

Anticipated heights not
permissive

Minimum height: 3 storeys

Maximum height 1:1 ratio
related to street right-of-way

27m ROW=27m height
(6-8 storeys)

30m ROW=30m height
(7-9 storeys)

Midrise Addendum 2016

Anticipated heights not
permissive

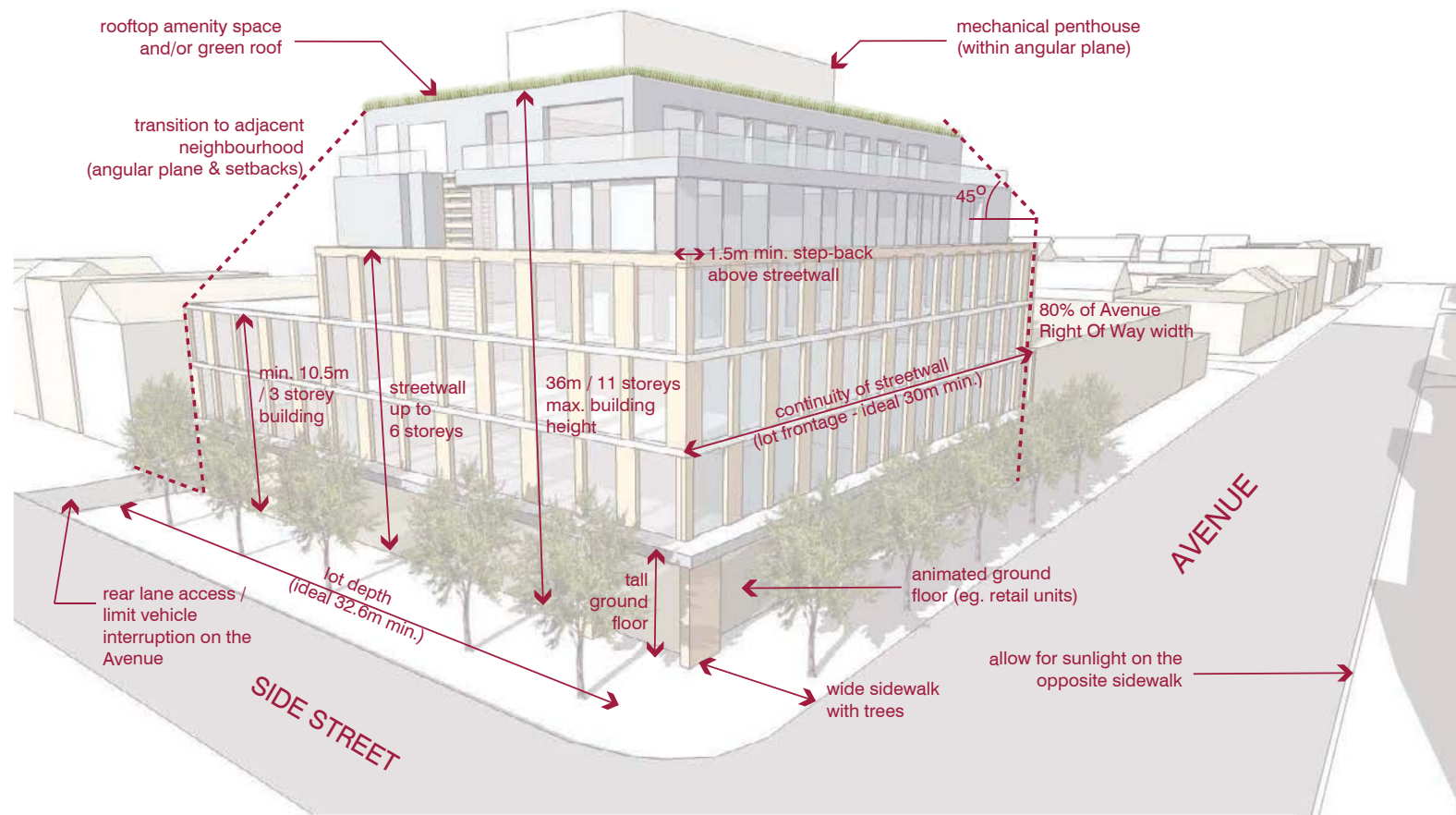
Lower heights in
Avenues Character
Areas

Maximum height 80%
related to street
right-of-way

27m ROW=21.6m height
(5-6 storeys)

30m ROW= 24m height
(6-8 storeys)

Midrise Buildings_Key Performance Standards



Existing Building Types



Main Street Mixed Use



Heritage



Mid-Rise Apartments



Taller Buildings



Townhouses



Mixed Use Commercial Office



House Forms



Low-Rise Apartments

Forms of Intensification



Forms of Intensification



Forms of Intensification

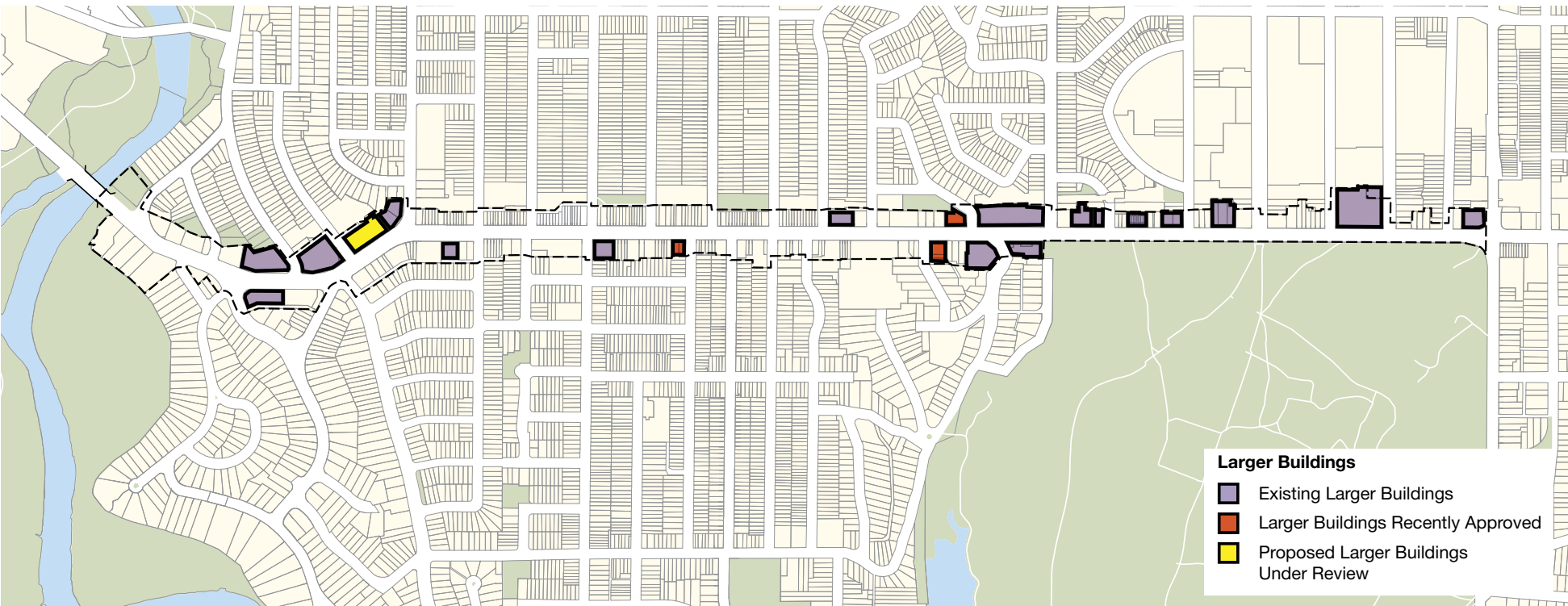


Managing and Balancing Incremental Change



Recent Development and Larger Buildings

Most of the larger buildings and recent development activity is to east and west of the Village Main Street



Recent Development and Larger Buildings: Parcel Depth



**Old Mill
(2 projects)**
West Village

10 and 12 storeys

*Angular plane from
northside of parking
lot



**2115 Bloor
at Harcourt**
East Village

8 storeys

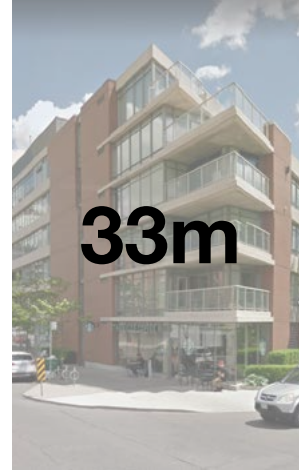
*added residential
property to make
site deeper



**Grenadier
Seniors**
East Village

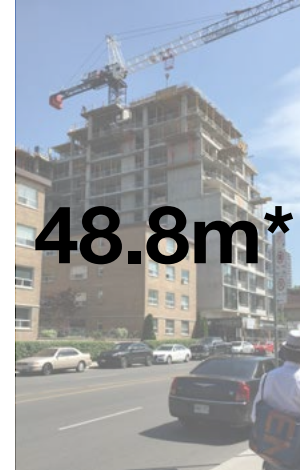
8 storeys

*open subway
corridor to north



**383 Ellis Park
(Bloor at Ellis Park)**
East Village

6 storeys on Bloor
9 storeys in back
due to topography



**The High Park
(Bloor at Parkview)**
High Park Frontage

11 storeys

*added residential
property to make
site deeper and
open subway
corridor to north



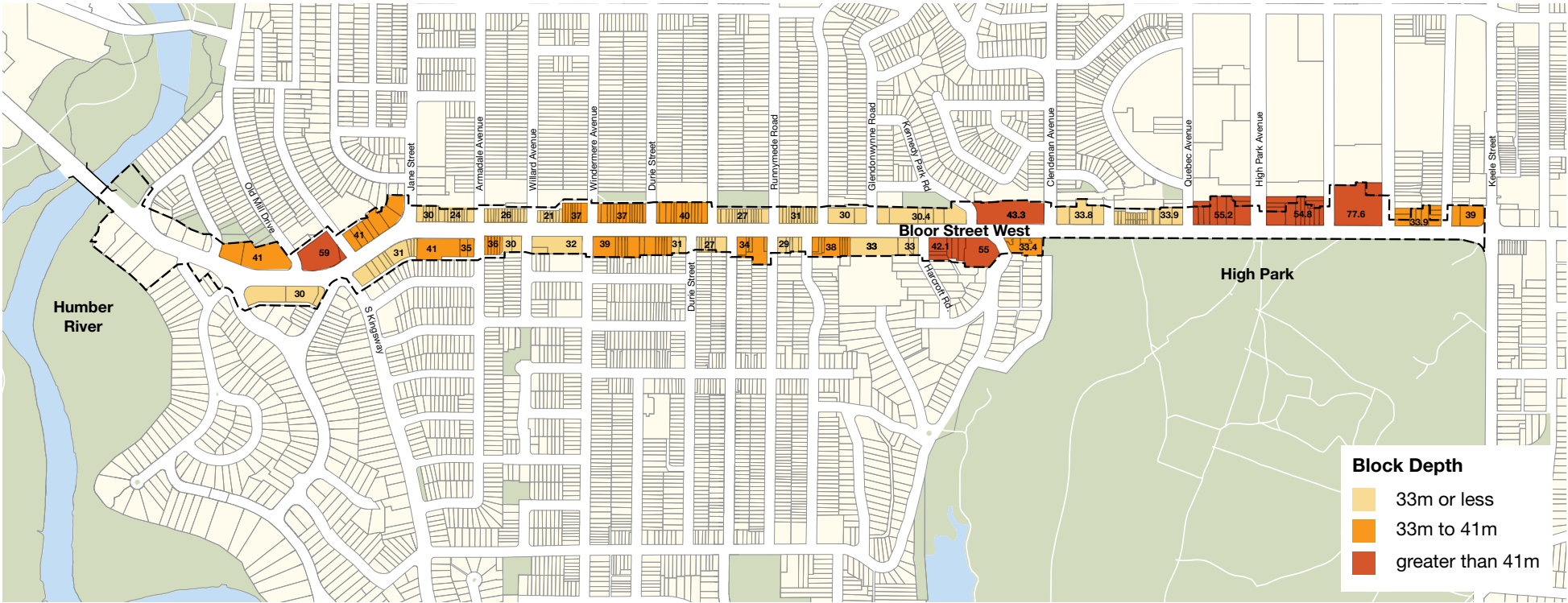
**Daniels High Park
(Bloor at Pacific)**
High Park Frontage

14 storeys

*40-year
consolidation of
properties and
subway corridor to
north

Site Conditions Inform What is Possible

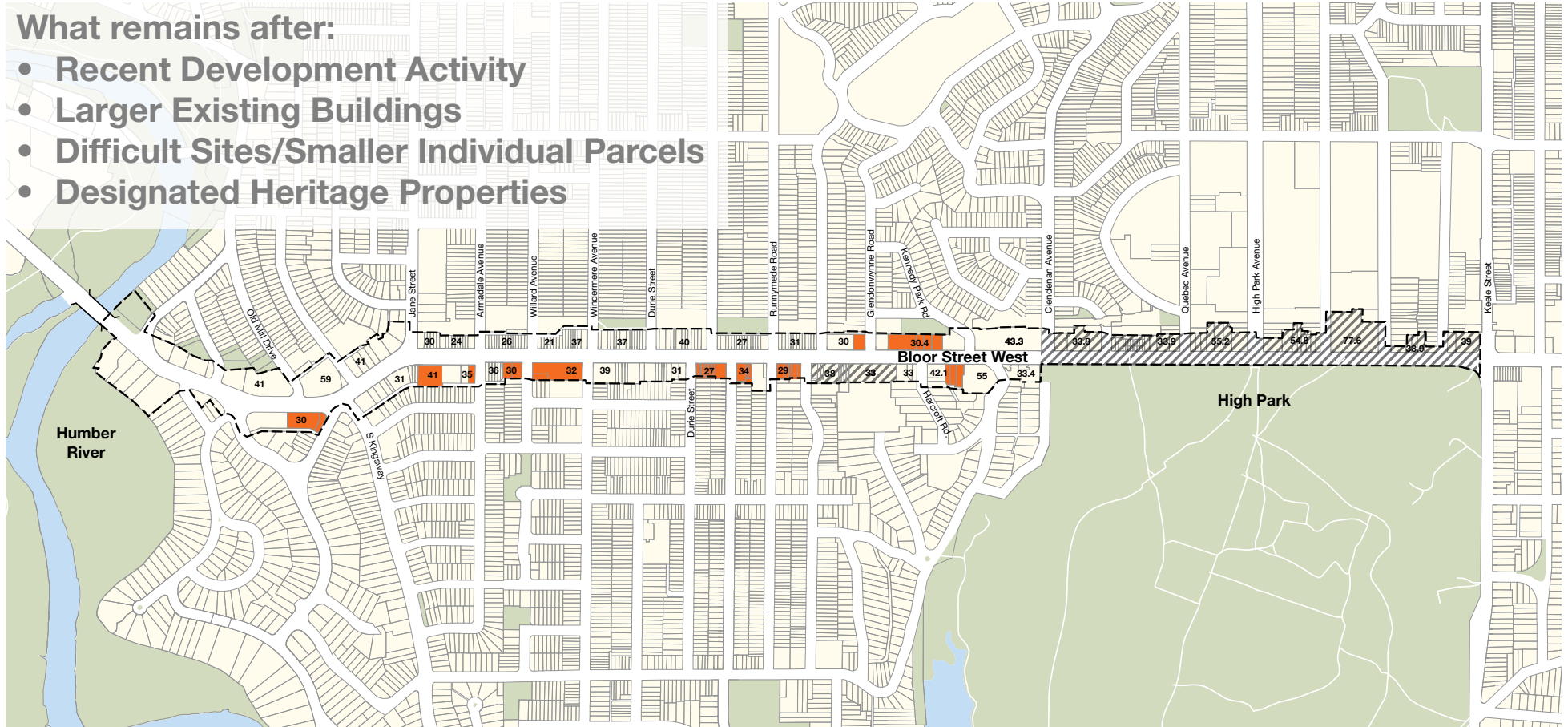
Main Street, East and West Villages
Average Parcel Depth=33m
Shallowest Parcel=21m / Deepest Parcel=59m



Opportunities for Change Over Time

What remains after:

- Recent Development Activity
- Larger Existing Buildings
- Difficult Sites/Smaller Individual Parcels
- Designated Heritage Properties



Guidelines_Massing

Focus of Tonight's Discussion

Front

Back

Between

**Sides +
Corners**

**Prominent
Sites**

Guidelines_Building Design
More Detail in Following Meetings

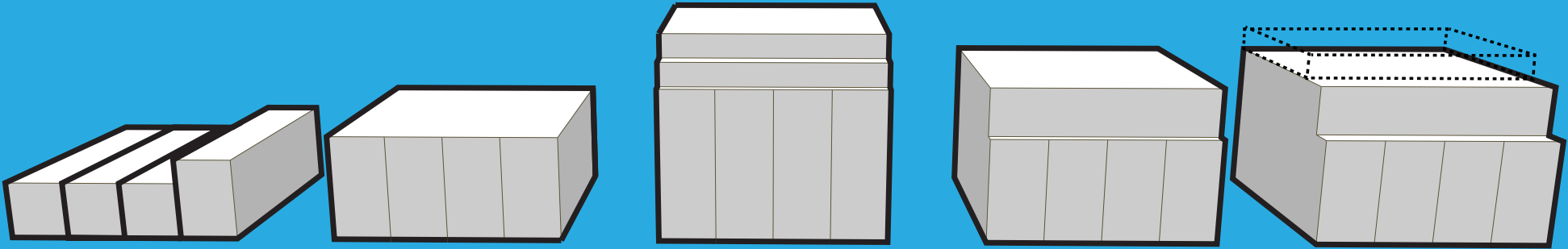
Pattern
Scale
Rhythm

Base
Middle
Top

Materials

Main
Street
Retail

Built Form_Testing



Existing

AOR

Midrise PS

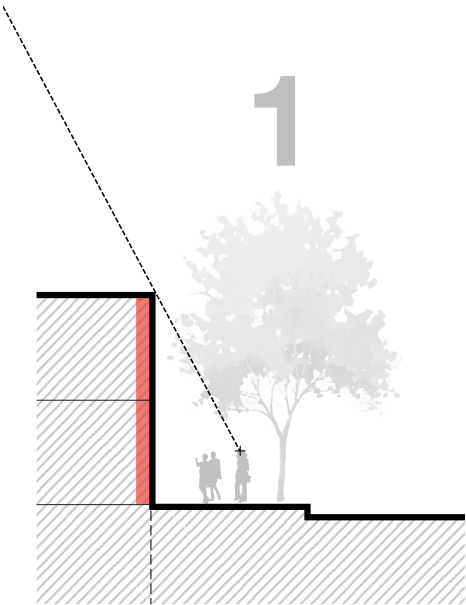
MR Addendum

BWV Options

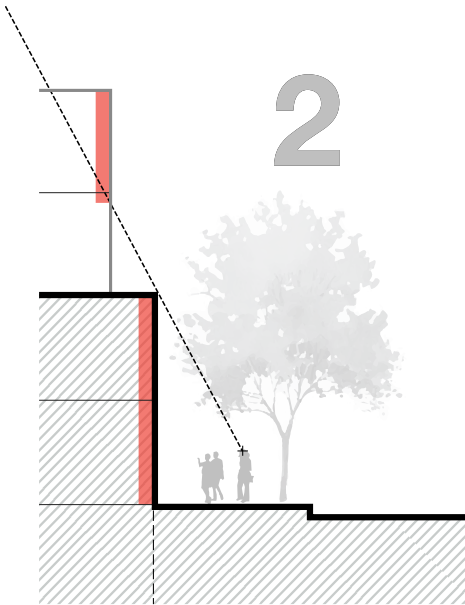
Front_Streetwall



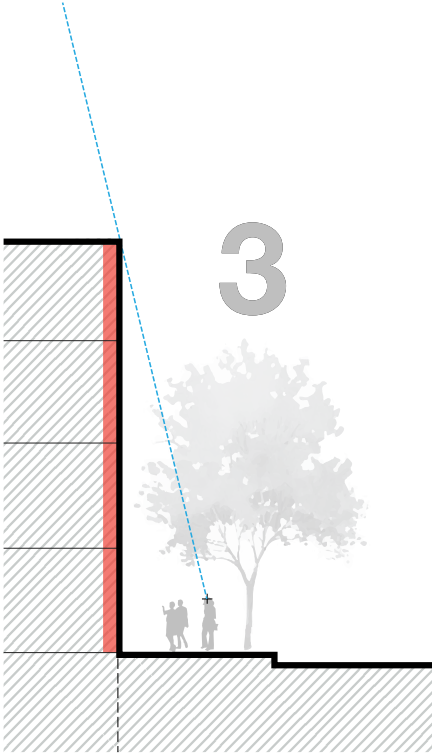
Front_Streetwall_01



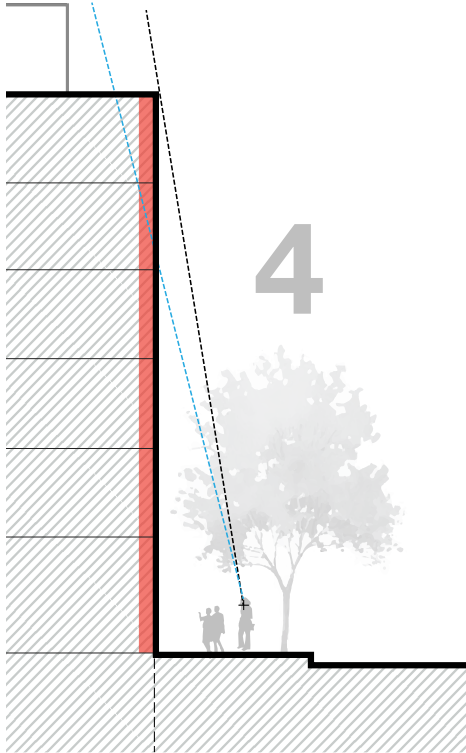
Existing
7.0 - 10.5m (2-3 st)



Addition
14.0m max (4 st)

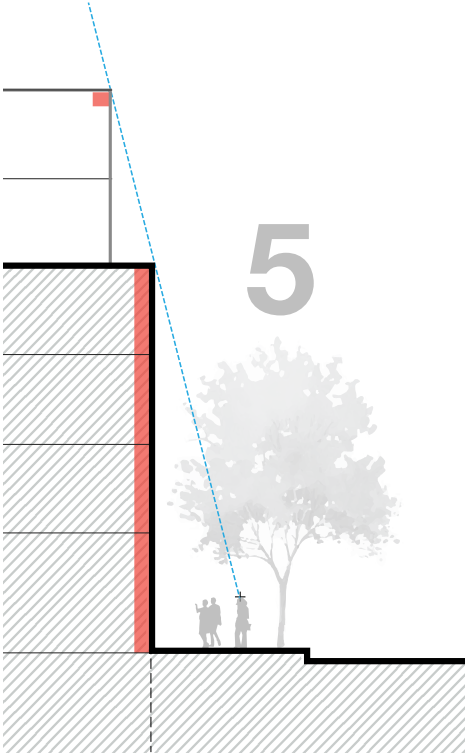


As-of-Right Zoning
14.0m max (4 st)
Angular plane at 13.0m

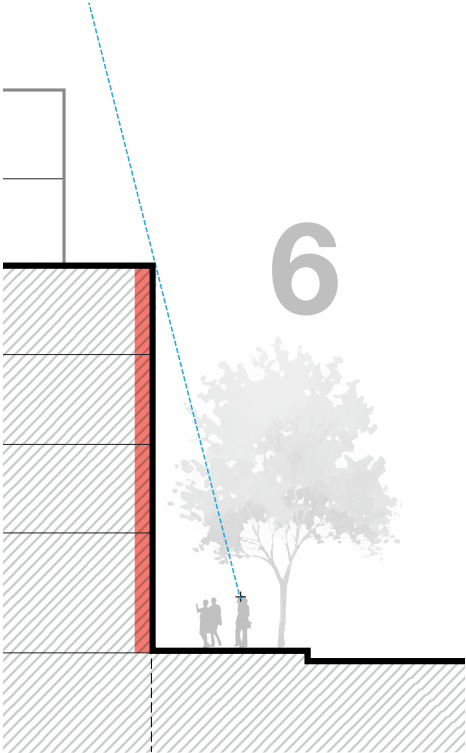


Midrise Performance Standards
Streetwall: 19.0m (6 st)
1.5 stepback
Angular plane at 80% (21.6m)

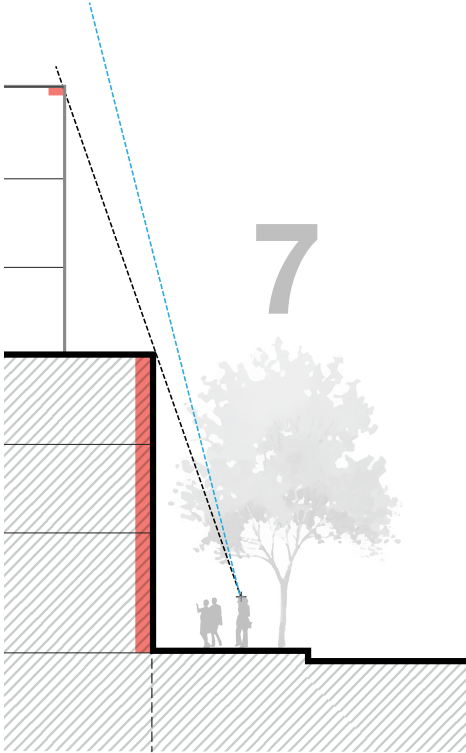
Front_Streetwall_02



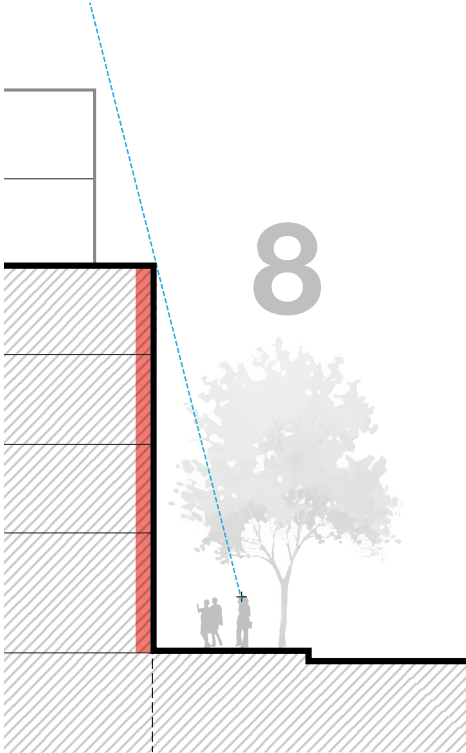
Midrise PS Addendum (2016)
Streetwall: 13.5m (4 st)
1.5m stepback



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

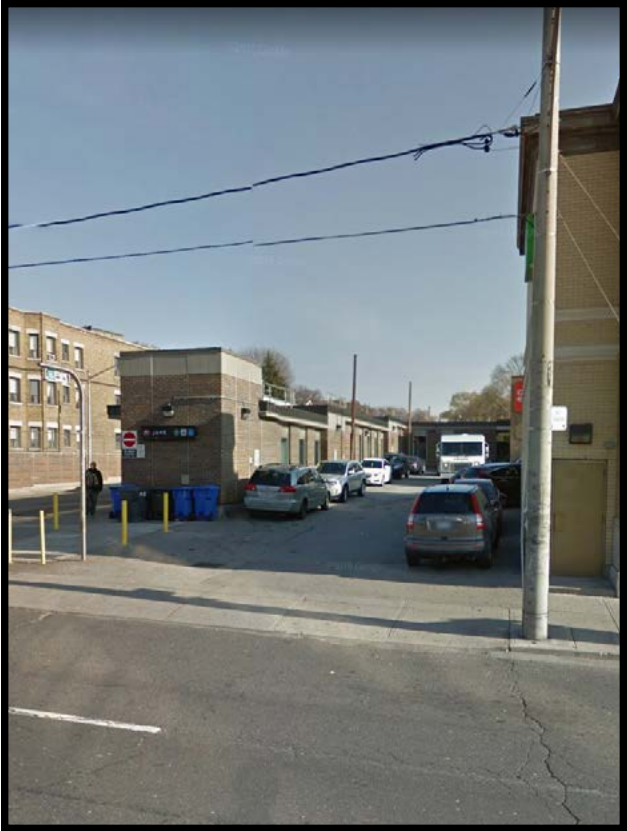


Bloor West Village 02
Streetwall: 10.5m (3 st)
3.0m stepback



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

Back_Transitions_Northside



Transit Stations



Rear Lanes/Parks



Driveways/Parking Lots

Back_Transitions_Southside



Rear Lanes



Driveways/Sideyards



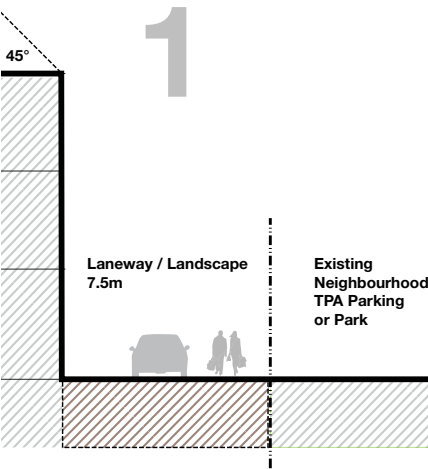
Small Setbacks/Rear Yards

**Base
Height**

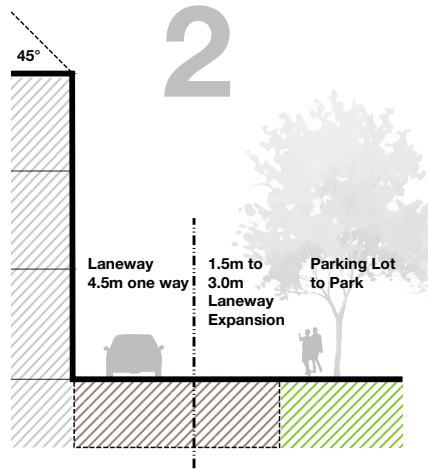
**Base +
Deeper
Floors**

**Base +
Deeper
Floors +
Additional
Height**

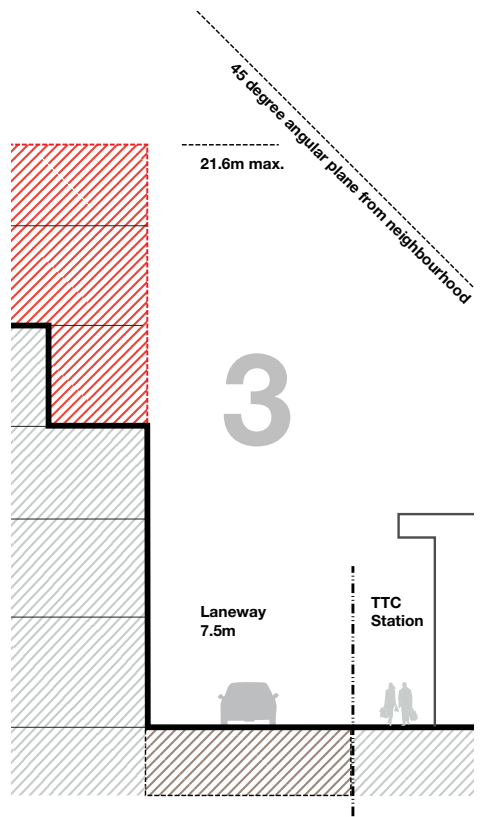
Back_Transitions



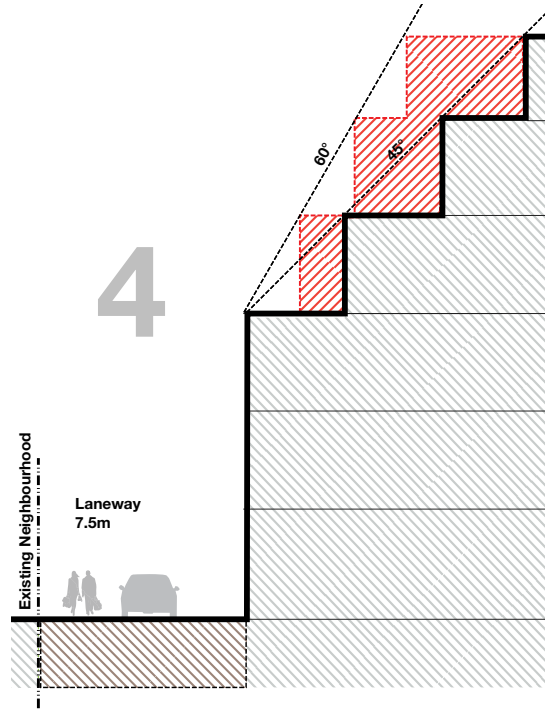
Existing TPA Parking or Park
7.5 Setback
10.5m Base Building
45 degree angular plane



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

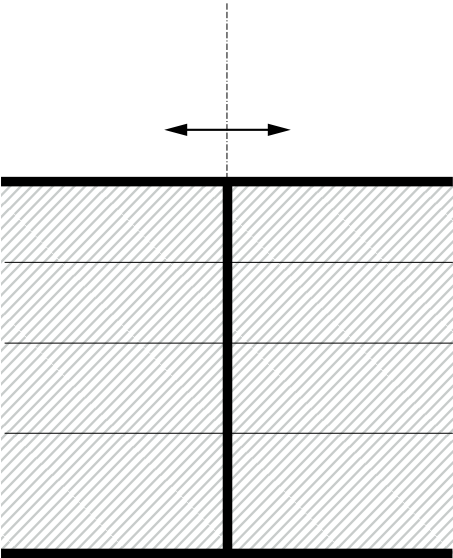
Between



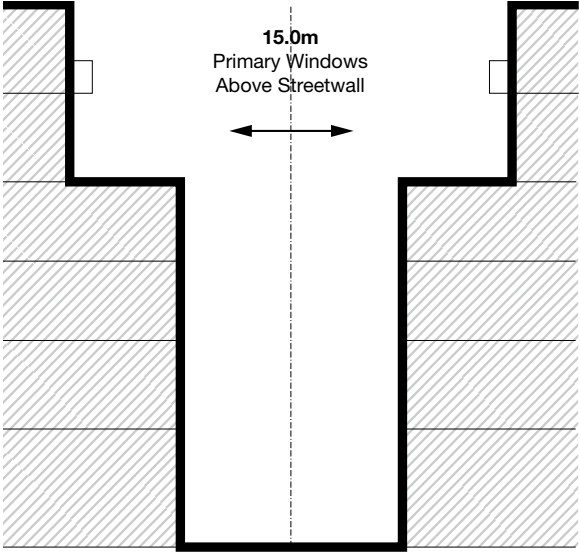
Between



Between_Separation

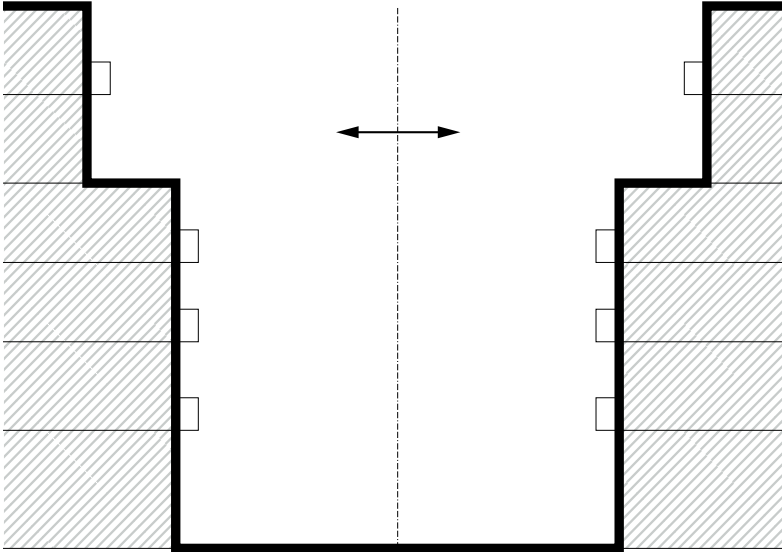


0.0m
Village / Main Street



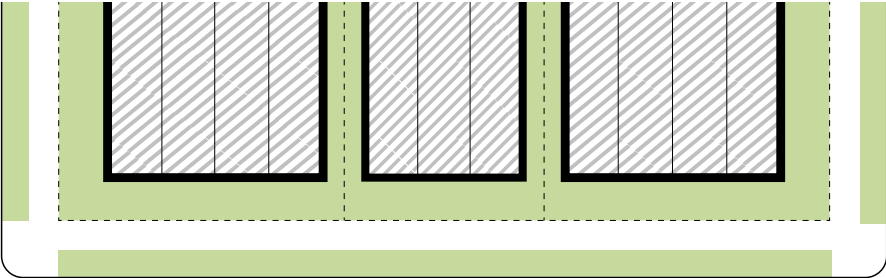
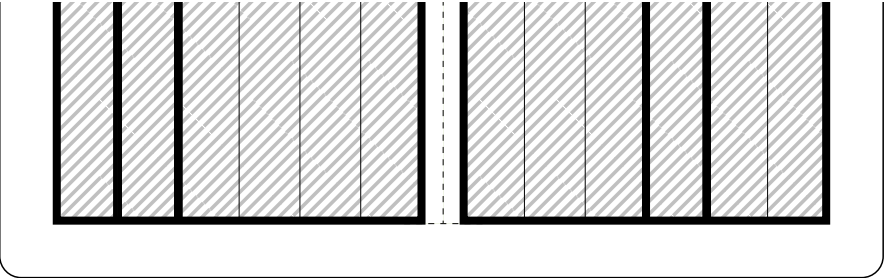
15.0m
Primary Windows
Above Streetwall

7.5m
Secondary Windows
Residential + Commercial

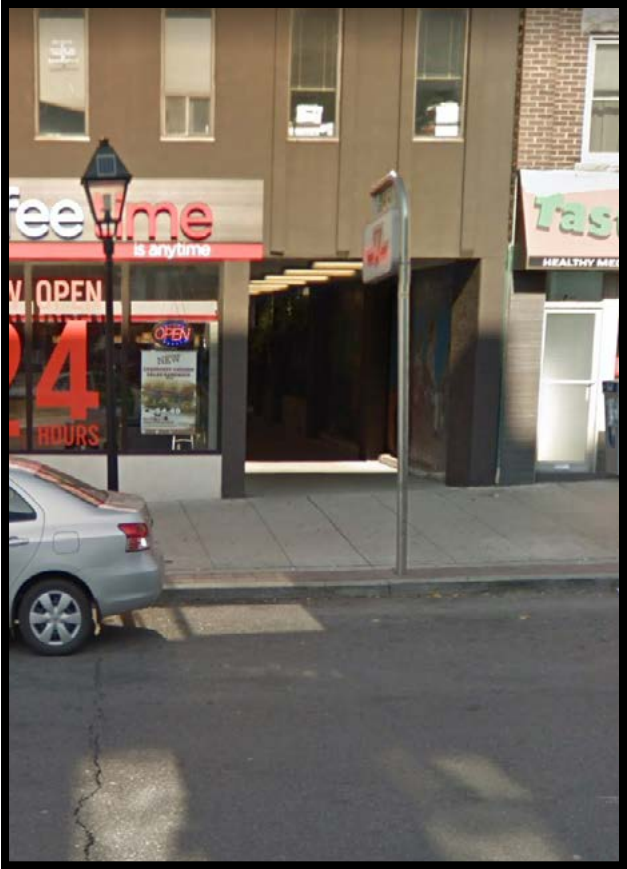


15.0m+
Primary Windows
Residential

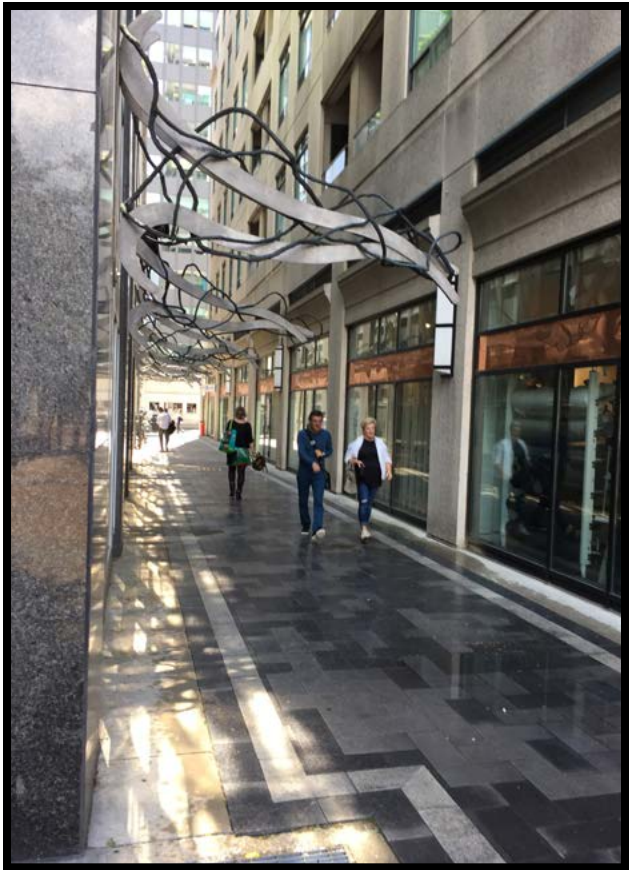
Between_Setbacks



Between_Mid-Block Connections



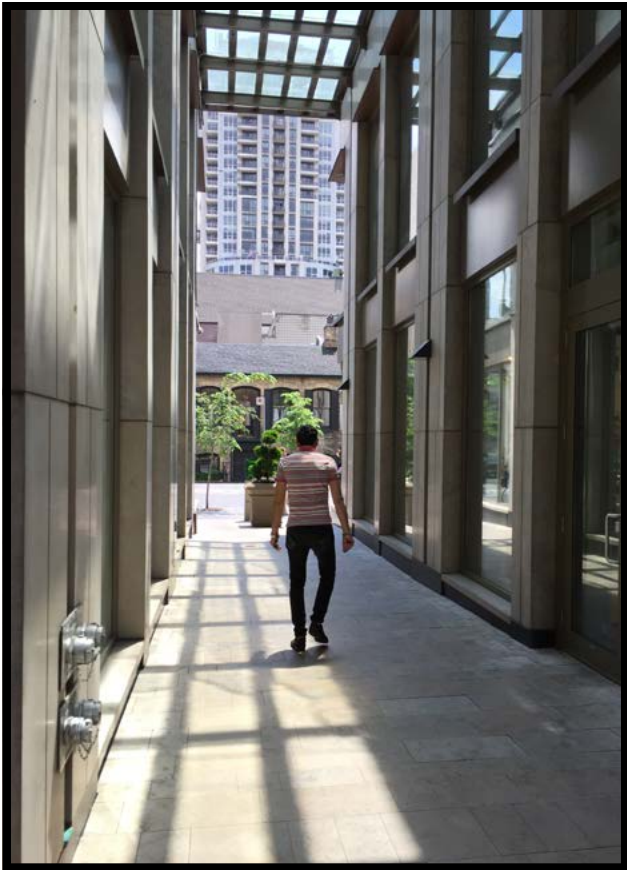
Between_Mid-Block Connections



4.0m

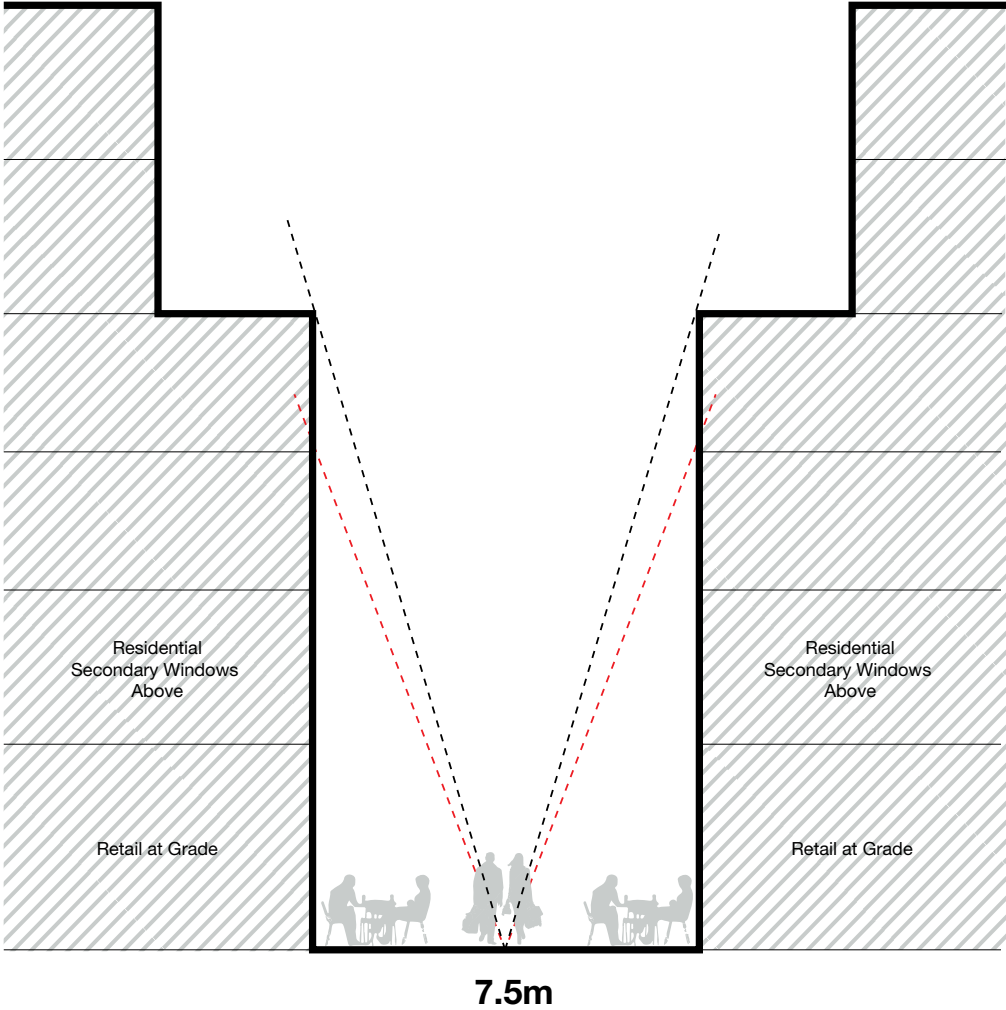
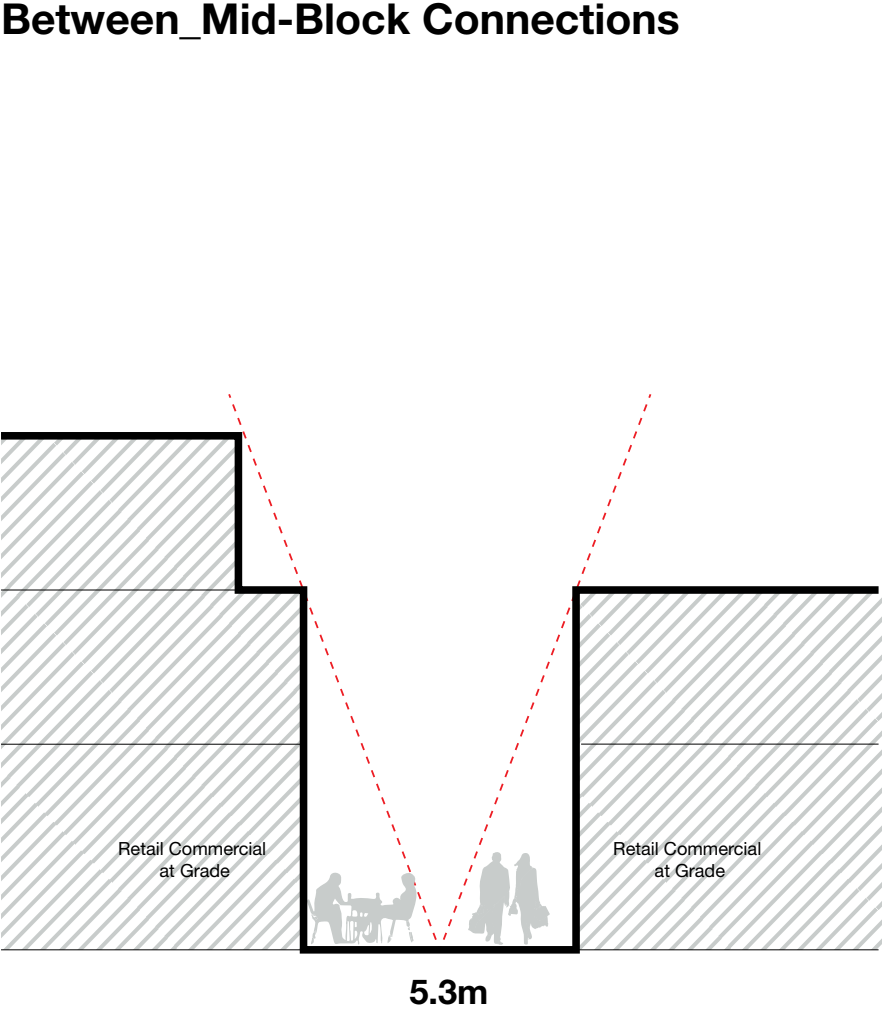


5.3m

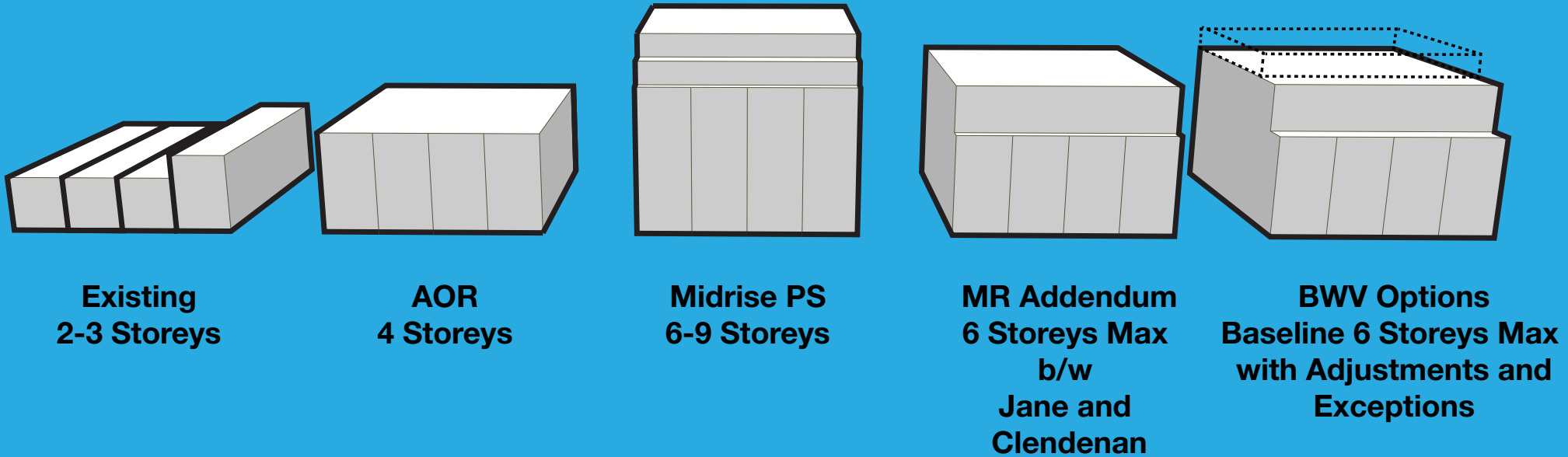


3.5m

Between_Mid-Block Connections



Testing the Options



Key Variables to Consider

1. Character Area

2. Streetwall Height

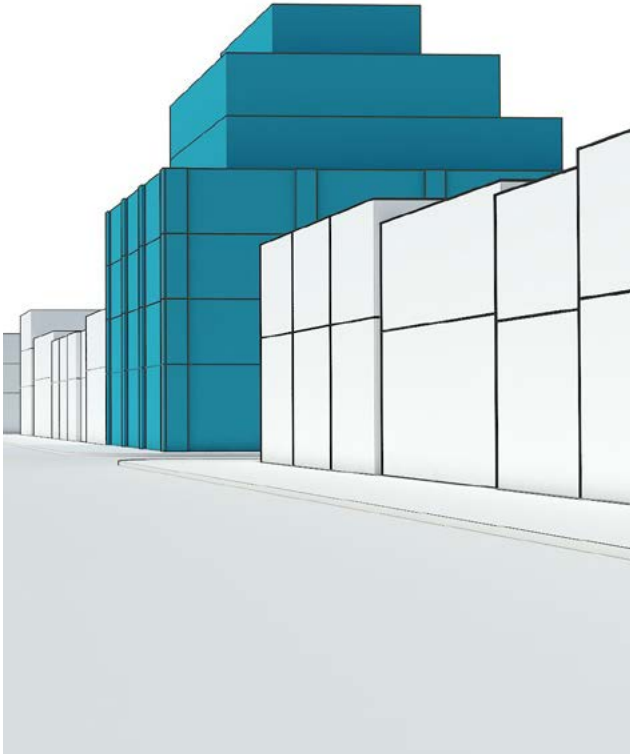
3. Transition to Upper Stories

4. Different Rear Transition Conditions

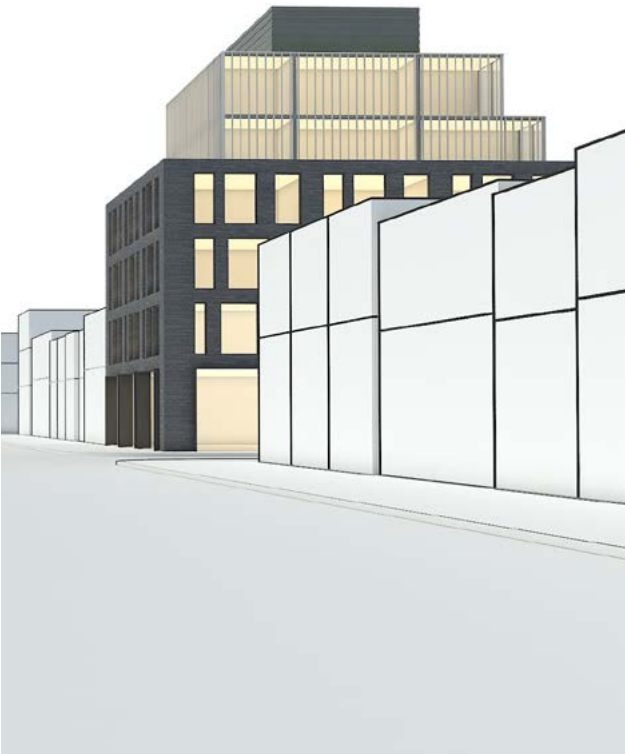
- Typical Neighbourhood/Park/Parking Lot
- Transit Station
- Parking to Park
- Southside
 - » Existing: Side Lot vs Backyard Orientation
 - » Setback with Different Angular Planes
 - » Setback with Stepbacks at Different Heights

5. When Might Additional Depth or Height Be Appropriate

Demonstration
Massing + Building Design



Massing



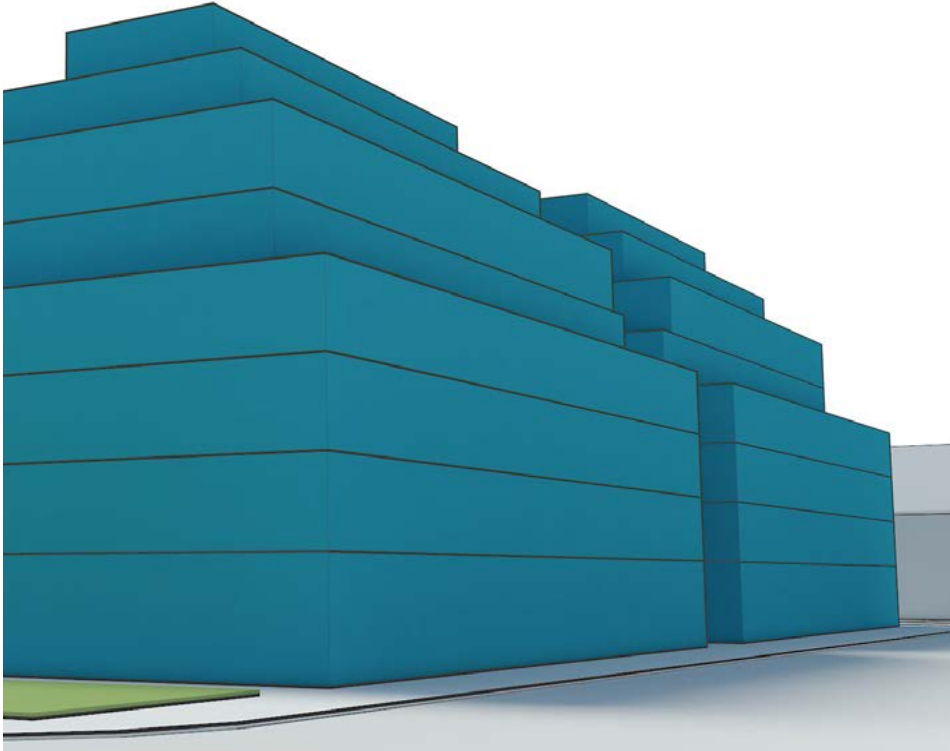
Building Design_01



Building Design_02

Demonstration

Massing + Building Design

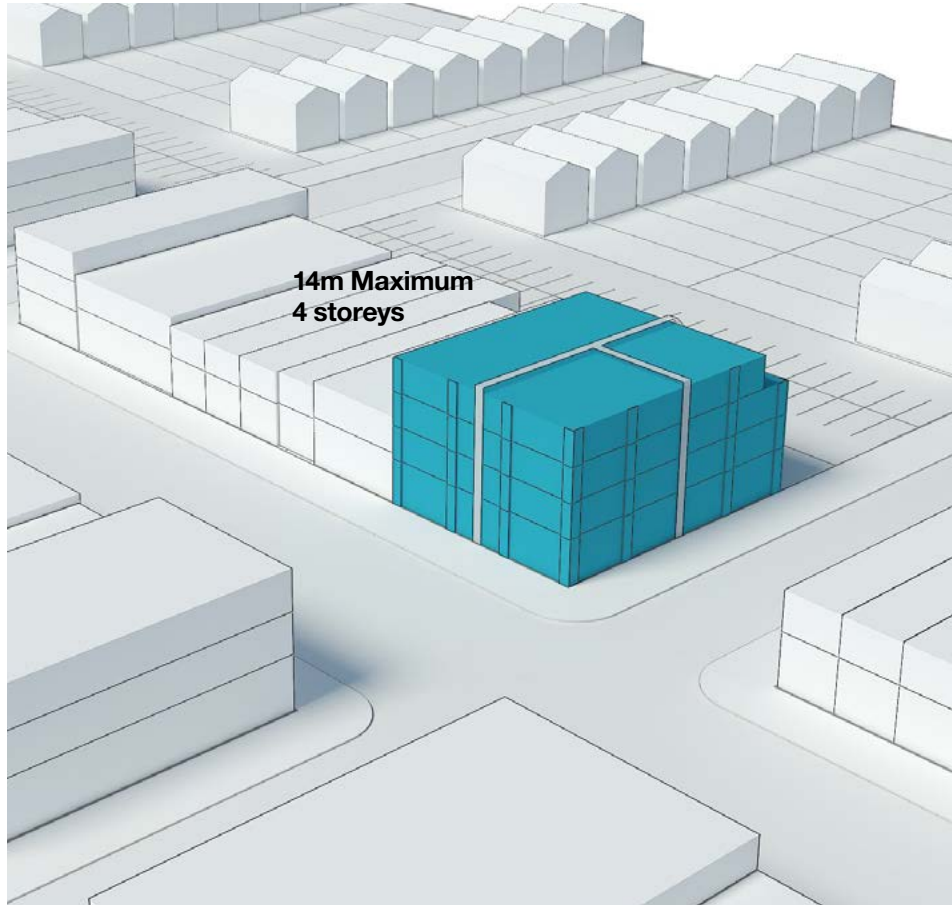


Massing

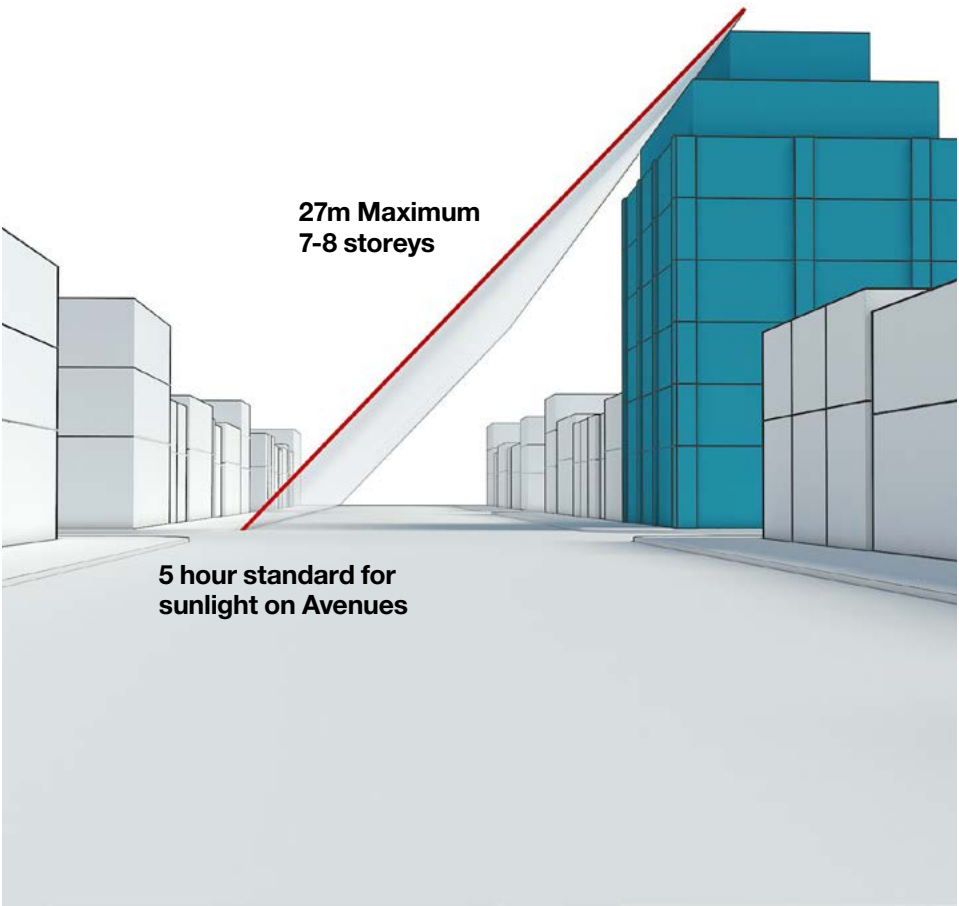
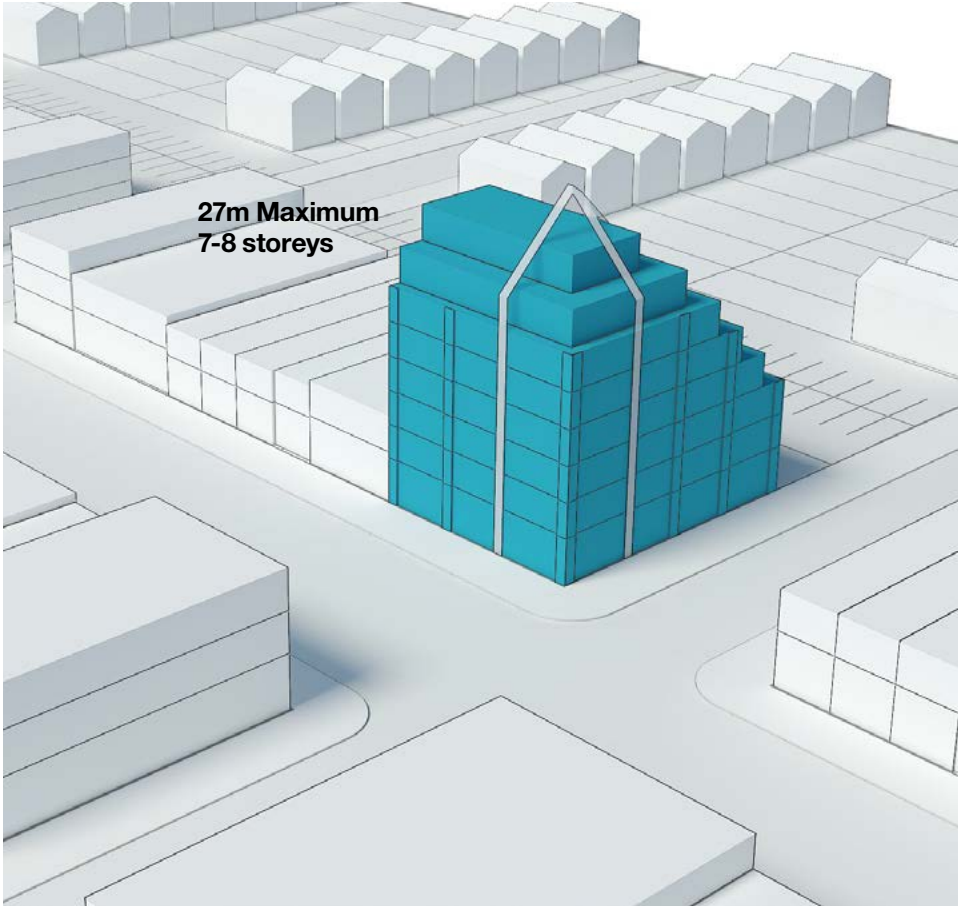


Building Design

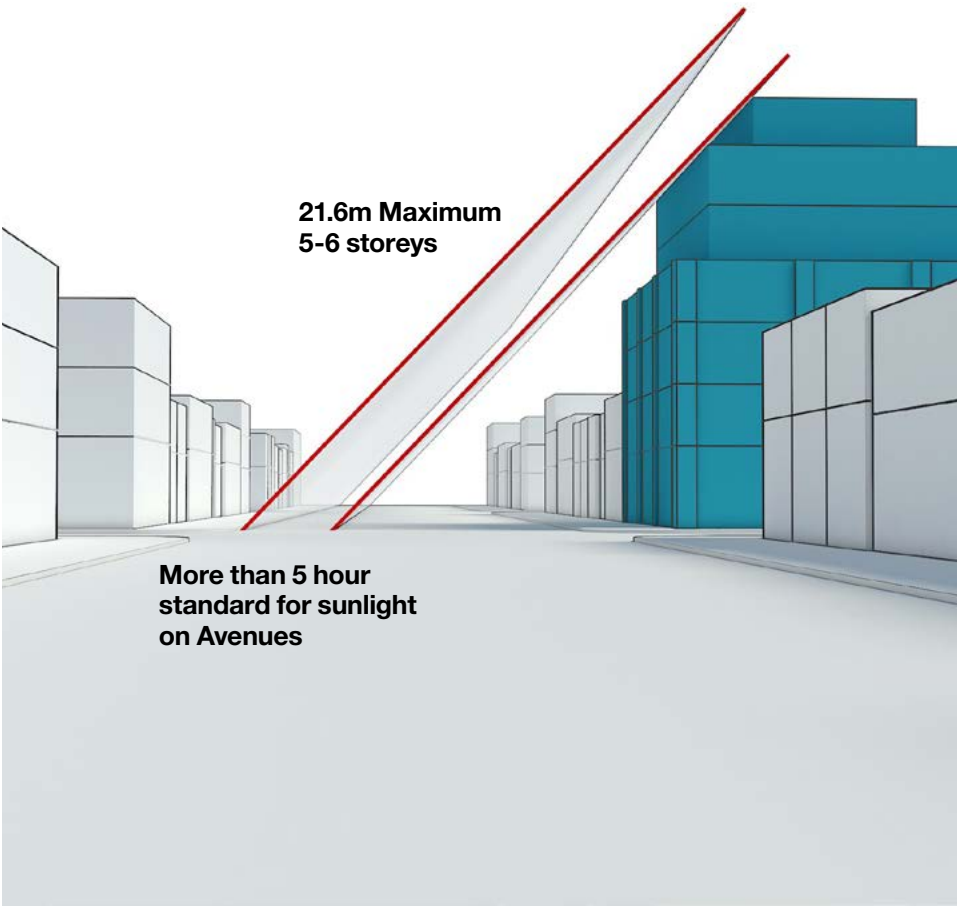
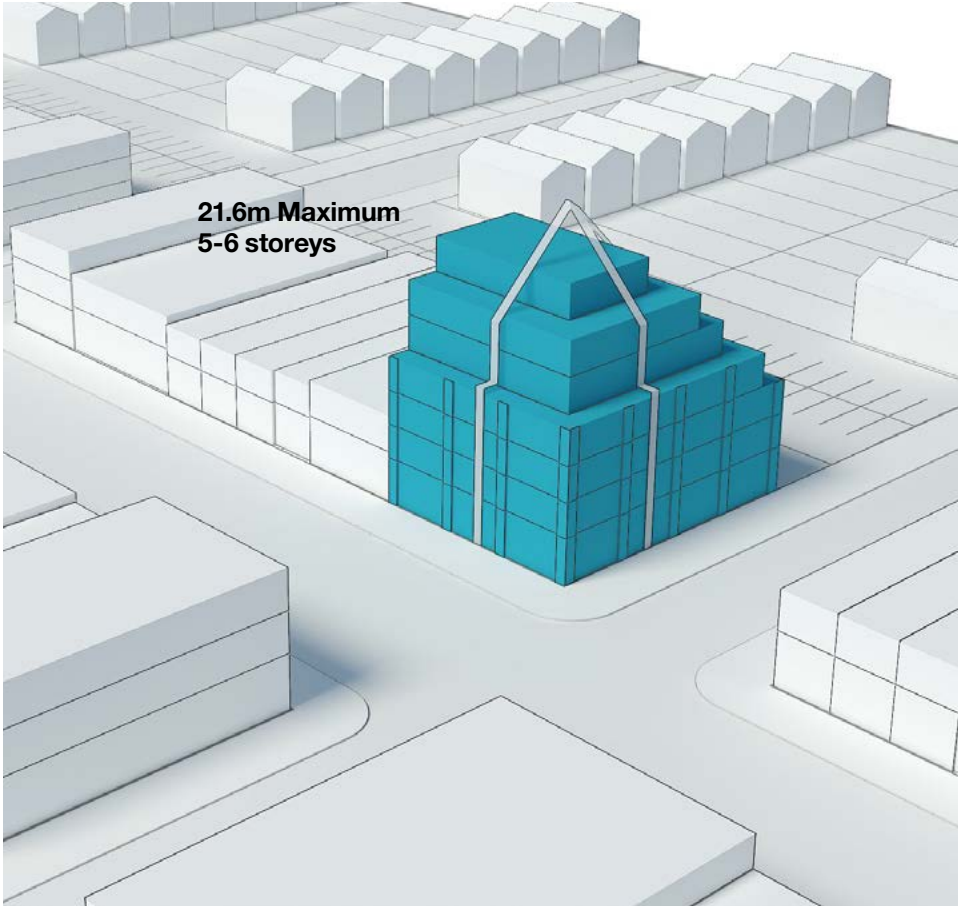
Demonstration_Typical/Average Site AOR Zoning



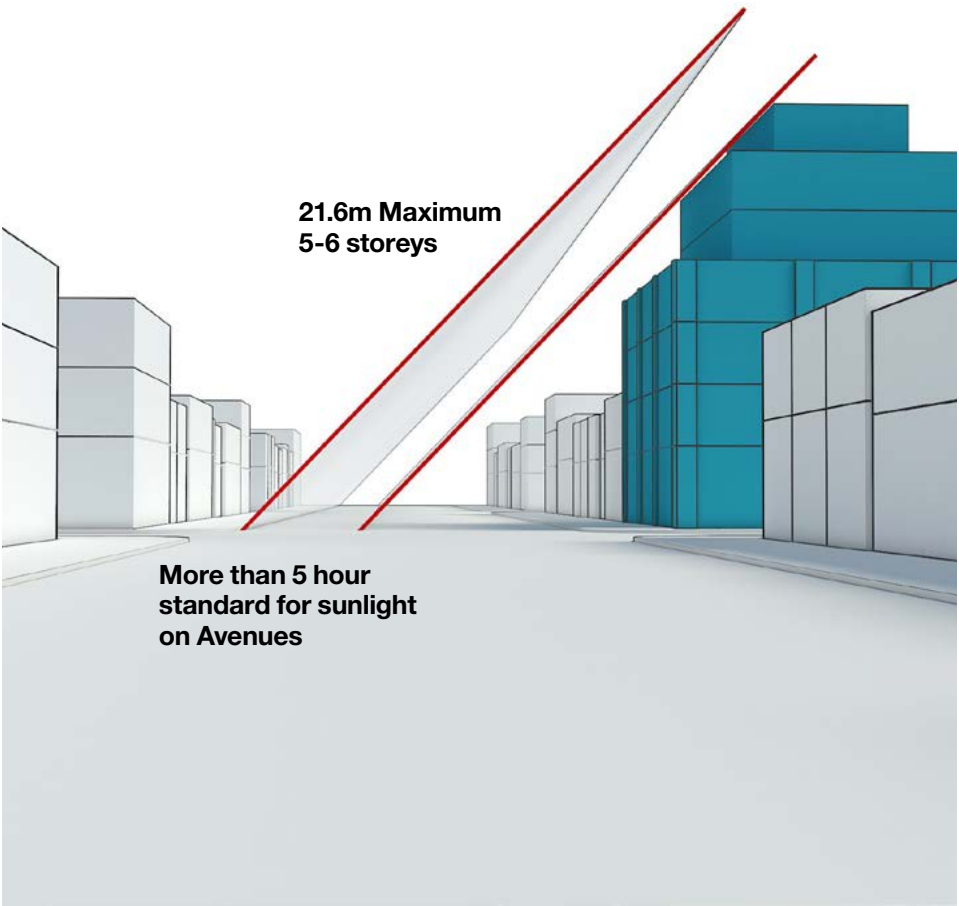
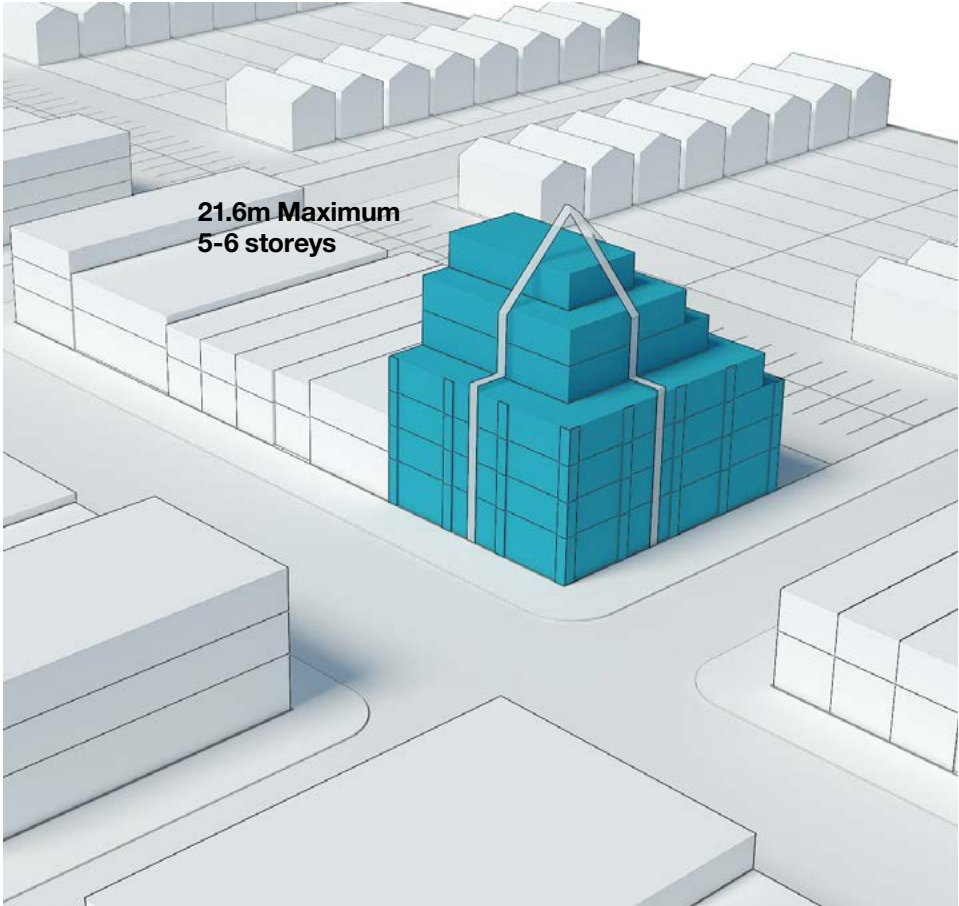
Demonstration_Typical/Average Site
Midrise Performance Standards



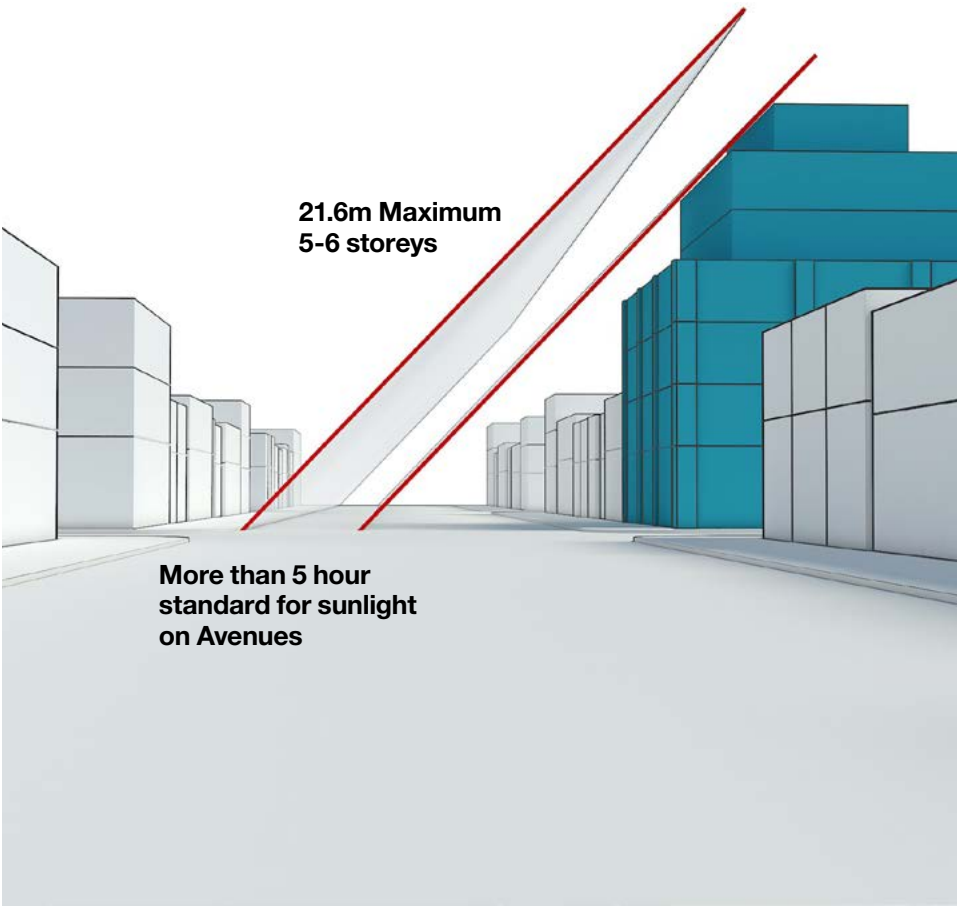
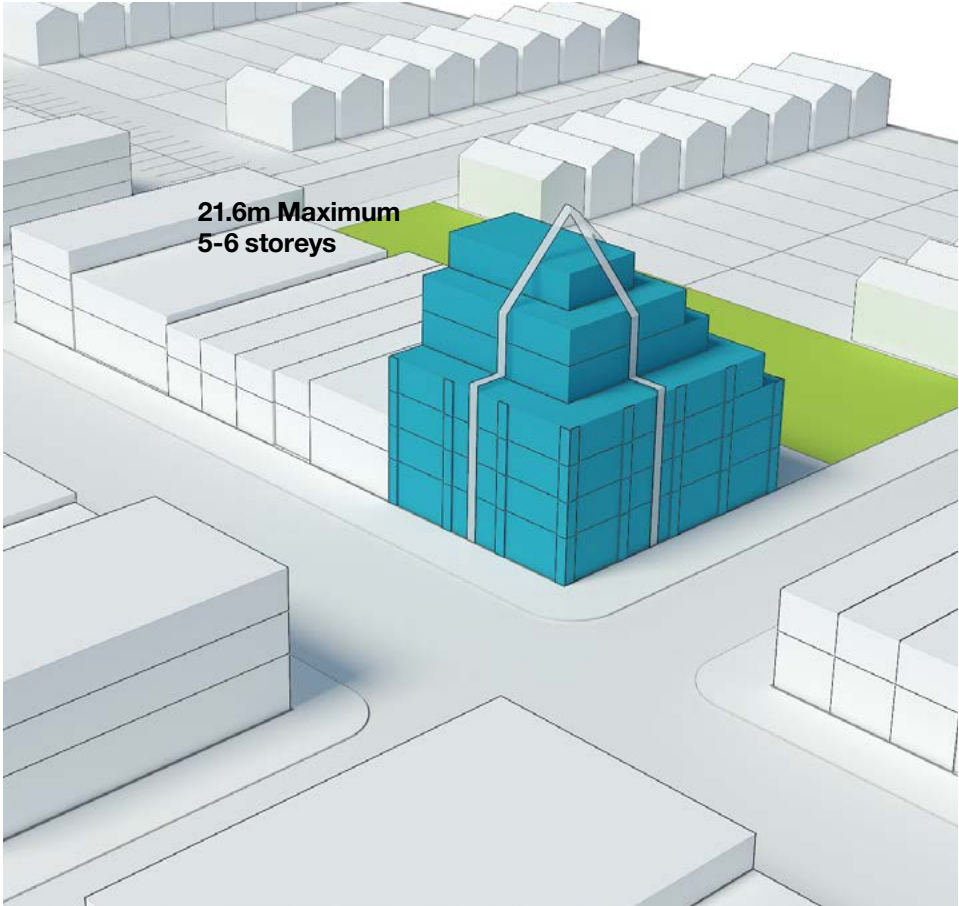
Demonstration_Typical/Average Site
Midrise PS Addendum



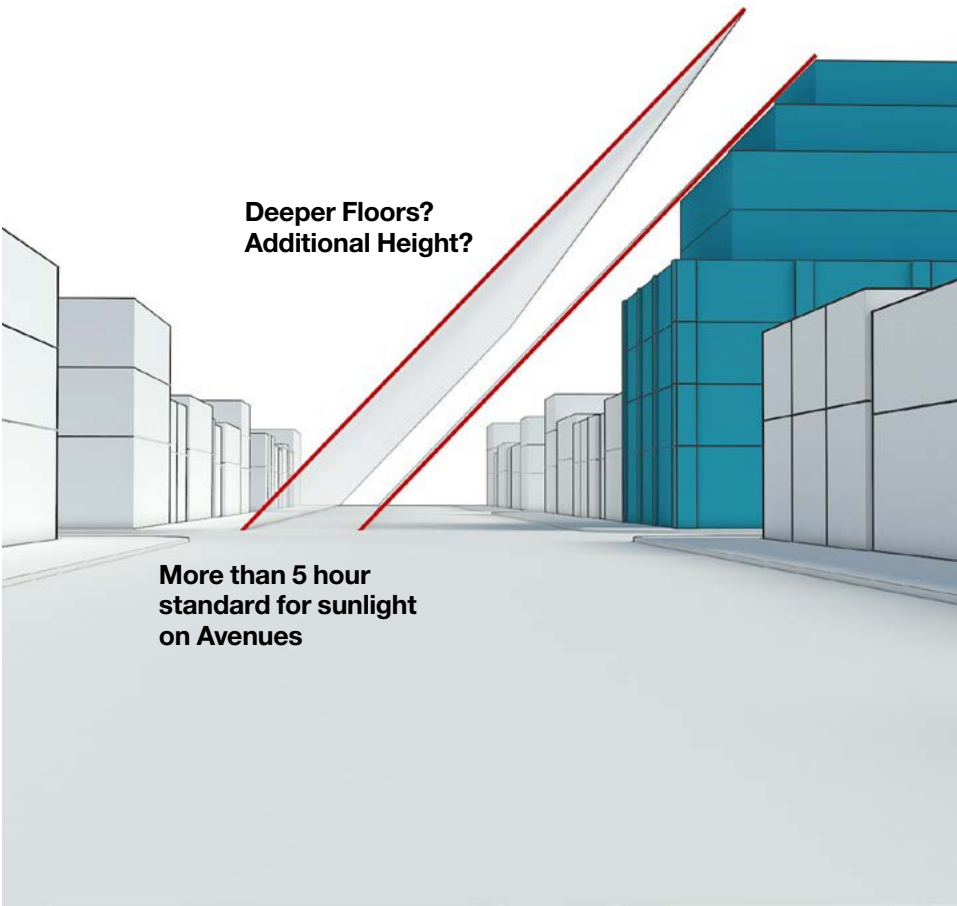
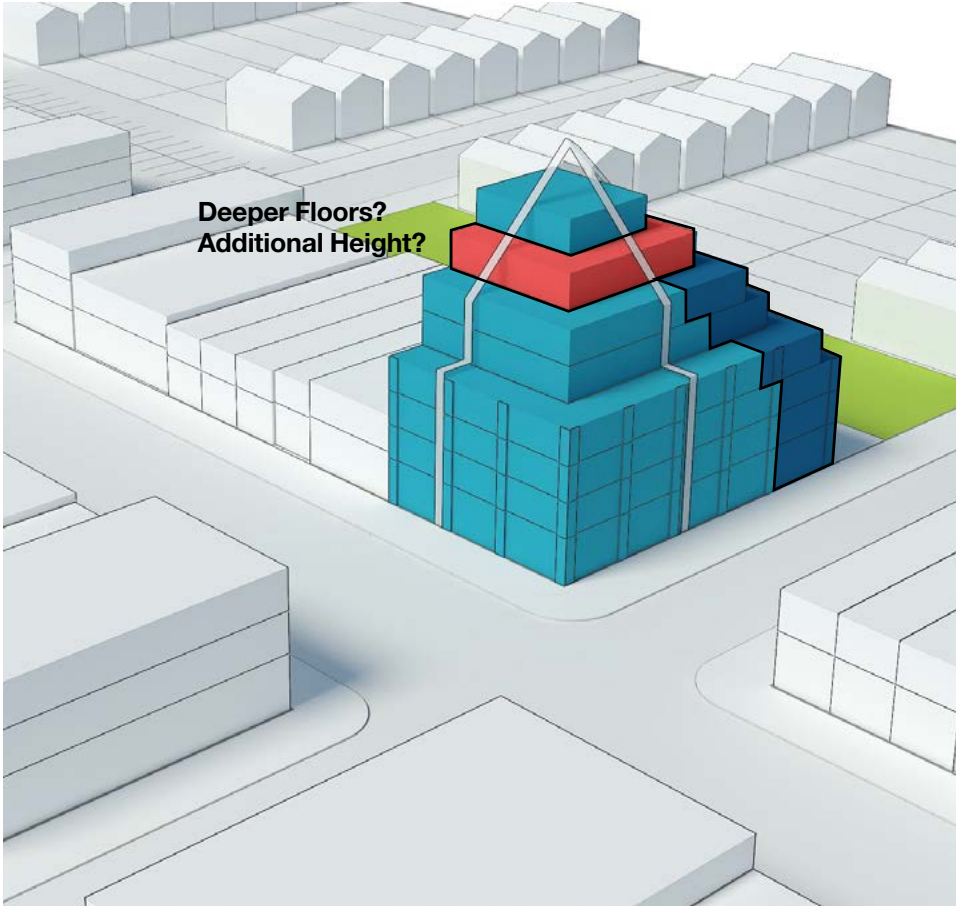
Demonstration_Typical/Average Site
BWV_01_Baseline



Demonstration_Typical/Average Site
BWV_02_With Park

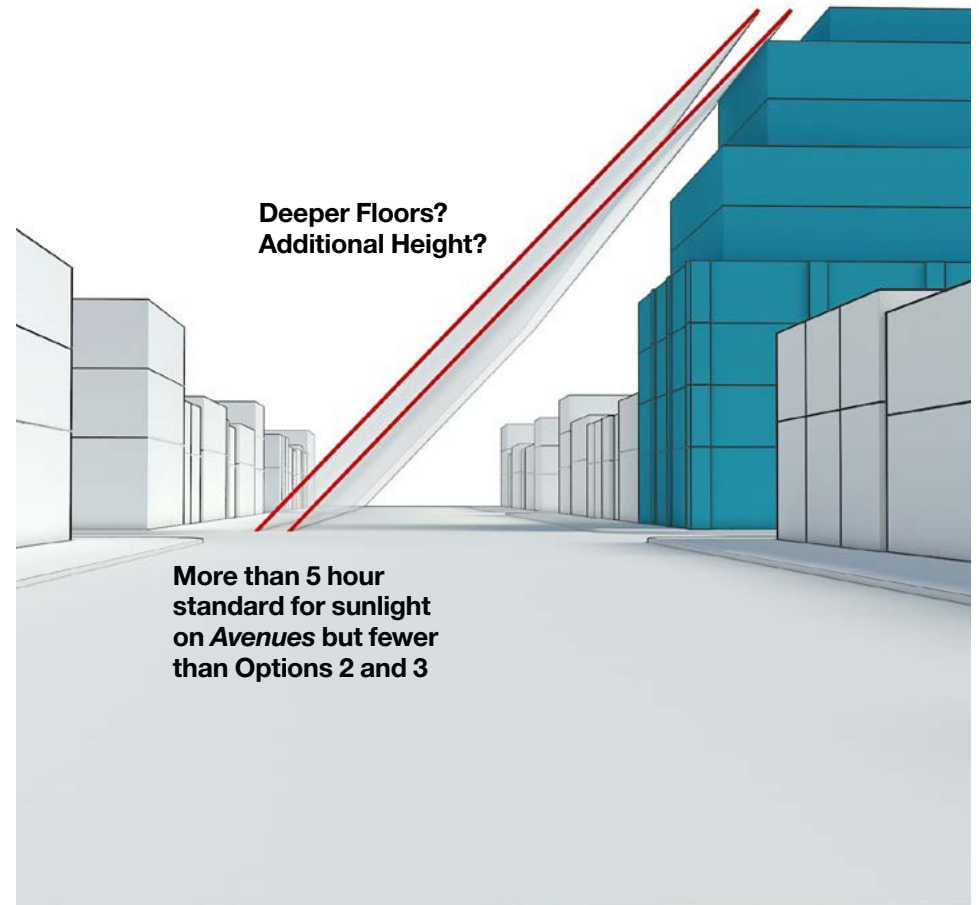
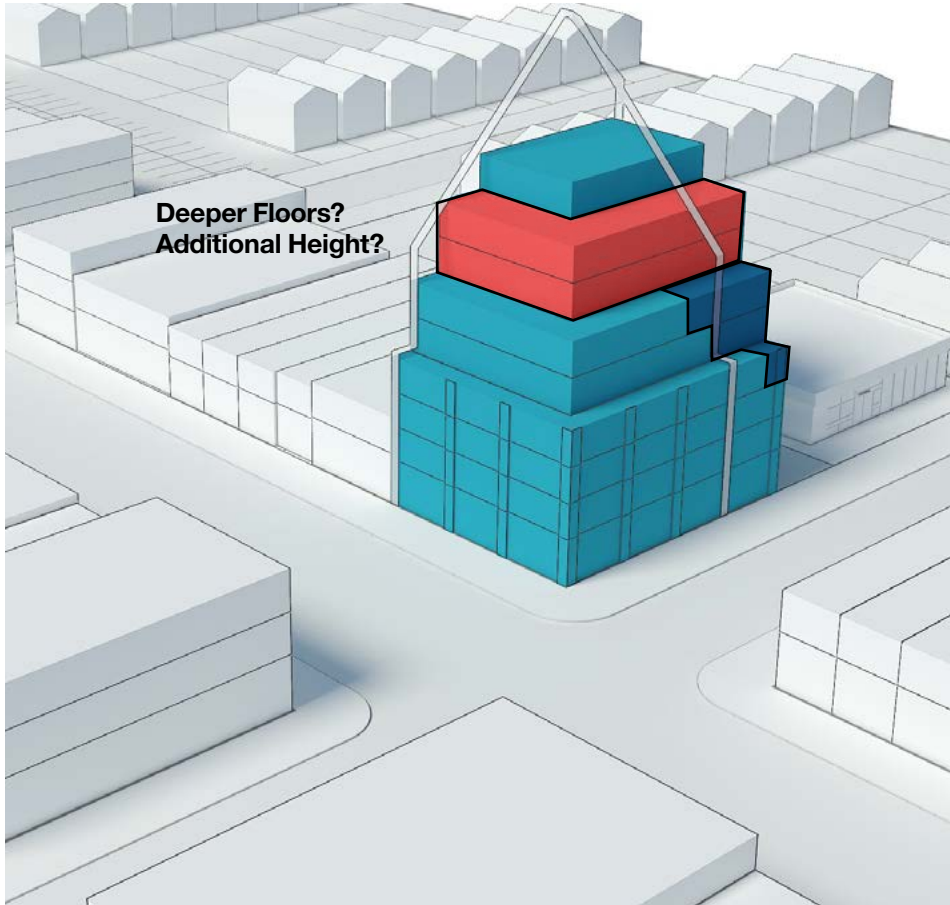


Demonstration_Typical/Average Site
BWV_03_Parking to Park

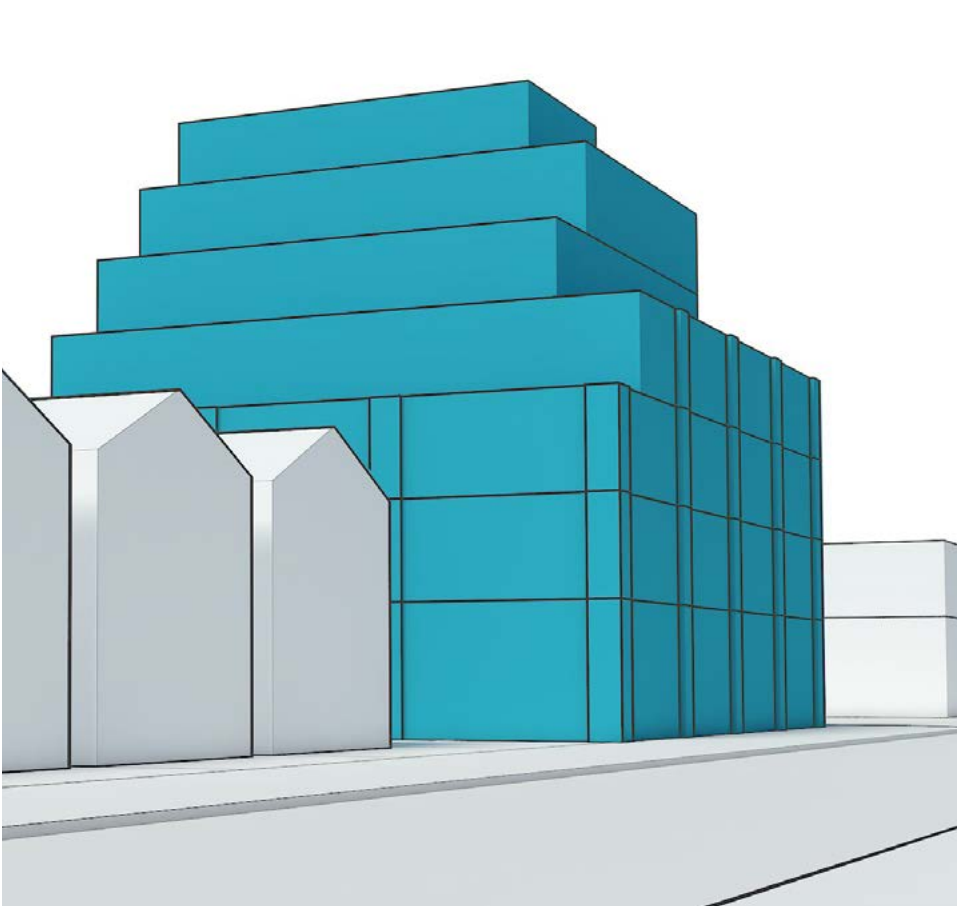
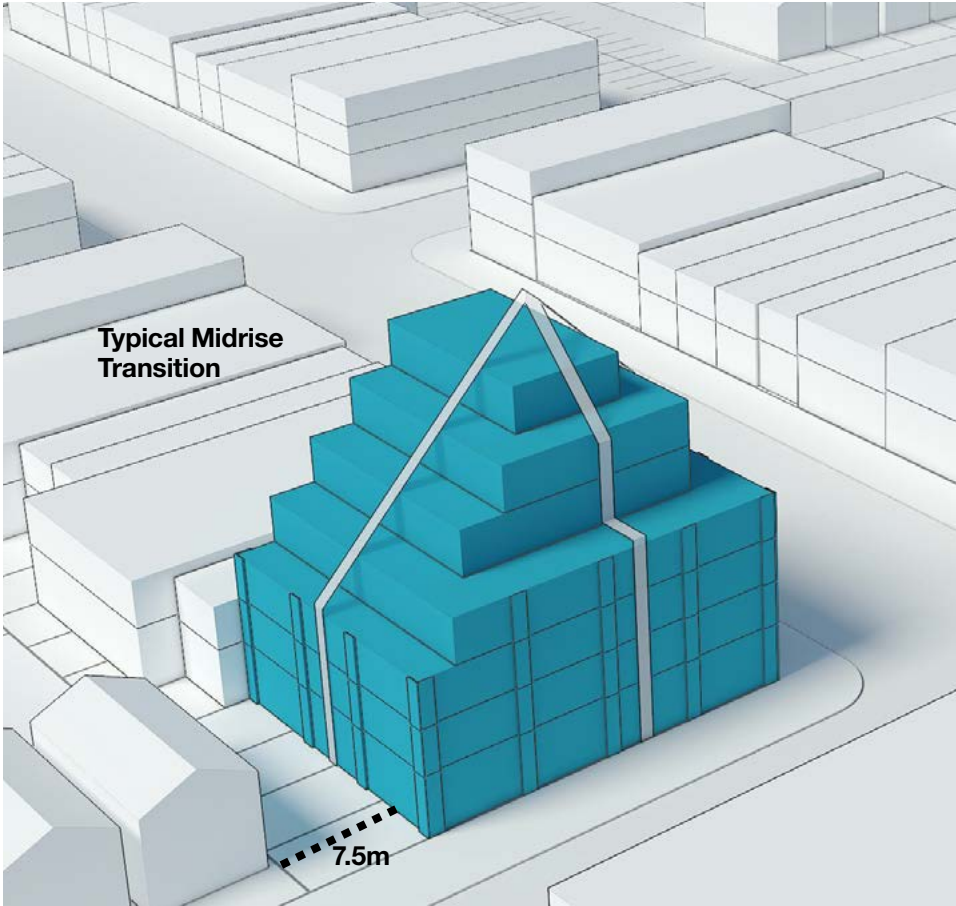


Demonstration_Typical/Average Site

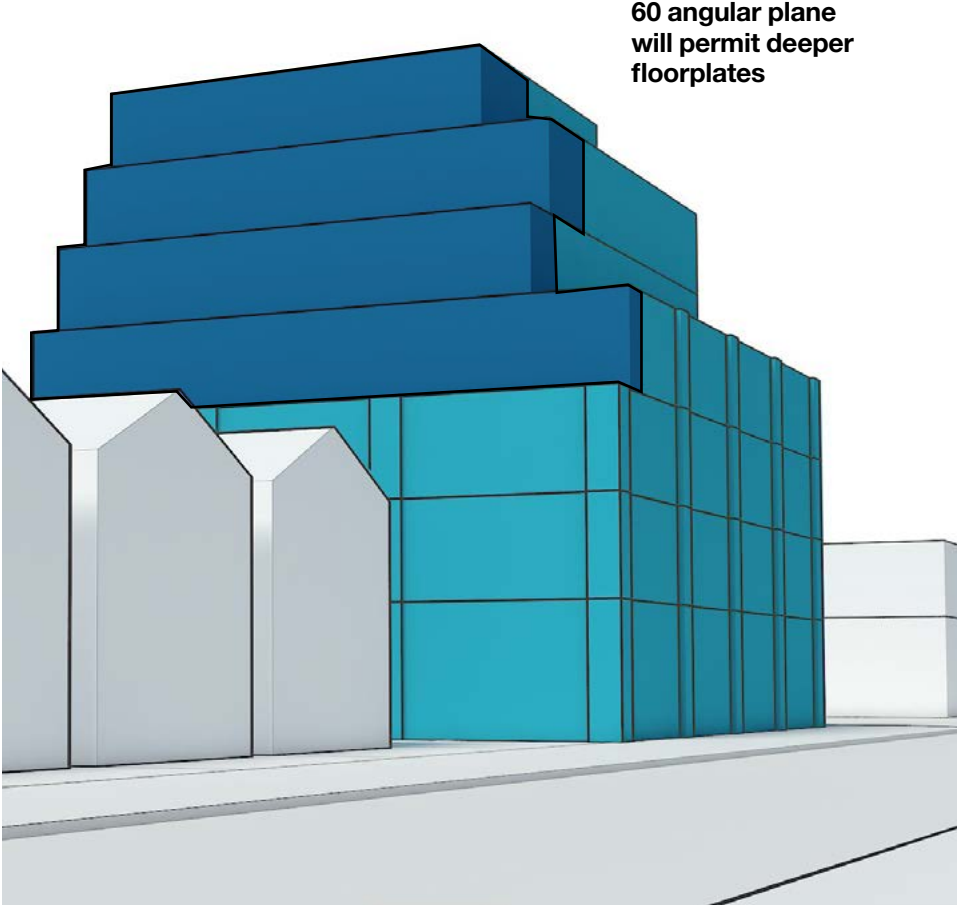
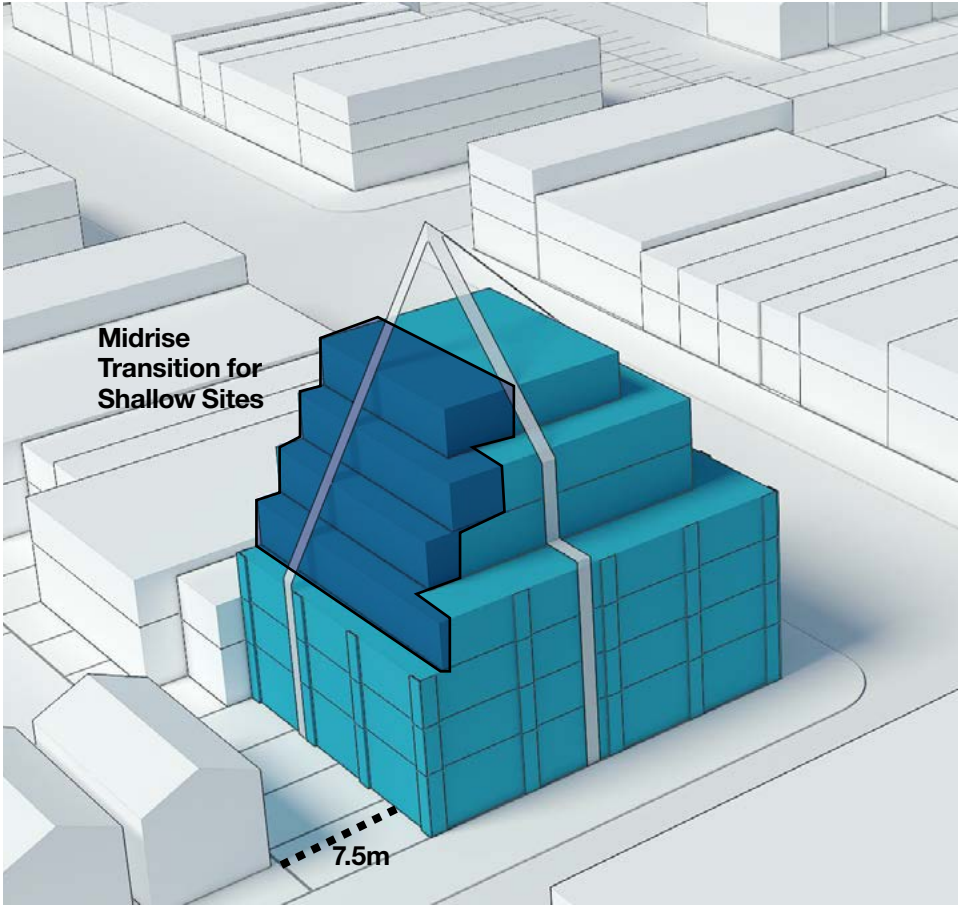
BWV_04_Transit



Demonstration_Typical/Average Site
BWV_05_Southside_Lane with 45 Degree Rear Angular Plane



Demonstration_Typical/Average Site
BWV_06_Southside_Lane with 60 Degree Rear Angular Plane



Summary and Rationale for Options

4 Storey Streetwall

Informed by Existing
As-of-Right Zoning

Consistent with 2016
Midrise Addendum

Consistent with 2005
Bloor West Village Urban
Design Report

Taller streetwalls possible
in East and West Villages to
relate to Emerging Context
in those Character Areas

6 Storey Height

Informed by Built Form
Testing on Average
Sites in Three Village
Character Areas

Consistent with 2016
Midrise Addendum

Additional height may
apply in certain conditions
(for example, adjacent to
transit stations)

Sunlight and Skyview

Achieve minimum standard of
5 hours or greater on northside
of street and in Parks

Consistent with Midrise
Performance Standards and
2016 Midrise Addendum

Summary and Rationale for Options

Deeper Floors

For Shallow Sites so upper floors are more efficient

May apply only in certain conditions (for example, adjacent to parking lots or transit station)

Informed by Existing Policy and Development Precedents throughout Toronto

Rear Transitions

Combination of setbacks and angular planes

Typical 45 degree angular plane applies in most cases (*Neighbourhoods and Parks*).

Consistent with Midrise Performance Standards

Options applied in certain conditions:

- **Subway Station:** angular plane from north of corridor
- **Parking Lots to Parks:** shared lane dimension
- **Southside 60 degree:** Applied to shallow sites on southside to achieve more efficient building design

Informed by Existing Policy and Development Precedents throughout Toronto

Land Use

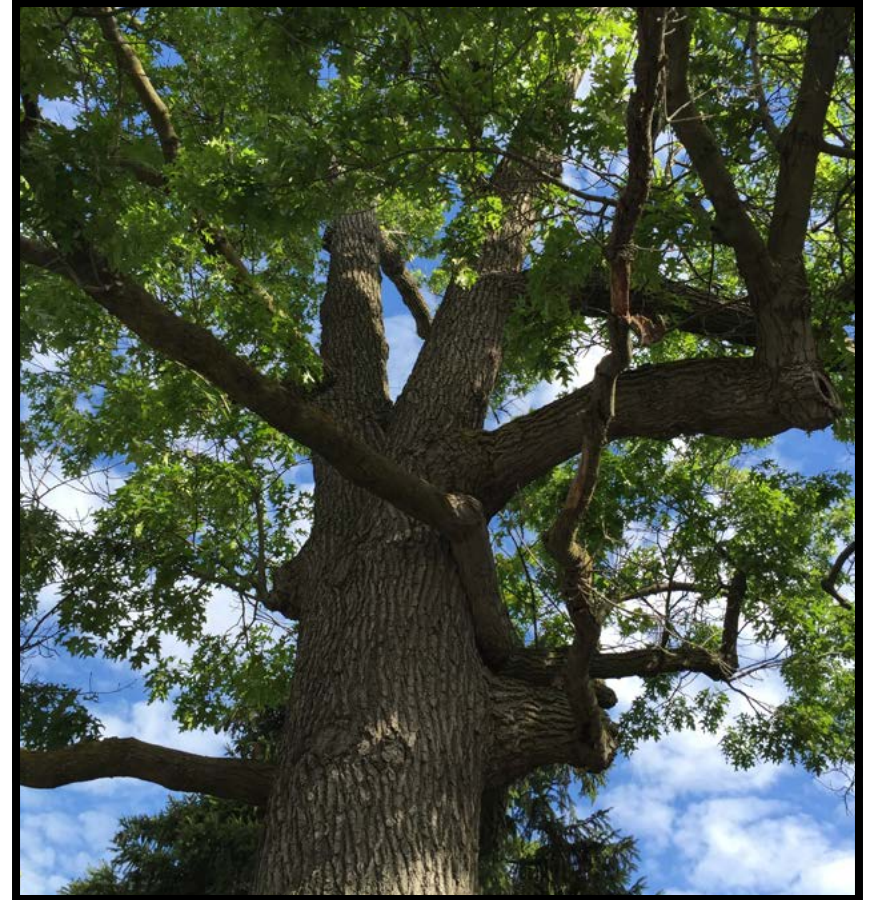
Humber Gateway Character Area

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

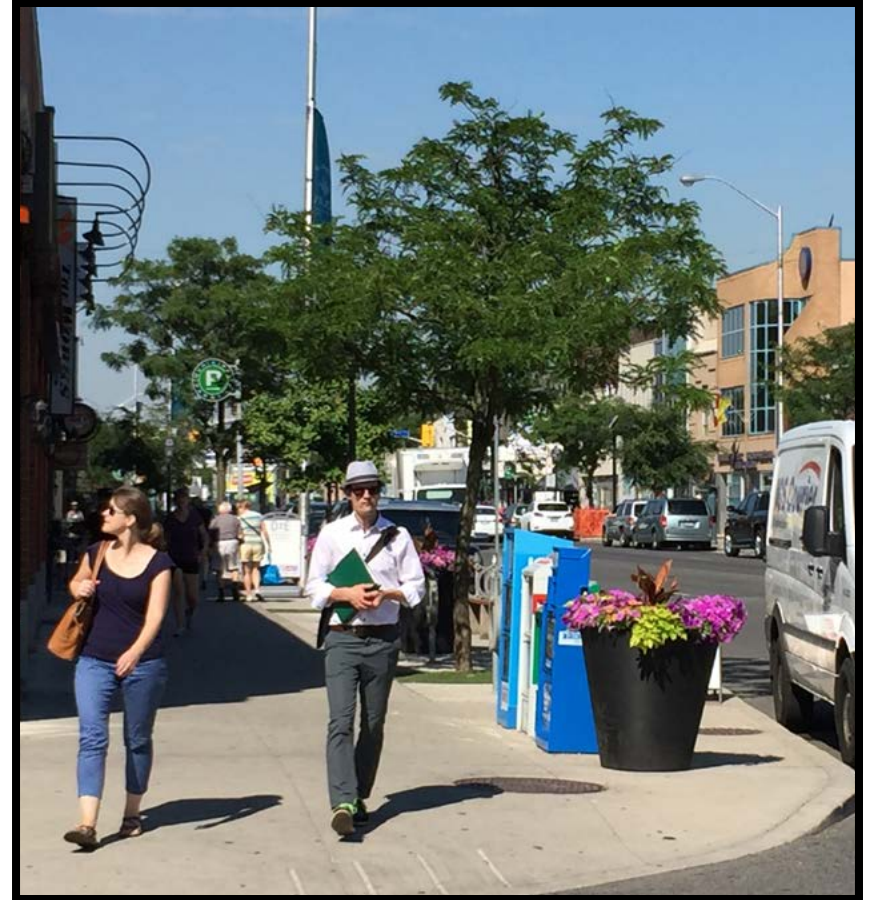
Gaps analysis now completed.

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 for midblock connections, including access through laneways**
- 2. General support for cycling infrastructure**
- 3. Study the economic impacts, especially on local businesses, of cycling infrastructure**
- 4. Develop policies / strategies to enhance pedestrian safety**
- 5. Identify strategies to help traffic flow on Bloor St and reduce congestion**
- 6. 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



Street Design_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

Questions

1. What do you like about the emerging built form, land use, and street design explorations?
2. Do you have any suggested changes to the built form, land use, and street design explorations?

Next Steps

Natural Heritage Study (Upcoming)

Heritage Conservation District Study (Upcoming)

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

Further Information and Contacts

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www.toronto.ca/bwv-avenuestudy

The screenshot shows the City of Toronto website for the Bloor West Village Avenue Study. The header includes the City of Toronto logo and navigation links: Living in Toronto, Doing Business, Visiting Toronto, and Accessing City Hall. The breadcrumb trail reads: City of Toronto / ... / Etobicoke York District / Bloor West Village Avenue Study / Introduction. The left sidebar lists various planning categories, with 'Etobicoke York District' highlighted. The main content area features a grid of images representing the study area, followed by an 'Introduction' section. The 'Introduction' section includes an overview of the study, a 'What's New' section for community consultation, and a 'Study Area' section with a map. The map shows the Bloor West Village Avenue Study Boundary, which runs from Bloor Street West to the Humber River. The footer contains links for Translate, Contact us, Connect, 311, Accessibility, and Privacy, along with the copyright notice: © City of Toronto, 1990-2017.

Bloor West Village Avenue Study Overview

The City of Toronto is undertaking an Avenue Study to assess the land uses, transportation and servicing infrastructure, community services and facilities, built form character and redevelopment potential for Bloor Street West between Keele Street and the Humber River.

The Study is being conducted by a consulting team led by DTAH # and includes R.E. Milward + Associates Ltd., WSP | M&M Group Limited, Sunramp, Taylor Hackett Architects, and J.C. Williams Group. The Study began in December 2016 and is expected to be completed by late fall 2017.

Through extensive community consultation and technical review, the Bloor West Village Avenue Study will evaluate existing conditions, develop a vision for the study area and establish recommendations for an area-specific planning framework to guide future development and infrastructure improvements.

Study Area

The Bloor West Village Avenue Study Area covers approximately 2.75 km of Bloor Street West between Keele Street and the Humber River and includes all properties fronting on Bloor Street. The Study Area may be further subdivided through the Study process to address changes in land use designations, local character and Official Plan policy directions related to growth, stability and transition.

What's New

Community Consultation

The first Community Consultation Meeting and Public Open House will be held from 6:30 p.m. to 9:30 p.m. on Monday, February 27, 2017 in the gymnasium at [St. Pius X Catholic School #](#), 71 Jane Street.

Bloor West Village HCD Study

The City will be conducting a separate, yet coordinated Bloor West Village Heritage Conservation District (HCD) Study in 2017. Further details will be available soon. [Learn More about HCDs](#).

Bloor West Village Avenue Study Boundary
(Bloor Street West from Keele Street to the Humber River)

December 2016

Thank you.

