

FAQ Public Report Summary

Virtual Update Meeting - July 14, 2022

The following outlines key questions pre-submitted and raised during the live Q&A session as part of the Virtual Update Meeting on July 14, 2022.

If you have a specific question about the plans proposed or technical studies, you can access documents on project materials section on our website <https://bloordundas.ca/>

Key Theme	Topic	Question	Answer
Transportation & Transit	Transit Connectivity	What transit connections are you proposing (TTC, UPX, GO), including improving connections to transit for pedestrians and cyclists? Why is a pedestrian bridge over the rail path, connecting to the GO, not included in the proposal?	<p>The previous submission included a transit connection directly from our Site to the GO, UPX and TTC transit. Given the current proposed development does not include the high school lands upon which this connection took place, the proposed direct transit connection has been removed from this application and transit connectivity has been reinforced with new public streets and pedestrian connections to the transit services provided at the Bloor and Dundas intersection. The proposal includes new streets being integrated to create smaller blocks and connections to support pedestrian mobility, both throughout the Site and to connect to the surrounding transit for both existing and future residents.</p> <p>The pedestrian bridge was not officially part of the OPA submission and was conceptualized in the 2018 application as an idea. This feature is currently under the purview of the City. As is the nature with a multi-year planning process, the proposal will continue to evolve.</p>
	Pedestrian & Cycling Safety	How will the comfort and safety of pedestrians and cyclists be ensured? What can be done in the short term to improve the pedestrian experience along Dundas before and during construction?	<p>The proposed development has been designed in such a way to increase opportunities for pedestrian and cycling connections, providing a new connection crossing on Dundas Street W between Bloor Street W and Roncesvalles Avenue through a signalized intersection.</p> <p>To better promote a safe and comfortable environment for pedestrians and cyclists, we are proposing below-grade parking lots; planning for an integrated pick-up/drop-off area; dedicated interior loading bays eliminating the need for on street loading and servicing; and designing for 'back of house' activities to be located away from public realm.</p> <p>When we start construction, we will ensure that each phase will have a construction management plan and signage strategy, where pedestrian access and safety will be a focus.</p>
	Traffic/Congestion	What are the plans to improve the Bloor Dundas intersection? How will this proposal reduce congestion with this new influx of residents? Will there be more streetcars being added here to help with traffic?	<p>The proposed development includes improvements to Dundas Street W between Roncesvalles Avenue and Bloor Street W to improve operations in this portion of the neighbourhood and reduce activity that typically causes delays for motorists and streetcars.</p> <p>The proposed improvements to Dundas Street W, between Roncesvalles Avenue and Bloor Street W, are intended to improve traffic and transit vehicle operations by addressing specific issues causing delay. Key in this regard is the widening of Dundas Street W to accommodate two key improvements:</p> <p>Firstly, the introduction of separate southbound left-turn lanes at the location of a new local street providing access into the Site will alleviate blockages to existing southbound movements. Secondly, moving the northbound streetcar track into its own designated right-of-way on approach to Bloor Street W, allowing it to by-pass traffic delays and queuing typically experienced by northbound traffic and transit vehicles approaching Bloor Street W.</p>

Key Theme	Topic	Question	Answer
	Traffic/Congestion (continued)		<p>Subsequently, some improvements are planned to the Bloor and Dundas intersection to accommodate the proposed streetcar right-of-way by making use of existing, underused pavement.</p> <p>A detailed Urban Transportation Considerations Report was completed as part of the rezoning application. Details can be accessed and downloaded from the Bloor & Dundas project site at bloordundas.ca.</p> <p>We are situated next to the Dundas West-Bloor Mobility Hub on a Major Transit Station Area, provincially designated in the Growth Plan, and the expectation is to accommodate density.</p>
Planning, Project & Technical Studies	Angular Plane	Are you following angular plane guidelines? Is there an angular plane study available to review?	The proposal was designed to provide appropriate built form transitions to the lower scale neighbourhood to the south while also reflecting the Site's potential to respond to Provincial density targets and the unique characteristics of the area, including significant transit infrastructure. Angular planes are one way of providing transition between adjacent properties of different scales, others include height variance, building location and building orientation, and the use of setbacks and setbacks of building mass, all of which were all employed across the Site. Shadow Impacts were studied, and the full results of the shadow study can be found on Bloor & Dundas project site at bloordundas.ca .
	Technical Studies	What are the shadow impacts on Herman Avenue? What wind mitigation efforts are being considered?	<p>We have been mindful to plan for taller buildings closer to transit and the main avenues including Bloor Street W and Dundas Street W to ensure minimal shadows on the existing residential community. According to the shadow study, there are no net new shadows on the southern neighbourhood from the towers. A shadow study has been completed and incorporated into the planning application and can be accessed and downloaded from the Bloor & Dundas project site at bloordundas.ca.</p> <p>The placement of the taller buildings on the north half of the Site means they will have limited wind influence on the surrounding residential areas to the west and south. Wind conditions on the sidewalks of Herman Avenue, Ritchie Avenue and Dundas Street W remain suitable for use year-round. Along the north edge of the Site, where the taller buildings interact with the prevailing northwesterly winds, there is potential for strong wind flows. Mitigation measures such as massing changes, and/or smaller features such as canopies, are being considered for this area. A pedestrian wind tunnel study has been completed and incorporated into the planning application and can be accessed and downloaded from the Bloor & Dundas project site at bloordundas.ca.</p>
	Sustainability & Infrastructure	What sustainability strategies are part of the plan? Please provide more information about the environmental studies completed to date.	Our efforts go beyond City of Toronto Green Standards. We aspire to: prioritize energy efficiencies; use low carbon building materials; support on transit oriented development; focus on and encourage various modes of mobility; support inclusion of green roofs and other permeable surfaces; and incorporate a large park and public realm features. Our environmental assessment can be found on Bloor & Dundas project site at bloordundas.ca .
	Project by Numbers	How tall are the towers? How tall are the towers along Bloor Street W? What population size and how many employees do you expect here when completed? Will neighbours still have views towards the lake or will views be blocked by the buildings?	<p>Proposed heights in this submission range from 6 storeys to 38 storeys. The Architectural Package submitted with the application includes the proposed heights of each building in metres and storeys. The taller towers are located close to transit and the main avenues. Details can be accessed and downloaded from the Bloor & Dundas project site at bloordundas.ca.</p> <p>The proposed development is expected to be home to approximately 3,500 people and 700 jobs.</p> <p>The towers are designed with small footprints and apply the City's guideline for separation distances between towers. While there will be buildings in between the Crossways and the Lake, there will continue to be views of the lake both around and through the proposed development.</p>

Key Theme	Topic	Question	Answer
	Application Comparison	What is the difference between the 2018 OPA Application and the 2022 Rezoning Amendment? Why did the plan change?	The proposal now includes a new centralized park, mid-rise character design, updated urban landscaping including open spaces and public realm, and integrated connections for better porosity. While still in discussions with the school board, we are advancing this significant project through the evolution of the portion of the Site we own, which does not include the school. We will continue to discuss future opportunities as part of our evolving vision for the Site.
	Project Timeline	When is construction expected to start? When is the expected “move-in” date?	This is a complex and significant transit-oriented Site requiring a multi-year master-planning process. We anticipate submitting further and revised applications in 2023 as well as participating in continued community engagement. No construction will begin until all approvals are in place. Once approvals are in place, the construction will be phased to mitigate any dust and noise impact on the surrounding neighbourhood and network system. We will keep the community informed of each of the milestones as part of the construction timing.
	School Board	Why aren't the school lands part of the plan? Where will all the children go to school if the school closes?	Discussions with the school board are ongoing as part of the multi-year master planning process. Choice is advancing this significant project through the evolution of the portion of the Site we own, which does not include the school lands. This proposed plan has the ability to adapt – it can proceed on its own or be retrofitted to evolve as future conversations evolve. All future accommodation needs of students from impacted school board decisions will be managed by the TDSB.
	Community Engagement	Why are you hosting a statutory meeting in the summer? Will there be opportunities to share feedback in the future?	This meeting is not a statutory City meeting, but one brought to you in collaboration with Councillor Perk's office. Timed in parallel with the re-zoning submission, this was a developer-led opportunity to walk the community through the plans and to share the latest in our planning evolution. This is a very large and complex plan which will continue to evolve with both community and City Planning input. There are additional community engagement opportunities, including a City Statutory Meeting anticipated for later this year.
	Live/Work Experience	How is the project supporting the trend of remote working and containing everything needed within walking distance?	This is a mixed-use plan that delivers 15-minute city experiences with transit at your doorstep, retail for your everyday needs, and green space and public realm for people to enjoy on their evening walks and morning commutes.
	Ritchie & Herman Avenues	The plan looks like it's promoting more vehicular traffic through Ritchie and Herman Avenues. How are these impacts going to be addressed? Will there be bike lanes? What parking protections will there be for the Herman/Ritchie homes? What traffic studies have been done on Ritchie Street?	In 2009, the City finalized the Bloor-Dundas 'Avenue' Study, and adopted SASP 335. The Study included New Street Network, which has street connections to Herman and Ritchie Avenues. Our plan achieves those principles and gives careful consideration to pedestrian and cycle-friendly experiences, including the widening of Dundas Street W. There are ongoing discussions with the City and community regarding the need for cycling infrastructure within and around the Site. This is a Transit Oriented development, and we are bringing a diversity of residential homes in close proximity to transit, using a sustainable city-building approach. We have invested in planning for greater greenery and walkways to promote a more livable environment. This is considered secondary access, and the Site has been designed in such a way that building driveway accesses are in close proximity to Dundas Street W. Proposed reconfiguration of streetcar tracks on Dundas Street W allows for a dedicated southbound left-turn lane at the new signalized intersection at Street A. This road improvement will distribute most Site traffic to the new signalized intersection and eliminate an existing conflict point that is being shared with the southbound streetcar track and travel lane. Reduced parking standards will also limit use of vehicles to and from the Site. We will work to ensure Herman and Ritchie neighbours and all of our neighbours are engaged in this process.

Key Theme	Topic	Question	Answer
Housing, Design, & Architecture	Architecture & Design	What is the one architectural idea informing the development?	The proposed development is created with the idea for multiple building styles – in order to fit within the context of our city. This is an eclectic design – not a single style of building types and it is meant to respond to the Site with a plan that is centred around a park. This project represents an early idea of how this project will get phased in and designed by different architects and different hands. Our aim is to have a design that comes down to grade with a strong masonry base, transitioning up, to continue to build a vibrant and emerging Dundas Street W. Sustainability will play an important role in the design of this community and may impact architectural designs.
	Heritage	Is there an opportunity to retain and restore heritage buildings on the Site, and/or see the industrial heritage and other relevant Site history commemorated? How are you considering the Howard Mansions at 2252 Dundas Street West?	<p>According to the Heritage Impact Assessment, there are no heritage properties on the Site. The existing buildings have not been previously identified as having potential cultural heritage value through planning studies in the area, including the 2009 Bloor-Dundas Avenue Study, and have not been identified to have value by members of the community. As some properties within the Subject Site are over 40 years old, a Cultural Heritage Evaluation Report (CHER) has been recommended by Heritage Planning Staff. The CHER concludes that none of the existing properties carry sufficient value to satisfy the criteria under Ontario Regulation 9/06. The CHER has been submitted in conjunction with this report.</p> <p>The proposal is a contemporary iteration and extension of the mainstreet retail character along Roncesvalles Avenue and Dundas Street W and re-orientates the post-industrial Site with street-related retail. It provides adequate transition in scale and massing from the Site’s evolving context at Bloor and Dundas and abutting low-rise residential neighbourhood to the south. You can read the report on our website at bloordundas.ca.</p>
	Housing & Affordable	What is the housing unit mix? Will there be units for families? What is the plan for affordable housing on the Site? Does it call under the City’s large sites policy, requiring 20%? What is the definition of affordable? What was the result of the local non-for-profit affordable housing and coop providers introduced to Choice?	<p>Choice Properties is committed to housing inclusivity by providing a diverse range of housing options in terms of tenure type, unit size typology and price. We are targeting the City of Toronto’s “growing up guidelines” for a unit mix. We are too early to confirm the exact mix of unit sizes at the master planning stage. Our goal is to be responsive to people at all stages of life, supporting long-term health and vibrancy of the community as a whole.</p> <p>We are committed to purpose-built rental. The affordable housing plan for the Site includes a mix of freehold and rental. Three of the seven buildings are proposed to be rental, representing approximately 735 of the 1,923 proposed units. We are committed to an affordable housing component, which is to be discussed with the City and local Councillor. One of our intentions is to launch our rental offering in the first phase to respond to the high demand within this category.</p>
Retail & Community Amenities	Retail	<p>Is there an opportunity to provide suggestions for future retail on the Site? What is the plan for retail? Are you considering affordable retail?</p> <p>What accommodations are being made for occupants of 2252 Dundas St. West? Are they bring provided assistance in relocation?</p>	<p>We are not at the stage of considering retailers just yet. We appreciate this level of early engagement with local businesses. The goal is to create the space and infrastructure for thriving retail and to connect to surrounding retail to provide the community with integrated options for a range of goods and services.</p> <p>Choice is committed to a grocer on the Site, with an updated urban format. The current grocery store will remain open during the construction of the new store to ensure access for the local community. We are bringing back retail anchors for the community along the Dundas Street W frontage, replacing (upgrading) the office building. Our aim is to connect to the Roncesvalles retail and provide existing and new residents with integrated retail options for a range of goods and services, bringing more foot traffic to local existing businesses.</p> <p>We are doing rental replacement for the eight units located at 2238 Dundas Street W. This is a City requirement to maintain the city’s affordable rental housing stock.</p>
	Community Benefits	What type of benefits will this project bring to the wider community? What types of community amenities are planned for the Site? Are there commitments to ensuring community benefits such as job creation can be accessed by equity-deserving community members?	The proposed plans for the Site will create resources that are used to enhance community amenities, such as the new central park designed as a public amenity to support the existing and new community. As part of this development, there are funds that go towards community benefits. Community benefits are part of a City-led process alongside the Councillor. The City manages the community consultations around park design and park development to determine the needs analysis and coordinate community engagement.

Key Theme	Topic	Question	Answer
	Arts & Culture	Are there any Arts and Culture Facilities as part of the current submission?	Thank you for your feedback and input. It is too early in the process to identify uses. Please stay connected with us.
Parks & Open Spaces	Parks & Public Realm	Why has the green buffer along the surrounding neighbourhoods been removed? Why has this important green space been proposed to be moved internally into the Site? Will there be spaces for restaurants and cafe patios overlooking the central green space? Does the laneway between Ritchie and Golden have pedestrian access to the park? What is the proposed width of the south garden walkway?	<p>In the City's 2009 Bloor-Dundas study, a provision for a large central park was included. The central park design and the quality urban design elements was inspired by the unique Site and its positioning, at the confluence of two city streets. This reference to its surrounding neighbourhood continues through the granularity in the elements to the south. Having a central park provides for greater access, flow and eyes on the street, increasing safety and view lines. There continue to be dynamic paths stemming from the central space that offer a range of uses and experiences along each route. This design also provides for active uses to be fronting the park such as restaurants and cafes.</p> <p>The south garden walkway is 2.1 metres wide and is an intimate yet programmed pathway that leads to a node mid-block that supports seating and intimate gatherings.</p> <p>We've also created an access point at the southwest corner of Ritchie Gardens to support connections from the laneways.</p>