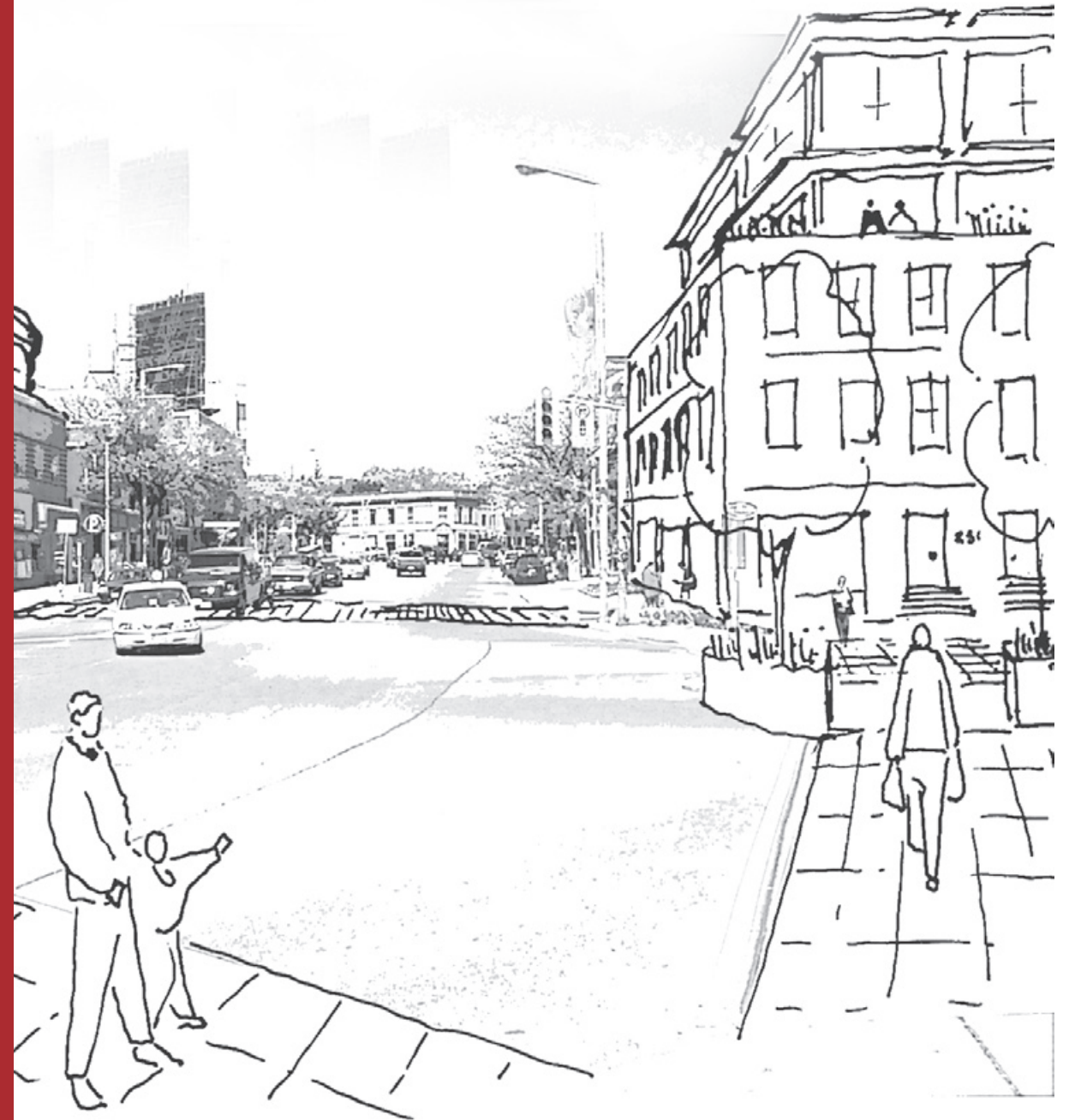


BLOOR WEST VILLAGE URBAN DESIGN STUDY

February 2005



Acknowledgments

This study has involved representatives of the BIA and various community organizations. At critical moments throughout the process, the Steering Committee has met to provide feedback, comments, ideas and concerns. In addition, in order to extend the input and influence of this study and to increase the opportunity for iteration with the wider community, Steering Committee members have provided updates to and solicited feedback from their membership, when possible.

Steering Committee

Kathy Kennedy	<i>Co-Chair BWV BIA</i>
Paula McInerney	<i>Co-Chair BWV BIA</i>
Alex Ling	<i>BWV BIA</i>
Stephen Ward	<i>Old Millside Ratepayers</i>
Nick Singh	<i>Swansea Area Ratepayers Assoc.</i>
Bill Roberts	<i>Swansea Area Ratepayers Assoc.</i>
John Leeson	<i>world19</i>
Liz Lines	<i>world19</i>
Jill Marzetti	<i>Area Resident</i>
Bill Saundercook	<i>Councillor - Ward 13</i>

Office for Urbanism Project Team

Jennifer Keesmaat
Harold Madi
Antonio Gomez-Palacio
Vincent Tong
Ali Shaver
Katie Rabinowicz
Lu-Anne DaCosta
Craig Lametti

Workshop Participants

Kathy Kennedy	Co-Chair BWV BIA
Paula McInerney	Chairperson, BWV BIA
Stephen Ward	Old Millside Ratepayers
Chris Ruhig	Old Millside Ratepayers
Michael Roncon	Old Millside Ratepayers
Nick Singh	Swansea Area Ratepayers Assoc.
Bill Roberts	Swansea Area Ratepayers Assoc.
John Leeson	world19
Liz Lines	world19
June Pinkney	world19
Joan Miles	world19
Zeke Xavier	Rate your councilor.com
Tom Davidson	Resident
Sean Boucher	Resident
Adrian Thatcher	Resident
Norm McLeod	Swansea Historical Society
Neil VanderKooy	Resident
Lu-Anne DaCosta	Resident
Mark McDonald	Council staff
Matt Mysak	Resident
Peter Maziar	Expose.com
Verner Kure	Neue Welt/ Village Gleaner
Jim Turnbull	Royal LePage
Diana Dzwiekowski	BWV BIA
Cynthia Dzwiekowski	BWV BIA
Lisa Rainford	The Villager

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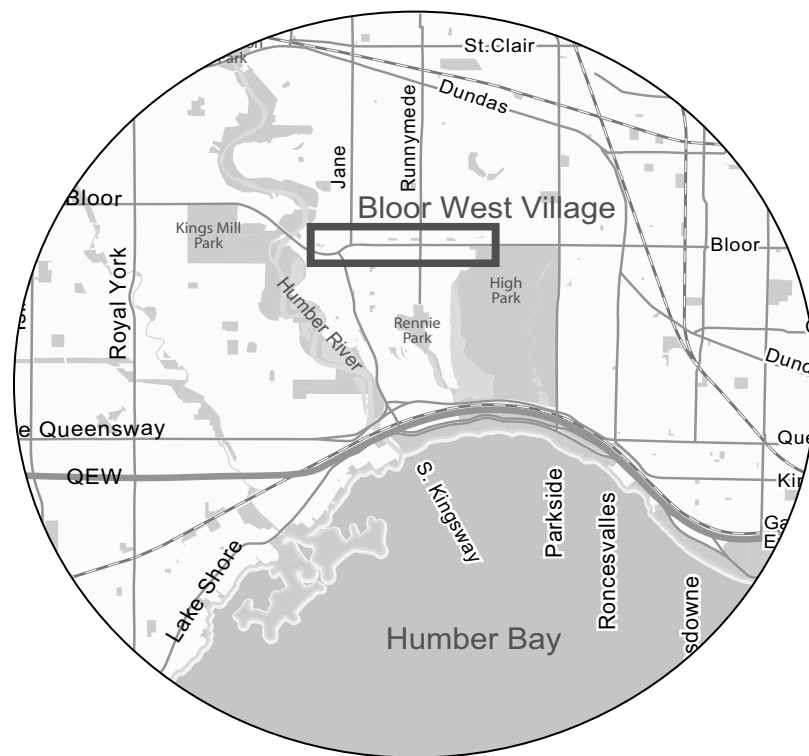
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The Bloor West Village BIA, in collaboration with a number of neighbourhood organizations including the Swansea Area Ratepayers, world19, and the Old Millside Ratepayers embarked upon a process to discuss the future of the Village and directions for growth. Recognizing that there are several significant redevelopment sites within the study area, the objective has been to think carefully about the street such that the community will be prepared to respond to development applications with a clear rationale and some consistency.

It is our hope that the analysis and direction identified through the course of the study will initiate a broader dialogue about growth and improvements to the Bloor West Village area that is rooted in a clear understanding of what works, that which is treasured and needs to be protected, and that which ought to change.

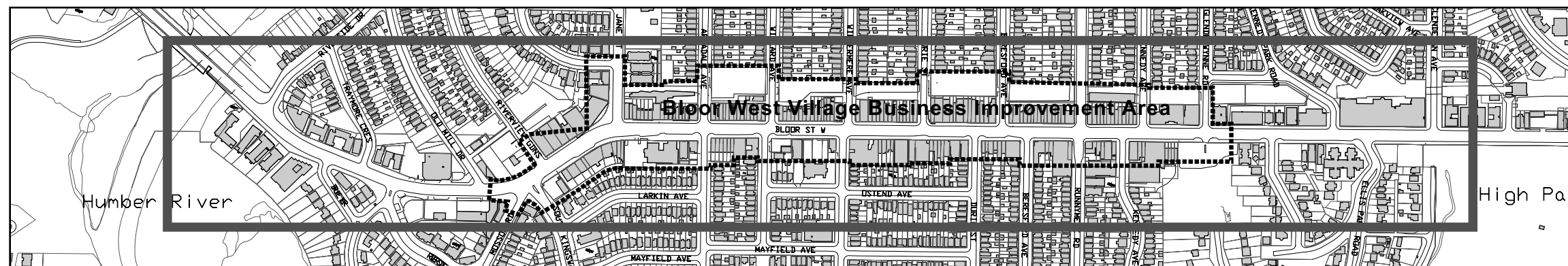


Key Map: Urban Design Study Area

Study Area

The Study Area for the Bloor West Village Urban Design Study extends beyond the BIA boundary to encompass key “areas of influence”. Some of these adjacent areas are in transition to uses and built forms more compatible with Bloor West Village than the surrounding neighbourhoods. These “orphaned” areas will have a significant impact on the image of Bloor West Village as they form one’s first and last impression of the district. The study area incorporates Bloor Street West, between the western boundary of High Park to the east and the start of the Humber River Bridge to the west. It encompasses all properties in the BIA, as well as all other properties with frontage along this stretch of Bloor Street West.

This study assumes that for the intensification to occur, the City will ensure adequate provisions for infrastructure such as parking, traffic movement and support services in a timely manner so that there is no disconnect between growth and the provision of services. In the absence of an Avenue Study, this document is intended to serve as an interim guidance to residents, land owners and the City. In future, an in-depth study of the district to address the long-term enhancement of the physical character, amenity and liveability of the area should be undertaken. This study in part recognizes that the existing Official Plan and Zoning By-laws have set out certain maximums. The study area is designated and zoned primarily for a mix of commercial and mixed commercial and residential uses with a height limit of 14 m (approximately 46 feet). See panel “Context: the Official Plan and Zoning By-law” for more detailed planning context.



Bloor West Village Urban Design Study Area

What is an Urban Design Study?

Recognizing that healthy Cities are dynamic growing places and that sensitive change is desirable, an Urban Design Study is an opportunity to provide direction for that change which can be anticipated.

By doing so, the community is afforded an opportunity to discuss and negotiate an approach to new development and redevelopment, setting an appropriate direction for the future.

At the level of guiding principles, it becomes possible to then generate standards for built form quality and to identify strategies for enhancing the public realm.

As a guidance for change in the Bloor West Village area, these panels are designed to reflect a desired approach to growth over the long term.

Why Create an Urban Design Study?

Be Proactive – direct change and being prepared to respond to it before it happens.

Provide Clarity – establish development parameters and certainty for land owners, businesses and residents.

Protect Areas – identify and protect the treasured aspects of Bloor West Village.

Enhance Areas – identify areas in need of revitalization or improvement, and set parameters with respect to approaching improvements.

Unite the Community - begin a dialogue and build consensus to assist the community in providing a united voice to response to development.

Direction for Action – identify priorities for public investment, such that when funding becomes available, investment can be rationally sequenced.

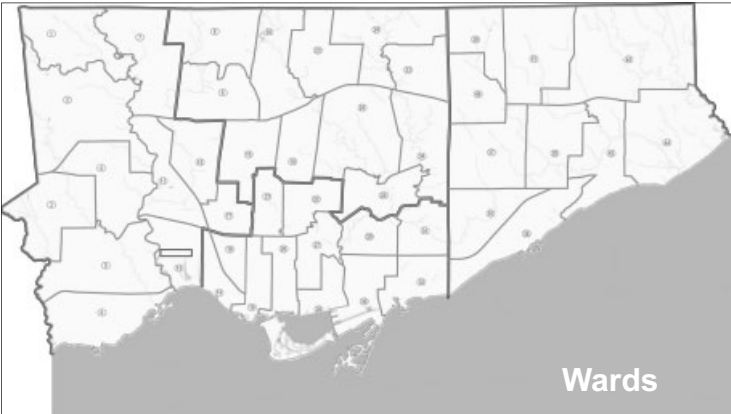
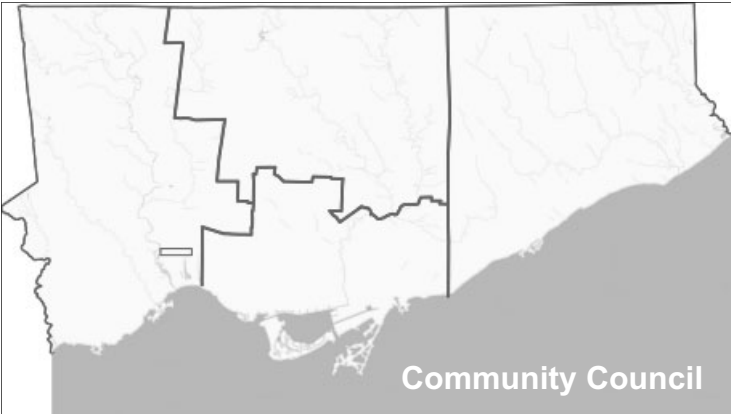
Economic Development – provide tools and appealing documents for marketing Bloor West Village, attracting appropriate development, and fund raising for public investment.

Reinforce and Maintain - the physical character, amenity and livability of the area is central to its success, thus care and control must be exercised to conserve and strengthen this essential resource.

Study Objectives

- 1. Identify a defining community character
- 2. Identify areas in need of protection
- 3. Identify areas in need of revitalization for redevelopment
- 4. Direct investment to priority areas
- 5. Provide clear and consistent direction to guide development
- 6. Provide the community with a point of reference to respond to development applications

C o n t e x t & E x i s t i n g C o n d i t i o n s



Context: Bloor West Village Within the City

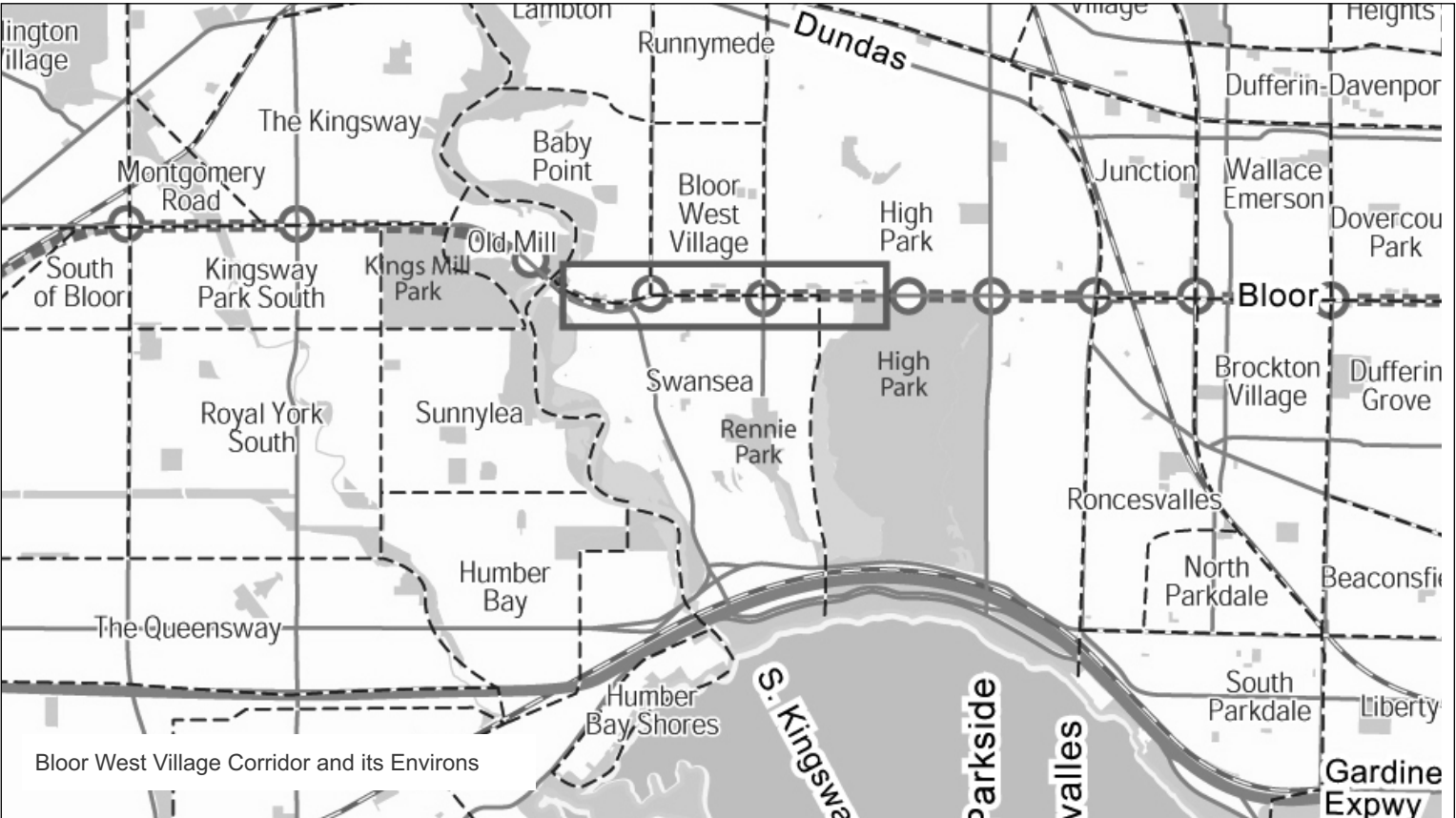
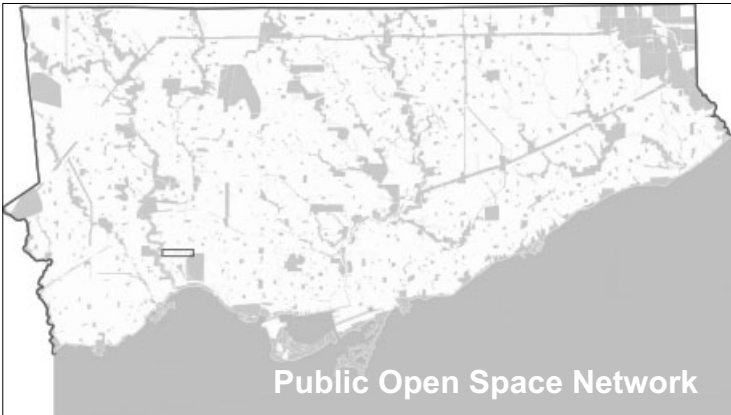
Bloor West Village is well situated within the City of Toronto. On a ridge above the Humber Bay, the Village sits relatively close to the waterfront and the Downtown and is anchored by two of the City’s most important parks.

Bloor West Village is afforded with tremendous accessibility as it is served by Toronto’s main east-west street - and subway line - Bloor. It is also in close proximity to the Gardiner Expressway.

While Bloor West Village is primarily within the former City of Toronto, parts of it had been within the former City of York. This jurisdictional overlap has resulted in some discrepancies in the amalgamation of the Zoning and Official Plan.

The Bloor West Village area serves a number of desirable residential neighbourhoods including Swansea, Baby Point, Bloor West Village and High Park. The accessible

location, distance from other commercial streets, proximity to an abundance of open spaces and vibrant urban residential neighbourhoods all contribute to the desirability and vibrancy of the Bloor West Village area.



City of Toronto Official Plan (2002)

The New Official Plan provides a long term vision for the City of Toronto and facilitates the planning initiatives necessary to achieve this study. This document ambitiously consolidates the six former municipal plans into one cohesive plan for the City. It also represents a fundamental shift to a more generalized and flexible land use plan with a greater reliance on zoning and urban design guidelines to implement the Plan’s long term objectives.

The Plan identifies three key areas that comprise the Urban Structure for Toronto: **reinvestment areas** where the City will direct major reinvestment and development; **established areas** where major physical change is not desired, and areas that will see gradual change, in particular **The Avenues**. Bloor Street West has been identified as an Avenue.

The Avenues are anticipated to re-urbanize building-by-building. These “main streets” are focal points for communities intended to have attractive and bustling sidewalks. Therefore, a high quality pedestrian environment is an essential consideration for any development along The Avenues.

Bloor Street West between High Park and just west of the South Kingsway is designated as **Mixed Use**. High Park and the Humber River Valley are designated as **Parks and Open Space**. The surrounding residential areas are designated primarily as **Neighbourhoods**.

The Swansea Secondary Plan covers some of the study area and sets out policies that should be considered.



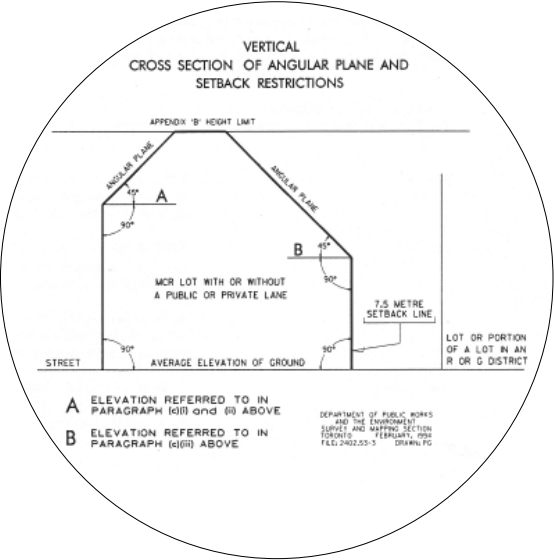
The Urban Structure illustrated in the Toronto’s new Official Plan identifies Bloor West Village as one of the “Avenues.”



The Land Uses illustrated in the Toronto’s new Official Plan designates Bloor West Village primarily as a “Mixed Use Area.”

Zoning

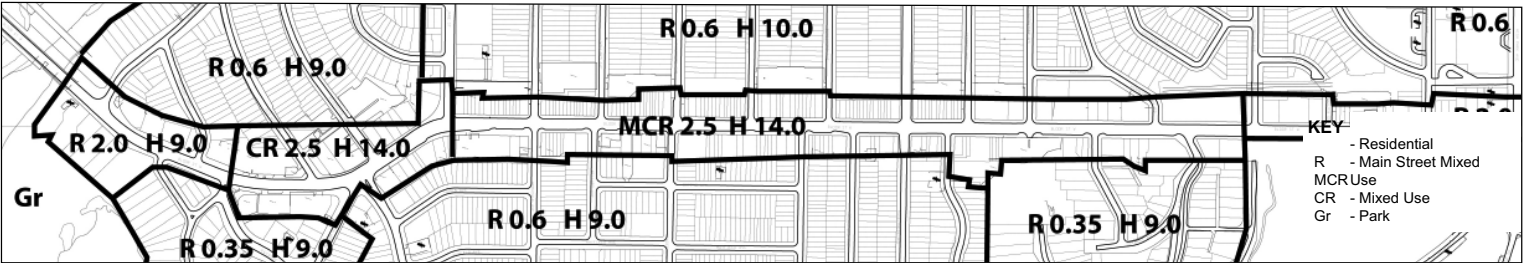
The City’s Main Streets initiative led to an MCR zoning for the Bloor West Village between High Park and Jane Street. The Avenues designation reflects this zone which guides mixed use development to fit with the existing neighbourhood through a build-to envelope. The primary intent of this building envelope is to ensure appropriate transitions in height where mixed use areas are adjacent to low-rise residential neighbourhoods.



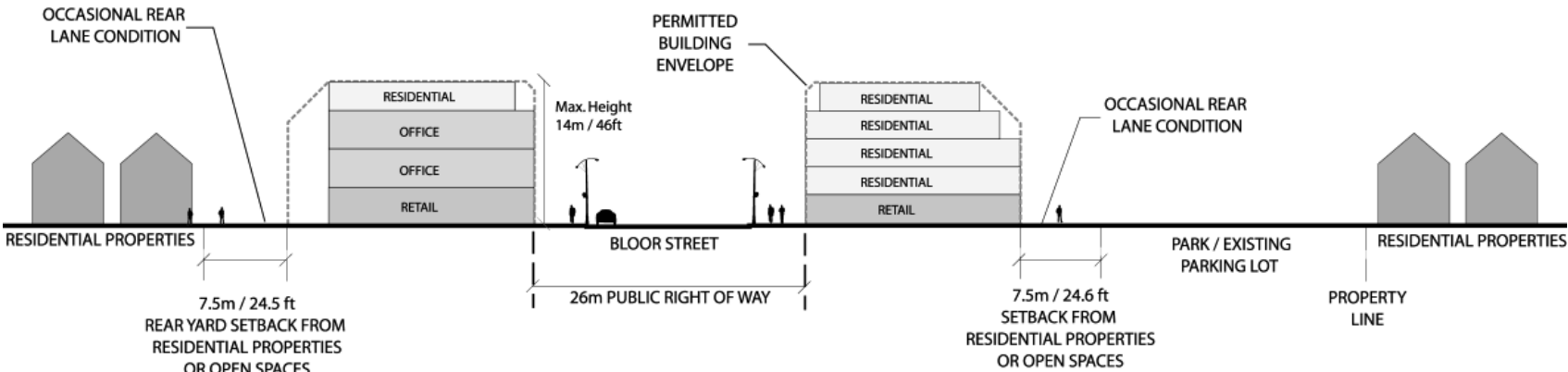
Building heights for MCR zones.

The City of Toronto’s Zoning By-Law provides an as-of-right building envelope for MCR zones. This envelope requires buildings to setback from the street and rear property line to ensure a pedestrian scale and transition in height to adjacent low rise residential areas.

A height limit of 14 m (approximately 46 feet) allows buildings in a 3 to 5 story range depending on the heights of the ceilings. The commercial ground floor of buildings tends to be 13 to 16 feet in height. After the ground floor, floor-to-floor heights for office-commercial buildings range from 12-16 feet. Residential floor-to-floor heights range from 9-11 feet.



With the exception of the area at the far west part of the corridor, most of the study area is zoned for mixed uses in the City of Toronto’s Zoning By-Law. The maximum permitted height along Bloor Street is 14 metres except in the few blocks just west of Riverside Drive where a maximum height of 9 metres is permitted.



Typical Bloor Street West cross section, illustrating the potential built form that would result from the existing permitted building envelope.

Understanding the urban pattern of any given area requires an investigation into both the built and unbuilt areas and the relationship between them. Unbuilt areas are the open spaces and are primarily comprised of green spaces, streets and paved areas.

The key defining natural feature of the area is the sloping that occurs down to the Humber River west of Jane Street, and down to High Park, east of Kennedy Avenue. Consequently, the main commercial area of the Bloor West Village has the distinction of being “flat”, while the rest of the study area is defined by a sloping condition.

Major Green Open Spaces

The Bloor West Village area is anchored by two key, major public open space systems – the Humber River and High Park. These thriving park systems are well maintained regional draws that function as amenities on a city-wide scale.

Minor Green Open Spaces

Smaller, minor open spaces associated with public buildings, ravines, or the subway line are contained throughout the area, thereby providing a pattern of small scaled green spaces within close walking distance to any part of the Bloor West Village.



Humber River Valley



Major Green Open Spaces



Minor Green Open Space north of Bloor Street



Minor Green Open Spaces

Network of Streets

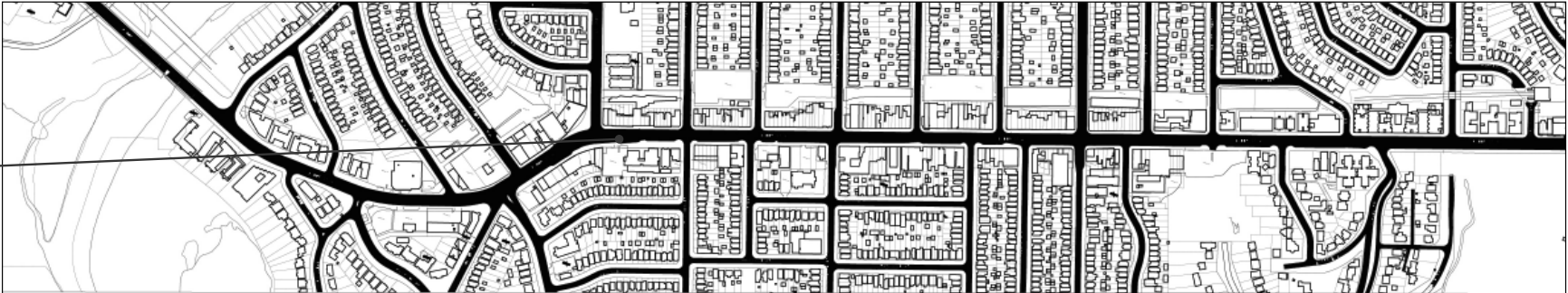
Streets comprise the largest land area that is publicly accessible and must be understood as open spaces that provide opportunities for public engagement and interaction. The streets in the Bloor West Village area are networked in a modified grid, characterized by unusually long blocks north of Bloor Street. The curvilinear roads reflect the sloping conditions, and a unique divergence for Bloor Street occurs here. Some streets, terminate at Bloor Street, presenting unique view corridors to Bloor West Village.

Paved Areas

There are a series of paved areas within the Bloor West Village area, most of which are parking areas or car dealership lots. Many of these areas are appropriately placed behind buildings and out of view. However, several paved areas front onto Bloor Street and interrupt the continuity of the retail character. Parking should continue to be provided along the corridor as it is an important function to the commercial activity in the area and takes pressure for parking off the residential streets.



Bloor Street is a key Public Open Space



Network of Streets



Paved Parking Areas



Paved Areas

Understanding the patterns of vehicular and pedestrian circulation within the study area provides information about existing and potential conflicts and also informs how one experiences the area.

Pedestrian Circulation

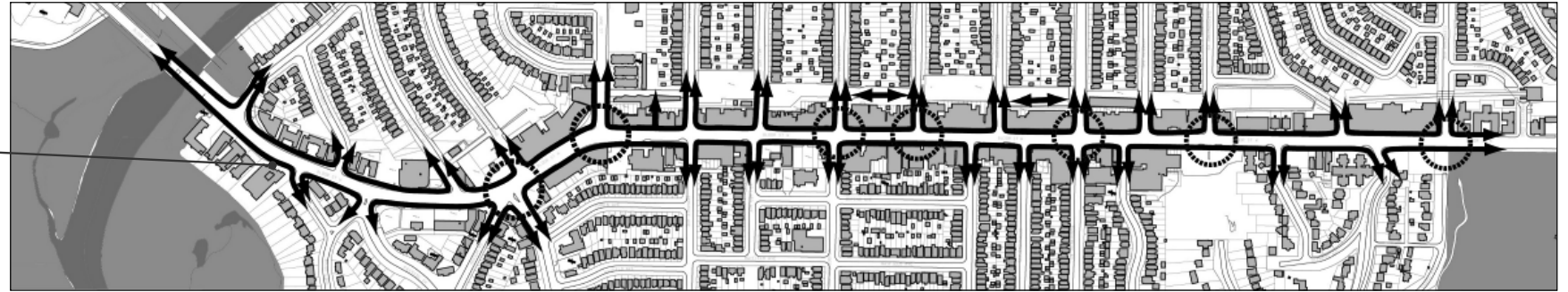
The Bloor West Village area has historically been and continues to be a vibrant pedestrian-oriented environment. Consistently, wide, well used sidewalks characterize the main commercial area along Bloor Street. There are a number of off-road pathways that link to and through open spaces. Crosswalks correspond to signalized intersections and are generally evenly spaced in the main commercial area; however there is a shortage of safe crossing points to the east and west ends of the Village.

Transit Circulation

The Bloor West Village area is afforded with two subway stations, and two bus lines, at Jane and Runnymede. An all night bus runs along Bloor Street. As such, the area is highly accessible by the transit and local residents can easily access other parts of the city. Convenient and accessible transit reinforces the pedestrian nature of the Village as well as its attractiveness and capacity to accommodate additional growth.



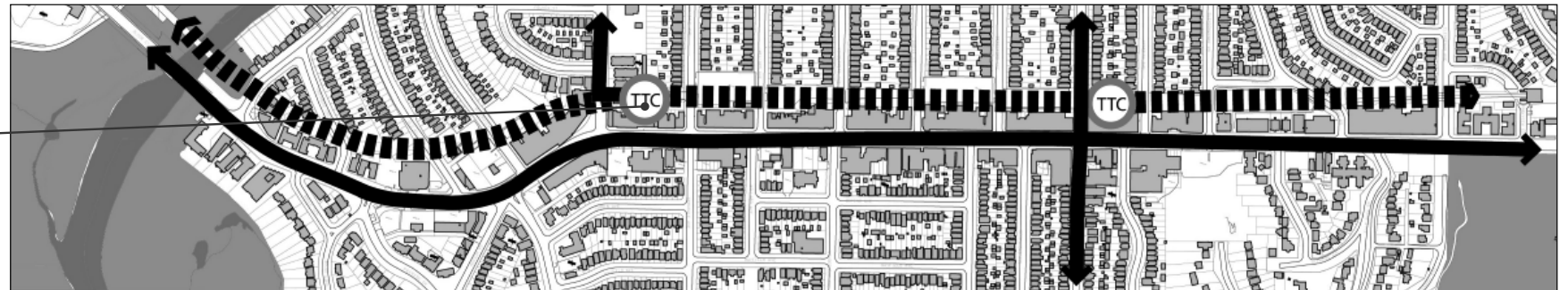
Sidewalks



Pedestrian Circulation: Sidewalks, Pathways and Crosswalks



Jane Subway Station



Transit Circulation: Subway Stations and Bus Routes

Vehicular Circulation

The Bloor West Village area is served by a network of roads, lanes, and parking areas. While Bloor Street, Runnymede Street, Jane Street and the South Kingsway serve as the primary through-traffic corridors, the remaining streets are intended to serve local traffic.

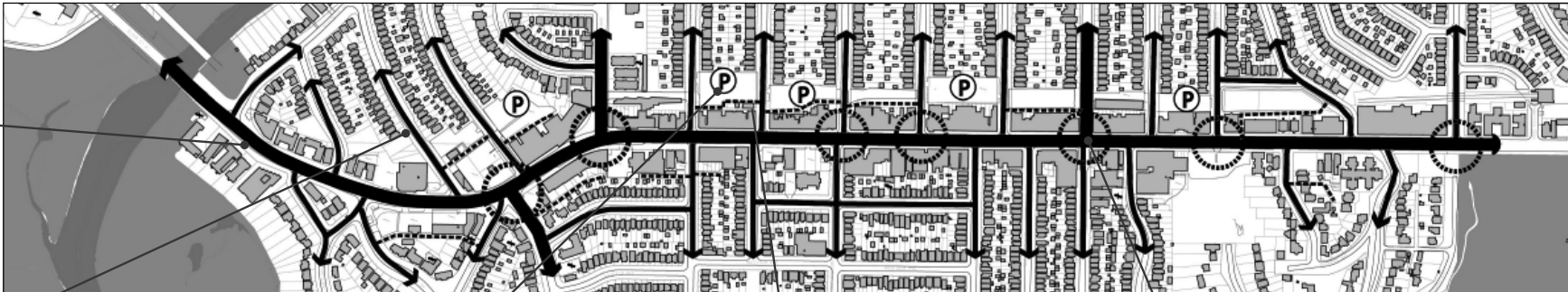
While the lack of east-west roads funnels local traffic to Bloor Street, it also serves to discourage through-traffic that is destined to areas east and west of the Village.

With road capacity unlikely to increase, traffic congestion will be on-going and will increasingly become an issue as it is in neighbourhoods across the city. In conjunction with new development, encouraging and enhancing other modes of movement is essential to the area's vitality.

The publicly operated parking areas north of Bloor Street that correspond to the subway corridor provide dispersed, small scale lots that allows for parking in close proximity to a variety of destinations along Bloor Street.



Major Roads



Vehicular Circulation: Major Roads, Local Roads, Rear Lanes, Public Parking Areas and Signalized Intersections



Local Roads



Public Parking Area



Rear Lanes



Signalized Intersection

The character of the built form and how buildings interface with open spaces provides an insight on building patterns that are appropriate, desirable and which provide the Bloor West Village area with its unique identity.

Building Typologies

The Bloor West Village area is characterized by a variety of building forms which reflect a strong historical and logical pattern that often corresponds to location and primary use. While the main commercial area is characterized by the fine grain and low rise storefronts with offices or residences above, larger footprints associated with residential apartment forms tend to be located to the periphery. House forms are primarily located to the north and south along local roads.

Within the Bloor Street corridor are also buildings that seem out of place as they do not reflect the predominant built pattern in scale, material quality, or siting. These anomalies can threaten the integrity of the distinct built form that defines Bloor West Village.



Mixed-Use Commercial Office



Main Street Mixed-Use



House Forms



Mixed-Use Mid-rise Apartment Complex



Low-Rise Garden Apartment



Building Footprints Hint at Building Typology

Landmark Buildings

Landmark buildings are structures that have either cultural, architectural, civic, or symbolic significance. In the Bloor West Village area, landmark buildings are predominately institutional buildings such as churches and the Runnymede Library, but they also include notable buildings that are memorable and enhance one’s experience or orientation of the Village.

Streetwall and Frontages

A key characteristic of the success of Bloor West Village is its consistent “streetwall”, or building frontages, which draw the pedestrian along the street, maintaining interest. The continuity of small scaled storefronts presented by these frontages both frames and animates the street. At ten key points, however, building frontages are interrupted by paved areas. These are significant gaps that can detract from the character of the area - at the same time, they present an opportunity to improve the streetscape and quality of the pedestrian experience with landscaping or appropriate infill developments.



Landmark Buildings: Places of Worship



Landmark Buildings



Continuous Animated Building Frontage



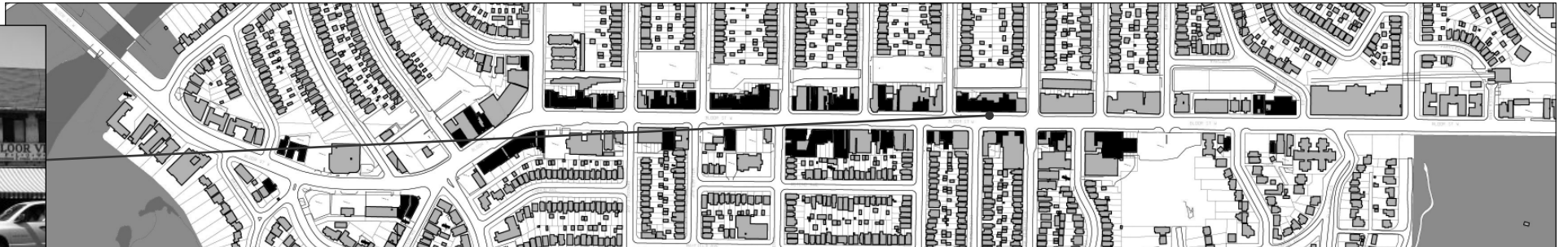
Continuity and Gaps in the Streetwall and Frontages



One Storey Buildings



One-Two Storey Buildings



Two-Three Storey Buildings



Building Heights

In general, the Bloor West Village area is characterized by 1-3 storey buildings that are evenly distributed throughout the Village. Most buildings central to the Village are two storeys in height, but there are several concentrations of three storey buildings. Most buildings that are four storeys or more are located to the periphery of the Village. The highest buildings tend to be located along the slopes which minimize their visual impact along Bloor Street. The one exception is the Jane Street intersection, where there are two five storey buildings.

One story buildings are not in keeping with the physical character of the study area. Two and three story commercial and mixed use buildings are common in the Village, maintain the character of the area and support pedestrian movement between the residential and commercial areas.

The lack of higher and larger scaled buildings central to the Village can be directly attributed to the scale and proportion of the lots and the multitude of property owners. Larger

and higher buildings require bigger footprints to be viable and to provide for below grade parking. Consequently, unless properties are consolidated, infill and intensification will continue to occur on a small but appropriate scale, which is in character with the area. Conversely, a number of larger undeveloped properties exist primarily on the periphery of the Village. These sites can accommodate a greater variety of building forms if found to be desirable and appropriate for the community.



Three-Four Storey Buildings



Buildings Greater than Four Storeys



Urban Design Framework & Design Principles

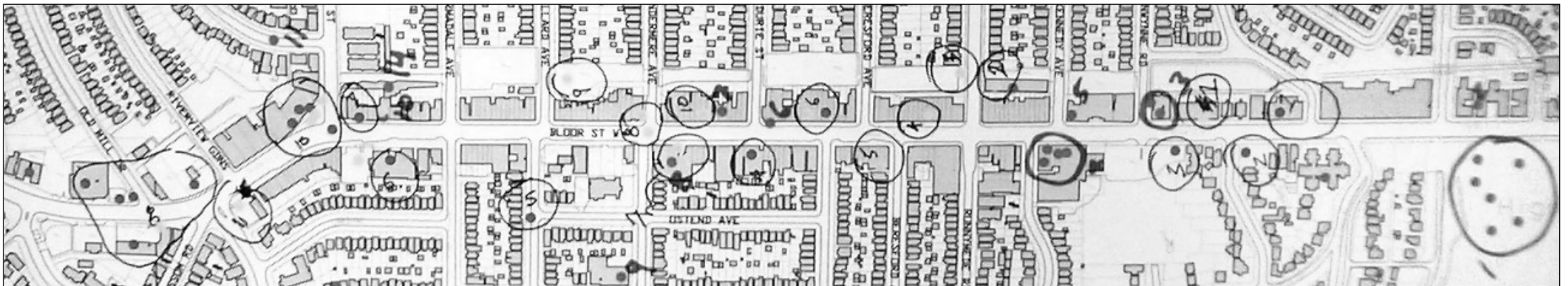
A Community Visioning Workshop

On June 22nd a Community Visioning Workshop was held to allow representatives from partnering organizations to discuss The Bloor West Village context, the regulatory policies (Official Plan, zoning, and by-laws) that currently guide development in the Bloor West Village area, and finally, to identify how the Bloor West Village community would like to see their neighbourhood grow and flourish. Additional participants came forward as a result of announcements of the event in The Villager and The Gleaner.

The workshop began with a powerpoint presentation which provided an overview of the Bloor West Village context, offering a preliminary analysis, and suggesting areas in need of consideration and directions for discussion. Following this presentation, participants were divided into three working groups. Each group was assigned a facilitator and a note taker and asked the following:

1. What works about the Bloor West Village, what do you treasure?
2. What doesn't work?
3. What needs to change?
4. How do we get there?

Answers were translated onto a base map of the Bloor West Village area. After about an hour, groups reported back to the larger group and themes which emerged in their discussions were identified.



In each break-out group, participants were asked to identify certain aspects of the area with coloured dots: Green dots represent treasured aspects, yellow dots represent aspects that need to be improved and red dots represent undesirable aspects.

What follows is a brief overview of opinions expressed by those who participated.

Things that are Treasured

- Street life works - Variety of retail uses and their ability to adapt to the needs of the residents
- Proximity and accessibility to parking and small parkettes
- Adapting brands to the neighbourhood and keeping original storefronts - i.e McDonald's and Chapter's
- Pedestrian scale - i.e Safe, and walkable
- Utilization of corners and the corner treatments of buildings - i.e Sharkey's
- Abundance and design of schools and churches within the neighbourhood
- Public spaces within the area
- The Brule / Home condominium developments
- Accessibility to grocery stores
- High Park
 - Animated, active, and well used
 - Landscaping – green and lush
 - Accessible
- Low-Rise/ Garden Apartments
 - Classic form
 - Good locations close to open space/ parks
 - Intimate courtyards
- Library
 - Historic building
 - Civic building that serves the community
 - Architecture – high quality of materials
- Dr. Generosity/ Sharkey's
 - Architecture – stands out
 - base/body/top of building – well expressed
- Sidewalk Café's - Animate the street and enlivens the streetscape

- Size and Scale of buildings
 - height - 2 to 3 storey buildings built up to street edge
 - width – narrow buildings create village/ community feel
 - People living above stores creates “eyes on the street” 24 hours a day
- Windermere Courtyard
 - Breaks frontage on street
 - hidden aspects – elements of surprise
- Jane Subway Station
 - Hidden mural – public art
- Humber River Valley
 - Passive recreation – less busy than High Park
 - Recreation trails/ commuting options
- Subway – accessibility
- Village Playhouse
- “Diversity” of the area and its residents

Things that are not Treasured or Things that should Change

- Corner of Jane St. and Bloor St. W
 - Fountain at Bloor St. and Jane St. can be better utilized and the building should be enhanced
- Parking Lots
 - No Frills and the adjacent parking lot – could be redeveloped to include a green space to maintain and enhance the view to Lake Ontario
 - Parking lot beside No Frills where people have to reverse onto Bloor St.
 - Enhancement and greening of parking areas

over subway line

- Missed opportunities at terminus sites - i.e Odeon site, Scotiabank, etc.
- Car dealerships at the west end of Bloor St. W – eye sores
- Streetscape improvements - i.e Benches, flowers, sidewalks, etc
- Funeral Home – break in the animated frontages along the south side
- Handicap accessibility of stores - washrooms in restaurants are usually located on a lower level
- Blank walls and “dead space” including upgrading building facades
- Billboards above building at the corner of Jane St. and Bloor St. W
- Vacant sites - i.e boarded up site at the corner of Bloor St. W and Harcourt Rd.
- Out of character buildings - i.e. glass medical building, and one storey buildings
- South Kingsway and Bloor St. W intersection - should be developed as an anchor for the avenue in the west
- Subway buildings and entrances - should be enhanced
- Park Interface - Links are needed both vertical and visual elements
- Pedestrian access - i.e. More crosswalks
- Rear of buildings are not well buffered
- Sidewalks - Should be enhanced and widened in certain places

An Urban Design Framework illustrates the general organizing elements that will guide development and design in the area and that reinforce existing and desirable patterns.

Character Areas

Unique areas that have a distinct identity within the Bloor West Village area have been subdivided into a series of character areas. These areas share common characteristics, features and functions, and a long-term vision has been identified as appropriate for each character area. Specific design principles and key initiatives are intended to support the urban design character for each area by outlining requirements with respect to improvements, new developments, as well as setback and height requirements.



Humber Valley Character Area



Jane Street Character Area



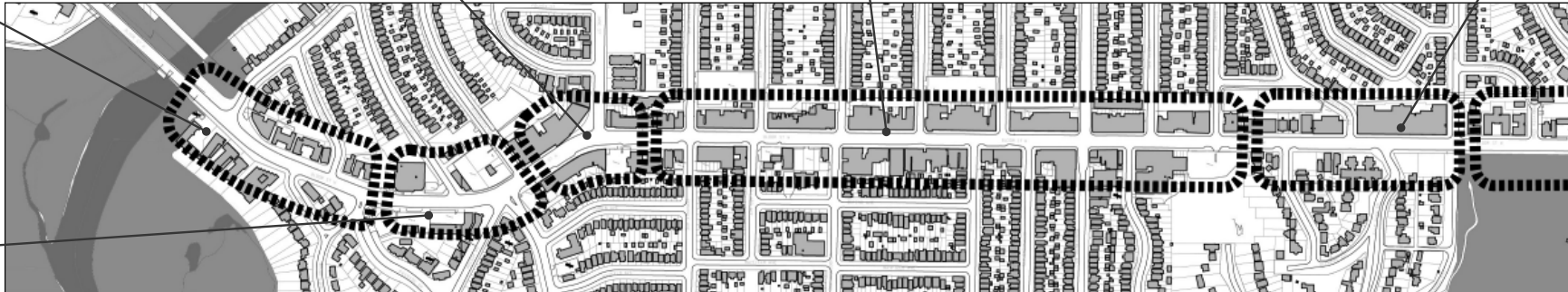
Village Character Area



High Park Character Area



South Kingsway Character Area



Character Areas

Gateways and Focal Areas

Gateways and focal areas serve to identify the character of the Village area in terms of both visibility and use. The east and west gateways signify a point of entry, defining the edge of the area. The focal area directly east of Jane Street is established and reinforced by the unique curvature of Bloor Street, presenting an opportunity for reconsideration of the open space features and built form in this area.

While gateways and focal areas may contain obvious concentration of activity, this does not translate into added building height. On the contrary, gateways and focal areas should be in keeping with the character of the area they represent and should be immediately identifiable to the pedestrian through public art, signage and high quality design and materials applied to building facades and streetscape treatments.

Views and Key Sites

Given the unusual condition of the shift in the street grid whereby local streets visually terminate at Bloor Street, opportunities abound on both sides of the street for special treatments (whether architecturally and/or public art) that further articulate the identity of the Village while serving to orient visitors. Careful consideration of these view sites will greatly enhance the Bloor West Village area by serving to complete areas of visual prominence.



Gateway Site



Gateways and Focal Areas



Terminus Site



Views and Key Sites

Priority areas have been identified where the community, BIA, City and property owners can concentrate their efforts on improving, enhancing, and revitalizing The Bloor West Village area. These are also the areas that become the primary consideration for the urban design principles or initiatives provided for each character area outlined in the following section.

Enhancement Areas

A number of locations in the Bloor West Village area have been identified for improvement. While most of these are of public sector responsibility, some highly visible private properties have also been identified as in need of improvement. Priority for improvements in the area include streetscapes, parking areas, gateway areas, and a number of building frontages and facades.



Gateway Improvement



Facade Improvement



Surface Parking Area Improvements



Streetscape Improvement



Frontage Improvements



Priority Areas for Enhancement

Revitalization Areas

Clearly there are some properties within the Bloor West Village area that are undeveloped, vacant, incompatible or underutilized. While some of these properties may remain in their current condition for some time, others may come under redevelopment pressures in the very near future. The appropriate redevelopment of these sites provides an opportunity to close the gaps in the Bloor Street corridor and further enhance the public realm.



Uninhabited Buildings



Priority Areas for Revitalization



Inappropriate Uses



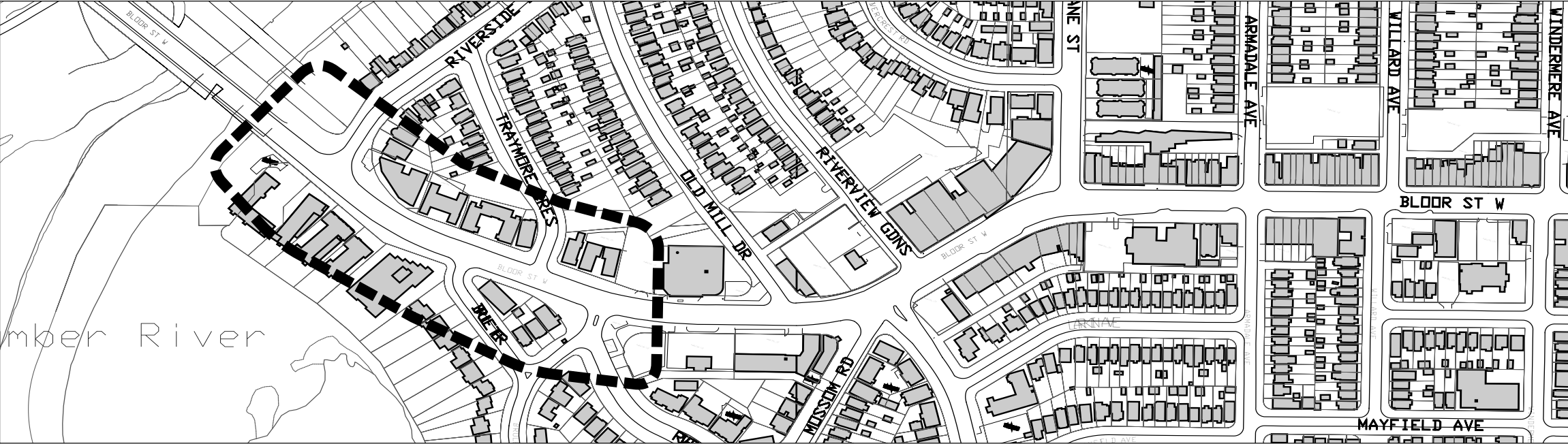
Incompatible Uses



Underutilized Sites



Undeveloped Sites



	Defining Features/Function	Land Uses	Public Open Spaces/Streetscape	Built Form/Frontages
Existing Character	<ul style="list-style-type: none">• Sloping downwards towards the Humber River• Bloor Street is curving• Lush Greenery• Residential buffer between the Humber River and commercial area	<ul style="list-style-type: none">• Mid-rise Residential Apartments	<ul style="list-style-type: none">• Defined primarily by the Humber River Valley open space system• Large mature trees on both sides of the street combined with the sweeping curve of Bloor Street provides a lush green streetscape appearance• No on-street parking• High speed traffic movement	<ul style="list-style-type: none">• 3-4 storey garden apartment buildings• Inconsistent generous setbacks• Numerous garden fore courts
Long Term Vision	<ul style="list-style-type: none">• A small scale apartment area in a “park” setting providing a appealing transition between the Humber River Valley and the more urban conditions to the east	<ul style="list-style-type: none">• A high quality apartment neighbourhood with a variety of unit sizes and no commercial uses	<ul style="list-style-type: none">• An appealing “green” gateway into Bloor West Village with safe and comfortable pedestrian sidewalks that link directly between the Humber River park system and the rest of the Village.	<ul style="list-style-type: none">• No change
Design Principles/ Initiatives	<ul style="list-style-type: none">• Encourage apartment dwellers to join residential associations to ensure representation and a voice is heard on adjacent developments		<ul style="list-style-type: none">• Explore opportunities for a widened and lit recreation walkway safe for pedestrians and bicycles• Consider traffic calming measures• Create a gateway treatment for The Bloor West Village at the Humber bridge	<ul style="list-style-type: none">• Generous setbacks with landscaped frontages consistent with existing built form• 3 storey maximum at the street edge• 5 storey maximum heights with setbacks from the street edge

Demonstration Sites

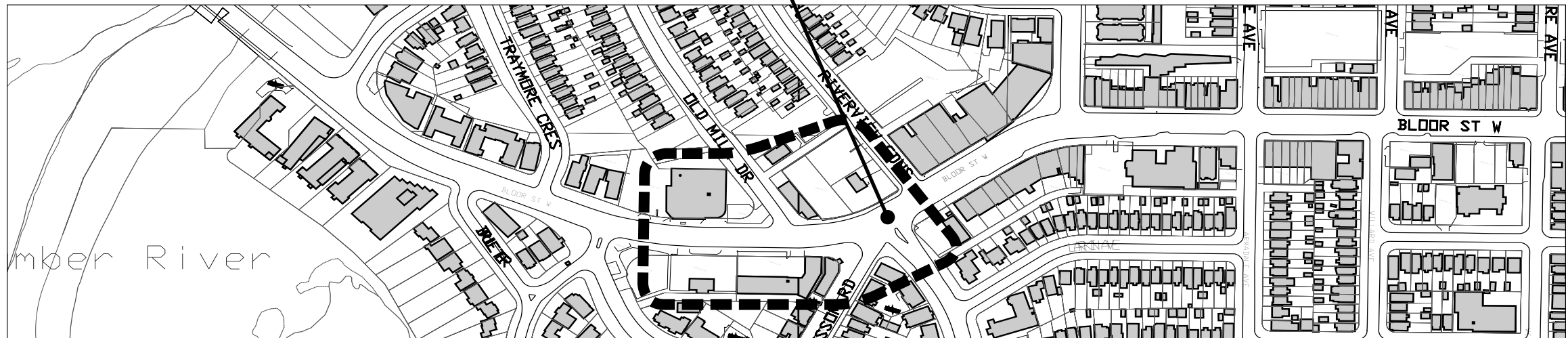


Existing



Bloor & South Kingsway

- Infill underutilized sites
- Max 4 storey streetwall with an additional storey stepping back
- Active, grade-related uses
- Pedestrianized intersection
- Additional streetscaping



	Defining Features/Function	Land Uses	Public Open Spaces/Streetscape	Built Form/Frontages
Existing Character	<ul style="list-style-type: none">• Sloping downwards towards the Humber River• Bloor Street is curving• Weak identity, poor streetscaping and lack of greenery• North terminus of the South Kingsway• Transitional area between residential apartment and main street commercial area	<ul style="list-style-type: none">• Mid-rise Residential Apartments• Mixed office-commercial• Highway commercial uses - auto dealerships and service station	<ul style="list-style-type: none">• In close proximity to the Humber River Valley open space system• Minimal streetscaping and landscaping• Poor pedestrian environment• No on-street parking• High speed traffic movement	<ul style="list-style-type: none">• 1-5 storey buildings• Inconsistent setbacks• Numerous paved frontages associated with auto-oriented uses
Long Term Vision	<ul style="list-style-type: none">• A primarily high quality residential apartment area with some mixed uses and an appealing streetscape and a gateway into The Bloor West Village.	<ul style="list-style-type: none">• A high quality apartment neighbourhood with a variety of unit sizes and some commercial uses at grade	<ul style="list-style-type: none">• A compelling gateway into The Bloor West Village with safe, appealing and comfortable pedestrian sidewalks	<ul style="list-style-type: none">• Paved frontages are replaced with buildings• Building heights corresponding to slope conditions• Landscaped setbacks become more generous as one moves away from the main street commercial area• Strong animated street edge to mark the gateway at the South Kingsway intersection (see Demonstration Sites)
Design Principles/ Initiatives	<ul style="list-style-type: none">• Extend the BIA boundaries to include this area	<ul style="list-style-type: none">• Encourage the redevelopment of the incompatible highway uses into more compatible pedestrian oriented mixed-use buildings• Intensification in this area must occur in conjunction with a resolution of servicing issues such as parking, traffic flow and adequate provision for community facilities such as schooling and recreation.	<ul style="list-style-type: none">• Streetscape improvements should be consistent with Bloor West Village BIA• Introduce traffic calming measures including on-street parking• Create a compelling gateway treatment at the intersection of the South Kingsway• Study opportunities for a service lane for properties on the north side	<ul style="list-style-type: none">• Generous setbacks with landscaped frontages west of Old Mill Dr.• No setbacks east of Old Mill Dr.• Street access units with appropriate buffering required where no commercial uses• Terminus/gateway treatments on key buildings• 4 storey maximum at the street edge• 5 storey maximum heights with setbacks from the street edge• Higher levels up to a maximum of 8 storeys (25m) may be considered on the north side of Bloor Street where adequate buffering from adjacent low-rise residential areas exist, subject to the conditions outlined in Appendix A:

Demonstration Sites



Existing

Odeon Site

- Critical view terminus
- Gateway condition
- Demands architectural excellence
- Max 4 storey streetwall with additional storeys stepping back to enhance view terminus
- Mixed-use ground level
- Public access to public parking behind



Potential

West of Medical Building

- Infill buildings directly at street edge
- Max. 4 story street podium with an additional story stepping back
- Commercial, active uses at grade level, with mixed-use above
- Provides visual terminus for Jane St. (facing south)



Potential



Existing



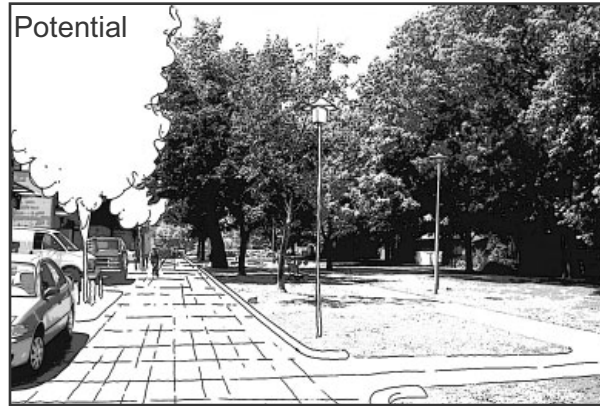
	Defining Features/Function	Land Uses	Public Open Spaces/Streetscape	Built Form/Frontages
Existing Character	<ul style="list-style-type: none">• Slightly sloping downwards towards the Humber River• Bloor Street begins to curve west of Jane Street• A rare primary visual terminus for Bloor Street• Poor quality mixed use area relative to areas to the east• Served by Jane subway station	<ul style="list-style-type: none">• Mixed use with retail at grade• Office and medical uses• Numerous restaurants and bars• Large public parking areas	<ul style="list-style-type: none">• Minimal streetscaping and landscaping• Poorly designed and underutilized plaza at Jane intersection• Some on-street parking on south side• Heavy pedestrian and vehicular traffic movement at Jane Street intersection	<ul style="list-style-type: none">• 2-5 storey buildings• Consistent setbacks and a defined streetwall except for the medical building• Animated store frontages except for the parking area associated with the medical buildings• Poor quality building conditions at visual terminus of Bloor Street
Long Term Vision	<ul style="list-style-type: none">• A highly visible and animated gateway area with a mix and intensity of uses and pedestrian amenities that provide a west anchor to the Bloor West Village main street commercial corridor	<ul style="list-style-type: none">• A high quality mixed use area with appropriate residential intensification and an abundance of pedestrian amenities	<ul style="list-style-type: none">• An exciting animated west anchor for the Bloor West Village with safe and comfortable pedestrian sidewalks and well used public plaza at the north-west corner of Bloor and Jane streets	<ul style="list-style-type: none">• Paved frontages are replaced with appropriate buildings or further enhanced with landscaping• High quality facade treatments to highly visible buildings particularly at visual terminus sites (see Demonstration Sites)
Design Principles/ Initiatives	<ul style="list-style-type: none">• Significant investment into the public realm to provide an appropriate and appealing anchor/gateway to the Bloor West Village• Improve and enhance Jane Subway Station entrances	<ul style="list-style-type: none">• Encourage a direct pedestrian access to public parking areas from Bloor Street• Improve the access and egress of Riverview Gardens Parking lot with Bloor Street West• Encourage and improve buffering along rear service lanes.	<ul style="list-style-type: none">• Improve streetscaping treatment with additional landscaping, furnishing and street trees• Redesign and reprogram the plaza to make it more appealing to pedestrians and to become a symbolic draw to the area• Enhance parking areas with landscaping	<ul style="list-style-type: none">• No setbacks - buildings placed at the street edge• Terminus/gateway treatments on key buildings in keeping with character guidelines• Encourage facade improvements• 4 storey maximum at the street edge• 5 storey maximum heights with setbacks from the street edge• Higher levels up to a maximum of 8 storeys (25m) may be considered on the north side of Bloor Street where adequate buffering from adjacent low-rise residential areas exist, subject to the conditions outlined in Appendix A:

Demonstration Sites

Existing



Potential



North Park/Parking Corridors

- Enhanced rear-frontages of buildings onto parks
- Pedestrianized laneways
- Enhanced interface between parks and laneways

Existing

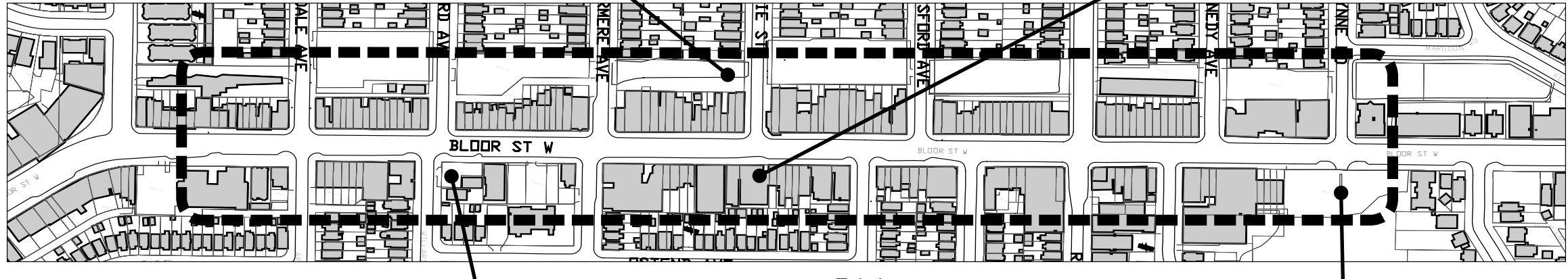


Scotia Bank Site

- Commercial uses at grade level, with mixed-use above
- 5 story max, with 4 storey max at street edge
- Visual terminus treatment



Potential



Existing



Potential



Funeral Home site

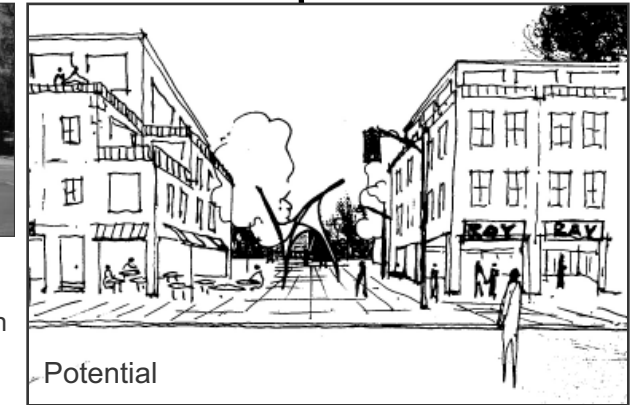
- Infill of parking lot to create consistent street edge
- Visual terminus and corner treatment
- Max 4 storey streetwall with an additional storey stepping back

Existing



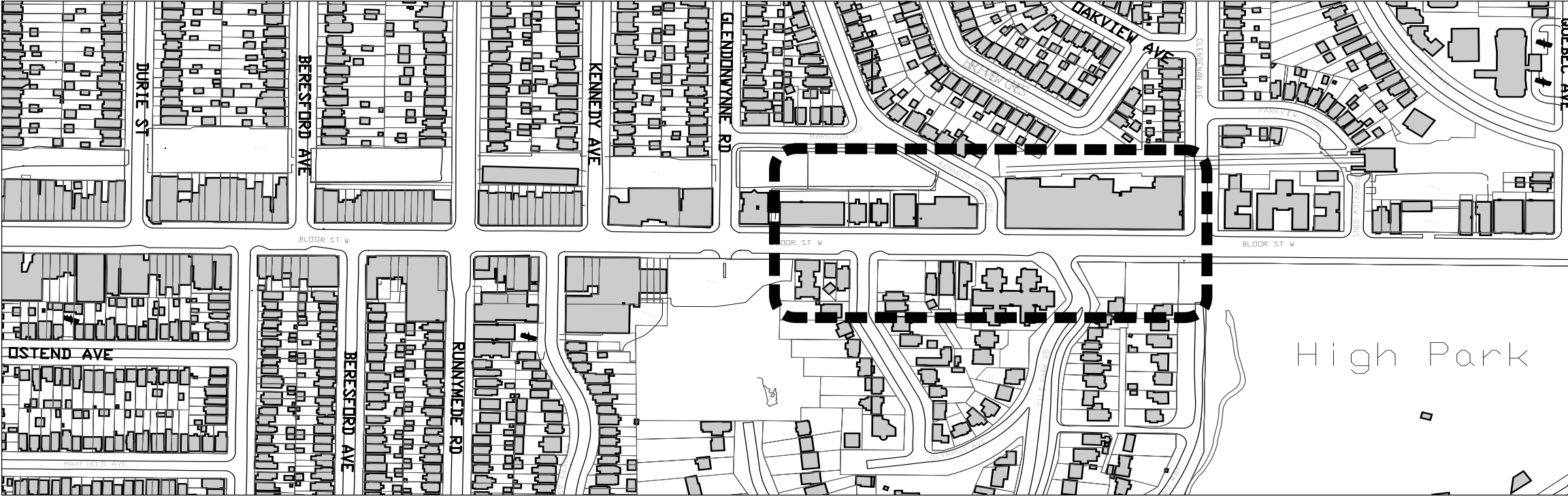
No Frills parking lot

- View corridor to Lake Ontario
- Infill of site with buildings that maintain the low-rise streetwall (max 4 storey)
- Fifth story stepping back



Potential

	Defining Features/Function	Land Uses	Public Open Spaces/Streetscape	Built Form/Frontages
Existing Character	<ul style="list-style-type: none">• Plateau area with no sloping conditions• Served by Runnymede subway station• Primary main street commercial area that defines the Bloor West Village• Consistent low-rise and fine grained buildings and retail uses that give the area its “village” quality• String of parking and open spaces that buffer the residential areas to the north	<ul style="list-style-type: none">• Mixed use with small scale retail at grade with few exceptions• Office and residential uses above grade• Numerous restaurants, outdoor cafes, bakeries and specialty shops• Public parking areas evenly distributed north of Bloor Street• Funeral home consumes an entire block• No Frills site is underutilized	<ul style="list-style-type: none">• Significant streetscaping that is in need of maintenance• Served by three open spaces north of Bloor Street• On-street parking• Consistently heavy pedestrian and vehicular traffic• With few exceptions, a well defined and animated street edge	<ul style="list-style-type: none">• 1-4 storey small scale pedestrian-oriented buildings• Consistent setbacks and a well defined streetwall with a few exceptions• Consistent fine grain rhythm of narrow store fronts animated with awnings, outdoor display areas and patios• Variety of roof forms including pitched and flat roofs
Long Term Vision	<ul style="list-style-type: none">• Maintained and enhanced with modest intensification	<ul style="list-style-type: none">• Maintained and enhanced	<ul style="list-style-type: none">• Further enhanced streetscape, pedestrian crossings and green open spaces with views to the Lake maintained (see Demonstration Sites)	<ul style="list-style-type: none">• Paved frontages at the funeral home and No Frills site are replaced with compatible buildings (see Demonstration Sites)• High quality facade treatments to highly visible buildings particularly at visual terminus sites• One storey buildings are redeveloped into more compatible fine-grained mixed-use buildings (see Demonstration Sites)
Design Principles/ Initiatives	<ul style="list-style-type: none">• Development and growth is encouraged that is consistent with the existing built character	<ul style="list-style-type: none">• Maintain restrictions on size of retail uses• Encourage mixed-uses where only single uses exist• Development opportunities at No Frills site for enhancements to the corridor while maintaining the unique view to the lake.	<ul style="list-style-type: none">• Improve streetscaping treatment with additional landscaping, furnishing and street trees• Special streetscape treatments for important intersections, gateway and terminus sites• Enhance interface treatments between open spaces, parking areas and rear lanes• Enhance parking areas with landscaping	<ul style="list-style-type: none">• No setbacks - buildings placed at the street edge• 4 storey maximum at the street edge• 5 storey maximum heights with setbacks from the street edge• Terminus/gateway treatments on key buildings• A public view corridor to the lake is maintained



	Defining Features/Function	Land Uses	Public Open Spaces/Streetscape	Built Form/Frontages
Existing Character	<ul style="list-style-type: none">• Sloping downwards towards High Park• Weak identity, poor streetscaping and lack of greenery• Key true gateway into the Village Character Area• In transition from residential apartment to mixed use	<ul style="list-style-type: none">• Mid-rise Residential Apartments• Newer mixed-use residential complex• Apartments being readapted into commercial or mixed-uses	<ul style="list-style-type: none">• Abuts High Park to the east• Minimal streetscaping and landscaping• Poor and inconsistent pedestrian environment• Significant grade shifts to sidewalk on the south side• Some on-street parking• High speed traffic movement	<ul style="list-style-type: none">• 1-7 storey buildings• Inconsistent setbacks• Variety of typologies from character house forms to a large scaled mixed use apartment complex• Some blank frontages and poor readapted uses
Long Term Vision	<ul style="list-style-type: none">• A primarily high quality residential apartment area and an appealing streetscape and gateway into the Bloor West Village commercial area	<ul style="list-style-type: none">• A high quality apartment neighbourhood with a variety of unit sizes and commercial uses at grade	<ul style="list-style-type: none">• A compelling gateway into the Bloor West Village directly connected to High Park• Significant, consistent, and appealing streetscaping to provide a cohesive visual appearance to a diverse grade built condition	<ul style="list-style-type: none">• Building heights corresponding to slope conditions• Setbacks are enhanced with consistent landscaping• High quality facade treatments to highly visible buildings particularly at gateway sites• One storey buildings are redeveloped into animated mixed-use buildings
Design Principles/ Initiatives	<ul style="list-style-type: none">• Extend the BIA boundaries to include this area	<ul style="list-style-type: none">• Encourage the redevelopment of the vacant lot on the south side	<ul style="list-style-type: none">• Streetscape improvements to be consistent with Bloor West Village BIA• Introduce traffic calming measures• Create a compelling gateway treatment at the intersection of Clendenan Avenue and High Park	<ul style="list-style-type: none">• Setbacks to be consistent with adjacent properties• 4 storey maximum at the street edge• 5 storey maximum heights with setbacks from the street edge• Street access units with appropriate buffering required where no commercial uses• Terminus/gateway treatments on key buildings

Appendices

Appendix A: Conditions for Buildings that Exceed the Permitted Heights

The guiding principles for the South Kingsway, Jane Street and Village character areas have identified locations where development may be considered that exceed the permitted building heights in the zoning by-law up to a maximum of 8 storeys (25 metres).

These locations correspond to sites that are primarily on the north side of Bloor Street and characterized by significant buffering from low-rise residential uses by adjacent parking lots. Where a proposal is made that exceeds the permitted heights in these specified locations the development will be expected to demonstrate that it will have no adverse impacts, result in a benefit to the local community, and exemplify the highest possible quality and design.

In general, the general and site specific guidelines for higher buildings are as follows:

GENERAL GUIDELINES APPLICABLE TO ALL BUILDINGS THAT EXCEED THE PERMITTED HEIGHTS:

- A 3 metre minimum setback from the street edge is provided above the 4th storey.
- Appropriate architectural responses such as side setbacks are used to mitigate exposed party-wall conditions. No advertisement will be permitted on exposed walls.
- There are no adverse wind or shadow impacts.
- Sufficient parking is provided to accommodate the development.
- There are significant improvements to servicing areas and to the rear view of the development.
- A cornice or other architectural feature to express a building base consistent with adjacent buildings.
- A setback, cornice or other architectural feature to express and enhance the top levels of the building.
- The overall development contributes to the enhancement of the physical character and amenity of the area, including the provision or contribution to publicly accessible amenities, excellence in design and use of high quality materials.

SITE-SPECIFIC GUIDELINES FOR BUILDINGS THAT EXCEED THE PERMITTED HEIGHTS:

South Kingsway Character Area

- The resolution of service access and traffic circulation, particularly the intersection of Bloor Street with Riverview Gardens, Old Mill Road and Traymore Crescent.
- The creation of a new open space on the existing public parking area and its replacement within the new development.

Jane Street Character Area

- The provision for pedestrian access from Bloor Street to the public parking areas.

Village Character Area

- Additional height on the No Frills property will be considered subject to the provision of a publicly accessible amenity space and unencumbered view corridor to the lake at the terminus of Glendonwyne Road.

Amenity

An amenity is something that contributes to the social, physical or functional quality of an area or building.

Angular Plane

An angular plane is an imaginary plane at a specified height and angle which establishes a series of height and setback restrictions on a building or structure. Angular planes are often established across the upper portion of a building envelope in order to ensure that structures step back above a particular height.

Angular planes are often applied to ensure compatibility of buildings, adequate view of the sky and/or adequate sunlight reaches the sidewalk.

As-of-right

As-of-right is a term generally used to describe something that has already been established as being permitted within the zoning by-law and therefore not require an amendment.

At grade

At grade refers to the portion of building located at the primary ground level and accessible to a public right-of-way such as a street. Typically this is the ground level or first storey of a building.

Building Envelope

A building envelope is generally used in zoning bylaws and design guidelines to illustrate the permitted physical extents of a building in 3 dimensions (width, height and depth). A building envelope is generally used when there are above grade setbacks and angular planes that apply to the property.

Building Footprint

A building footprint is the area on a property occupied by a building.

Floor-to-floor

Floor-to-floor is typically the height between two levels of a building. Often this is the measure between the top of one floor to the top of the next. These heights vary, often corresponding to the use on each level.

Gateway treatment

A Gateway treatment is an element or feature which helps to define the entrance to an area. Generally, gateways are defined by signage, public art, special paving and landscaping features or a unique roof form such as a turret or steeple.

Infill

Infill is a term used to generally describe development within built up areas and usually on a vacant plot of land or parking lot.

Landmark Building

A landmark building is a building which possesses a prominent identifying feature.

Official Plan

An Official Plan is a long-term policy (generally 20 years) document, strategic and high level in its approach which establishes a vision for the future social and physical condition of the city. Every municipality in Ontario must have an OP, which is required to be reviewed every 5 years and must receive approval by the Ministry of Municipal Affairs and Housing.

Right-of-way

The right-of-way defines the publicly accessible areas of a street, including both the roadway and sidewalks.

Setback

A setback is the required distance that a building or structure must be built away from a specified point or line. Front, rear and side yard setbacks are generally specified

in zoning by-laws, however setbacks may also be define for storeys that are above grade.

Streetwall

A streetwall describes the continuous wall along a street edge created by the consistent frontage of buildings to a setback line. This continuity can also be reinforced by defining a consistent height to the streetwall.

Underutilized

Underutilized refers to a property or space that is not being used to its fullest physical, economic or social potential.

Urban Design Guidelines

Design guidelines generally provide more detailed descriptions for buildings and public spaces than found in zoning by-laws. Guidelines do not have the same legal weight of zoning by-laws, but they are important tools that provide benchmarks and rules for development so as to clarify the desired built character of a given area.

Zoning By-Law

While an Official Plan sets out the municipality’s general policies for future land use. Zoning by-laws put the plan into effect and provide for its day-to-day administration. They contain specific requirements that are legally enforceable. Zoning by-laws must conform to the Official Plan.

Generally, a zoning by-law controls the use of land in your community. It states exactly:

- how land may be used
- where buildings and other structures can be located
- the types of buildings that are permitted and how they may be used
- the lot sizes and dimensions, parking requirements, density, building heights and setbacks from the street