

Clause embodied in Report No. 13 of the Humber York Community Council, as adopted by the Council of the City of Toronto at its regular meeting held on November 26, 27 and 28, 2002.

## 5

**New Official Plan - Avenue Studies; Implementation Report  
Bloor/Lansdowne Area Avenue Study; Bloor Street West  
between Lansdowne Avenue and Dundas Street West  
(Parkdale-High Park, Ward 14 and Davenport, Ward 18)**

*(City Council at its regular meeting held on November 26, 27 and 28, 2002, adopted this Clause, without amendment.)*

**The Humber York Community Council recommends that:**

- (1) the report (October 25, 2002) from the Director, Community Planning, South District, be adopted;**
- (2) Recommendations (8), (9) and (10) in the foregoing report, proceed on a priority basis, viz:**
  - “(8) City Council support in principle the revised TTC/GO connection plan at Bloor Street West and Dundas Street West shown in Attachment 6, and direct the TTC, in consultation with GO Transit, Urban Development Services and Works and Emergency Services, to review the proposed changes to the TTC's existing connection plan, including revised costs and possible cost sharing mechanisms, and in conjunction with City staff report the findings of this review to City Council in 2003;**
  - (9) City Council support in principle the design improvements to the GO train platforms and pedestrian entrances at Bloor Street West shown conceptually in Attachment 7, and request GO Transit to consult with Urban Development Services and Works and Emergency Services in developing a detailed plan for these improvements;**
  - (10) City Council support in principle a Bloor Street stairway connection to the future multi-use pathway planned adjacent to the Milton/Georgetown line in the vicinity of the Perth Co-op building, shown conceptually in Attachment 7, and direct the appropriate Economic Development, Culture and Tourism, Works and Emergency Services, and Urban Development Services staff to develop options for this connection at the time of preparation of the**

**design for the pathway and, in conjunction with this work, investigate the potential removal of a portion of the retaining wall in front of the Perth Co-op building in consultation with the Perth Co-op;”**

- (3) the Toronto Transit Commission be requested to:**
  - (a) give top priority to the connection between the Dundas Street West station and the GO station; and**
  - (b) include in their 5-year capital program, funding for the GO/TTC connections;**
- (4) the Public Art plan be supported by the development of a strategy for securing funds through the redevelopment process; and**
- (5) the Commissioner, Urban Development Services, identify and detail any potential commuter parking opportunities that may be available in the vicinity of the GO/TTC stations.**

The Humber York Community Council, reports for the information of Council, having:

- (i) requested Councillors Miller and Moscoe to work diligently to ensure that the connection between the Dundas Street West and the GO station becomes a reality; and**
- (ii) expressed its appreciation to staff for the work undertaken in the preparation of this report and to members of the community who participated in the process and assisted in formulating the recommendations.**

**The Humber York Community Council submits the following report (October 25, 2002) from the Director, Community Planning, South District:**

Purpose:

This Report recommends implementation strategies to achieve, over time, the revitalization of Bloor Street West between Lansdowne Avenue and Dundas Street West as an urban “Avenue”. Avenues are identified in the new Toronto Official Plan as important corridors along major streets where reurbanization can yield positive results, through the creation of housing and employment opportunities supported by public transit. Reurbanizing the Avenues will be achieved through the preparation of Avenue Studies for strategic mixed-use segments of these corridors. This portion of Bloor Street West was selected as one of four pilot areas for the Avenue Studies (Attachment 1).

Financial Implications and Impact Statement :

There are no current year financial implications resulting from the adoption of this Report. Two of the future initiatives recommended by this Report have implications for the Urban Development Services budget. Funds to implement the land use amendment component of the Study in 2003 are available in the Official Plan Capital Budget. This Report recommends that

additional funds in the amount of \$300,000 (2002 dollars) be included in the Urban Development Services 2005 capital budget forecast, for sidewalk improvements, in conjunction with the street resurfacing scheduled by Works and Emergency Services for 2005.

The Study's other recommended initiatives can be implemented through regular work programs and processes.

Recommendations:

It is recommended that:

- (1) a statutory Public Meeting be held under the Planning Act at the Humber York Community Council meeting currently scheduled for April 1, 2003, on the recommended draft Official Plan and Zoning By-law Amendments, in accordance with the draft Amendments attached to this document as Appendix A and Appendix B;
- (2) the City Solicitor be authorized to make such stylistic and technical changes to the proposed draft Official Plan Amendment attached as Appendix A and the proposed draft Zoning By-law Amendment attached as Appendix B;
- (3) notice for the Public Meeting under the Planning Act be given to landowners and residents within 120 metres of the Study Area, according to the regulations under the Planning Act, and to those on the Bloor/Lansdowne Area Avenue Study mailing list that has been maintained throughout the Study process;
- (4) City Council support in principle the streetscape improvements to the Bloor Street West right-of-way shown conceptually in Attachment 5, and direct Urban Development Services to include in their 2005 capital budget forecast additional funds in the amount of \$300,000 (2002 dollars) to complete the sidewalk upgrades and public tree planting components of these improvements in conjunction with Works and Emergency Services' scheduled resurfacing in 2005, with the plan for the sidewalk improvement and public tree planting initiative to be developed by Urban Development Services in consultation with Works and Emergency Services;
- (5) Works and Emergency Services be requested to consult with Urban Development Services and Economic Development, Culture and Tourism at the time the work plan is being developed for scheduled improvements to the railway bridge structures and underpasses within the Study Area, beginning in 2005 (tentatively) with the underpass closest to Lansdowne Avenue, to determine appropriate aesthetic improvements to the bridge and underpass structures as part of the planned rehabilitation work;
- (6) City Council encourage active at-grade uses within the Study Area, including street-related commercial and live/work uses, with direct at-grade access to Bloor Street West, and direct Urban Development Services to consider opportunities, through the development application review process, for new or renovated buildings to be designed in a manner that supports this objective;

- (7) City Council encourage the removal of any concrete retaining walls along Bloor Street West that are not required to support the bridge structures, the possible locations of which are shown conceptually in Attachment 5, and require applicants, through the development review process, to determine the feasibility of removing these portions of the walls and replacing them with appropriate design and landscape treatment where possible;
- (8) City Council support in principle the revised TTC/GO connection plan at Bloor Street West and Dundas Street West shown in Attachment 6, and direct the TTC, in consultation with GO Transit, Urban Development Services and Works and Emergency Services, to review the proposed changes to the TTC's existing connection plan, including revised costs and possible cost sharing mechanisms, and in conjunction with City staff report the findings of this review to City Council in 2003;
- (9) City Council support in principle the design improvements to the GO train platforms and pedestrian entrances at Bloor Street West shown conceptually in Attachment 7, and request GO Transit to consult with Urban Development Services and Works and Emergency Services in developing a detailed plan for these improvements;
- (10) City Council support in principle a Bloor Street stairway connection to the future multi-use pathway planned adjacent to the Milton/Georgetown line in the vicinity of the Perth Co-op building, shown conceptually in Attachment 7, and direct the appropriate Economic Development, Culture and Tourism, Works and Emergency Services, and Urban Development Services staff to develop options for this connection at the time of preparation of the design for the pathway and, in conjunction with this work, investigate the potential removal of a portion of the retaining wall in front of the Perth Co-op building in consultation with the Perth Co-op;
- (11) Urban Development Services and Economic Development, Culture and Tourism be requested to work with local land owners, through the development application review process, to secure publicly accessible open space within the Study Area, where appropriate;
- (12) City Council support in principle the installation of murals or other forms of public art on the retaining walls where indicated in Attachment 5 and direct Economic Development, Culture and Tourism, through the processes outlined by the Art Committee for Public Places and in consultation with Urban Development Services and Works and Emergency Services, to undertake the actions necessary to allow for the community's installation of appropriate works on these City-owned lands;
- (13) City Council support in principle enhancements to pedestrian and cyclist amenities in the area, and direct Urban Development Services to work with the appropriate Agencies and City Departments to review additional opportunities through matters such as improved lighting and signage as part of the proposed initiatives related to streetscape improvements, the connection of the proposed multi-use pathway with Bloor Street West, and improvements to bridge structures and transit access; and

- (14) this Report be forwarded to the Planning and Transportation Committee and the Policy and Finance Committee for information.

Summary:

The pilot Avenue Studies have been undertaken as part of the ongoing work leading to the development of the new Toronto Official Plan. The purpose of these Studies is to establish guidelines and principles for selected Avenues and to develop a tool kit to assist the City and landowners in directing and managing change along them. The Studies have been conducted in three phases. Phase 1 analyzed existing conditions and identified potential redevelopment sites. Phase 2 developed a shared vision and general concept plan for reurbanization and local improvements. The development of detailed implementation strategies is Phase 3, the final phase, and is the subject of this Report.

The results of the pilot projects are intended to provide specific direction for future development and community improvements in each of the Study Areas, as well as a generic approach to be used in planning studies and initiatives for other Avenues in the future. The remaining pilot Avenue Studies will be reported on separately to the appropriate Community Council.

The Bloor/Lansdowne Study Area (Attachment 2) is comprised of properties on both sides of Bloor Street West between Lansdowne Avenue and Dundas Street West. It is intersected by a CN/CP rail corridor just east of Dundas Street West, and the Newmarket CN rail line just west of and parallel to Lansdowne Avenue. Bloor Street is one of the major commercial/residential streets in the city. With few exceptions, however, substantial mixed-use, street-oriented development has not been achieved within the Study Area. This is due in part to the two railway underpasses that dominate the streetscape, and the evolving character of the area from industrial to other land uses.

The Bloor/Lansdowne Study Area is extremely well situated with respect to public transit and offers tremendous potential for revitalization as an urban Avenue through specific initiatives related to intensification, streetscape and transportation improvements and open space and public amenities. This Report recommends initiatives in each of these four broad areas.

The recommendations proposed in this Report have been developed through ongoing consultation with a local Advisory Panel, other City Departments and external Agencies, and the Ward Councillors - Councillor Silva and Councillor Korwin-Kuczynski - throughout the Study process. Planning staff have also held a wider public meeting in the area. Study participants, including the TTC, GO Transit, Works and Emergency Services and Economic Development, Culture and Tourism staff, have expressed general support for the Study's objectives and direction. The recommendations support the City's focus on investment in quality of life, the desire to link public initiatives with private investment to stimulate development, and the need to strategically create opportunities that reflect the desired future of the area. These initiatives will help implement the objectives for the Bloor/Lansdowne Area Avenue and its designation as a "Mixed Use Area" as outlined in the new Toronto Official Plan (Attachment 3). The chart found in Appendix C summarizes the major Study initiatives.

## Background:

### The Avenue Studies

“Avenues” are identified in the new Toronto Official Plan as important corridors along major streets where reurbanization can yield positive results through the creation of housing and employment opportunities on major transit routes. Avenues exhibit great variation in existing local conditions, and their opportunities for growth will differ in terms of scale and timing. Considered broadly, Avenues represent a tremendous opportunity for incremental reurbanization and residential intensification, without significant impacts on established neighbourhoods nearby.

Many Avenues are underdeveloped at one or two storeys and have sites that are visually dominated by surface parking adjacent to the street. Other Avenues already serve as “main streets” or focal points in the local community and have zoning in place to guide mixed-use development in a manner that is compatible with the local area. Ultimately, it is expected that all Avenues will perform this “main street” role and become meeting places for local neighbours and the wider community, with each reurbanized Avenue contributing to an area’s distinct local identity.

As part of the current work on the new Toronto Official Plan, staff examined growth opportunities along four Avenues, strategically selected because of their reurbanization potential as well as their need for special attention and some form of reinvestment from the City. In January, 2000 The Kirkland Partnership was retained by the City to develop a concept plan and related recommendations for each of the Study Areas. The implementation work (Phase 3) was conducted by City Planning staff, in consultation with stakeholders, and is the subject of this Report.

The Avenues studied as a part of the pilot project are (Attachment 1):

- (1) The Queensway between Mimico Creek and Kipling Avenue;
- (2) Finch Avenue centred at Weston Road between Signet Road and Milvan Avenue;
- (3) Bloor Street West between Dundas Street West and Lansdowne Avenue; and
- (4) Kingston Road between the Guildwood GO Station and Highland Creek.

The Studies are aimed at facilitating and shaping growth, supporting transit and creating an attractive pedestrian environment. The Studies typically focus on the following elements: the type of development that would be most desirable; appropriate massing, scale and siting of buildings and transitions to adjacent areas; streetscape and transportation improvements; and improvements to parks and open space and community services and facilities.

Each Study engages local residents, businesses, the Toronto Transit Commission (TTC) and other stakeholders. The new framework developed for each Avenue will give the people who live in the area a degree of certainty about the appropriate built form for new development, and

will give landowners as-of-right zoning now lacking on many Avenues throughout the city. The as-of-right zoning is expected to help encourage investment in these areas.

### Study Process and Community Consultation

As part of the three-phase project, City staff established a local Advisory Panel to provide input into the planning process at key stages and to help develop a concept plan that would guide the development of the Study Area. The Advisory Panel consisted of the local Councillors, area residents and business owners, and other groups with an interest in the area's development.

Phase 1 of the Study (completed in April, 2000) consisted of a general analysis of existing conditions, including land use patterns, lot sizes, building forms, transportation conditions, and an examination of cultural and heritage resources. Potential redevelopment sites were also identified.

Phase 2 (completed in February, 2001 and presented to the Planning and Transportation Committee for information in June, 2001) developed a shared vision and general concept plan for the improvement and reurbanization of the area. Phase 2 began with a community design charrette or visioning workshop organized around the issues and opportunities identified in Phase 1. The charrette helped promote a shared understanding of the opportunities and constraints in the Study Area. It also provided staff with insights with respect to local issues and priorities, as well as specific ideas to inform the Phase 2 concept plan.

In developing the concept plan and related recommendations, the following broad issues, among others, were considered: the appropriate mix of uses; built form, scale and fit; transportation; and urban design. The concept plan generally contemplated the build-out of vacant sites, the creation of a street network on larger sites where one does not currently exist, transportation connections, and new publicly accessible open space linkages. Copies of the Phase 1 and 2 Reports were made available to local Councillors, the Advisory Panel and any interested parties.

Planning staff held a Public Meeting on November 30, 2000 to present the findings of the Phase 2 Bloor/Lansdowne Report. Meeting participants were generally supportive of the Study in principle and of efforts to reurbanize the area. Since that time, City Planning staff have been working further with the Advisory Panel, The Kirkland Partnership, and other Departments and Agencies to develop implementation initiatives that reflect the overall principles established as part of the general concept plan.

### Comments:

To achieve the gradual transition of the Bloor/Lansdowne Study Area to an urban Avenue, the area requires clear guidance with respect to the appropriate form of new development, streetscape improvements, and Official Plan and Zoning provisions that more accurately reflect the desired future of the area. Transportation improvements to make more effective use of a significant local and regional infrastructure resource, as well improvements to open space and other public amenities in the area, are also critical to the long-term success of the Bloor/Lansdowne Area Avenue.

The potential transformation of a portion of the Study Area to an urban Avenue is shown conceptually in Attachment 4. The scale, design and timing of the actual build-out will depend on a number of factors, including investment decisions to be made by both the public and private sectors.

The following sections outline the proposed reurbanization strategies for the Bloor/Lansdowne Study Area. Specific initiatives are grouped into four major areas: intensification strategies; streetscape improvements; transportation; and open space and public amenities.

#### 1. Intensification Strategies

The Bloor Street corridor will achieve the status of an urban Avenue through the intensification of vacant or underutilized sites, the establishment of at-grade, street-related uses such as commercial or live/work uses to help create activity on Bloor Street, and the resulting revitalization of the Study Area. Potential development sites are shown in Attachment 2.

The new Toronto Official Plan proposes to designate the Bloor/Lansdowne Area Avenue a “Mixed Use Area”. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, as well as parks and open spaces. These areas are intended to absorb, over time, a large portion of Toronto’s expected growth, and will vary in scale and intensity of development to reflect the context of their surroundings and transportation infrastructure.

The new Toronto Official Plan contains a number of proposed policies to guide the development of Mixed Use Areas, including: the creation of a balance of uses that reduces automobile dependence and meets the needs of the community; the provision of new jobs and homes on underutilized lands; the location and massing of buildings to frame streets, minimize shadow impacts and provide areas of transition toward lower scale Neighbourhoods; and the provision of an attractive, safe and comfortable pedestrian environment.

A small portion of the Study Area is made up of lands that are proposed to be designated either “Apartment Neighbourhood” or “Employment Area” in the new Toronto Official Plan. Appropriate standards are proposed for those areas.

The land use standards recommended for the Bloor/Lansdowne Study Area are consistent with the new Toronto Official Plan’s proposed land use policies and with the Plan’s provisions for structuring and directing growth to certain areas, including Avenues.

#### Policy Tools

The recommended land use standards for the Study Area will be established through Official Plan and Zoning By-law Amendments. This particular pilot Study is expected to proceed in advance of the final approval of the new Toronto Official Plan by the Minister of Municipal Affairs. Therefore, the current Official Plan for the former City of Toronto should be amended to permit development that is consistent with the revitalization objectives for the Study Area, as an interim measure until such time as that current Official Plan is repealed. The proposed draft Official Plan Amendment incorporating these standards is attached (Appendix A, including Attachment 8 map).

Design-based Zoning By-law standards will permit, “as-of-right”, an appropriate mix of uses along the Bloor Street frontage, and residential uses or employment uses for certain other properties in the Study Area. Design-based zoning standards will also include provisions related to maximum and minimum building heights, build-to lines, setbacks and densities in order to create appropriate building envelopes with transitions to lower-scale areas. Site-specific zoning standards have been developed for key sites within the Study Area. The proposed draft Zoning By-law Amendment incorporating these general and site-specific standards is attached (Appendix B, including maps in Attachments 9 to 15).

### Land Use

Apart from prohibiting heavy industrial uses and automobile-related uses that are inconsistent with the vision for this urban Avenue, a wide range of commercial and residential uses should be permitted along Bloor Street. The proposed mixed-use permissions reflect an appropriate range of uses. (Attachment 8 shows existing and proposed Official Plan permissions, and Attachments 9, 10 and 15 show existing and proposed Zoning By-law land uses and densities).

While residential intensification is a clear priority in the overall Study Area, mixed-use buildings should be encouraged along Bloor Street to create a vibrant street edge. Allowing for live/work uses within the Study Area could also provide opportunities for new employment and create more animated spaces at grade.

Several sites in the Study Area currently have underlying industrial land use permissions, but have already been redeveloped with residential uses. The Study proposes to assign appropriate permissions to these sites and the proposed standards reflect the existing uses and built form.

### Building Heights

The Study Area contains a number of vacant or underutilized sites. The developed sites in the Study Area consist of buildings in the range of 3 to 4 storeys, as well as buildings beyond this range located at Dundas Street West (The Crossways building), Perth Avenue (the Perth Co-op) and west of the Milton/Georgetown railway line (The Toronto Community Housing Corporation’s “Rankin” building). The locations of these buildings can be seen in Attachment 2. Attachment 11 shows the current height permissions of the existing Zoning By-law.

The Study Area’s location and its accessibility to two subway stations and a GO station allow for a built form that may be greater in scale than would necessarily be appropriate in other locations. New buildings on Bloor Street should be constructed to at least 16 metres (4 to 5 storeys) in height, with additional height permitted on larger sites and those located close to the railway corridors.

It is recommended that a cornice line be established at a height of 10 to 14 metres to recognize the area’s existing built form and to help create an appropriate pedestrian scale. Additional height would be permitted on the portions of larger sites set back from the street edge. Consistent with Council’s objectives to encourage intensification in the vicinity of transit stations, minimum heights of 16.0 metres are recommended on key sites within the Study Area, recognizing the significant opportunities these sites provide.

In September, 2002, the Ontario Municipal Board (OMB) approved a development on the south side of Bloor Street at 1379-1395 Bloor Street West, known as the former Cochrane Dunlop site. To date, the OMB has not issued the written Order. The OMB permitted buildings with heights of 23 m, 34 m and 44 m (7, 12 and 15 storeys) along the Bloor frontage of the site, and 14 m (4 storeys) at the rear of the site. The height provisions and other standards approved by the Ontario Municipal Board are recognized in this Study's proposed land use policies.

### Density

To reflect the desired built form within the Study Area, the Study recommends standards to redesignate the majority of properties that have existing industrial permissions to either appropriate mixed-use or residential uses. A small part of the Study Area is currently designated "Low Density Mixed Commercial-Residential Area" by the existing Official Plan (along Bloor Street West between Perth Avenue and Symington Avenue/Sterling Road). The existing designation permits buildings with densities of up to 3.0 times the area of the lot. These designations are proposed to remain until the new Official Plan has been approved.

Most of the sites fronting on Bloor Street are proposed to be redesignated temporarily, to either Low Density Mixed Commercial-Residential Areas (the maximum permitted density is 3.0 times the area of the lot) or Medium Density Mixed Commercial-Residential Areas (the maximum permitted density is 4.0 times the area of the lot). Where appropriate, other Official Plan designations are proposed to recognize existing and potential uses and built form (see Appendix A and Attachment 8 map).

It is important to note that this Study's proposed Official Plan Amendment to the City's current Official Plan is an interim measure until such time as the new Toronto Official Plan is approved. The Official Plan currently in force will then be repealed, along with the density permissions described above. Densities and other land use standards will have been established in the proposed Zoning By-law for the Study Area.

Current Zoning By-law land use and density permissions are shown in Attachment 9. The proposed draft Zoning By-law Amendment provides land use and density standards appropriate for the area's context and objectives. To reinforce the desired built form for the larger sites within the Study Area, the proposed standards create site-specific building envelopes that, together with the other zoning standards for these sites, define an area within which development may occur (see Appendix B text and Attachments 10 to 15 maps).

### Setbacks

As a general rule it is recommended that buildings fronting on Bloor Street be constructed close to the street edge. Opportunities have been identified to create setbacks for landscaping and terracing in certain locations to allow for tree planting on private property where additional landscaping would not be feasible on adjacent public lands due to the location of utilities (see Appendix B text and Attachments 10 to 15 maps).

## Parking

The parking rate for land uses within the Study Area will continue to be governed by the regulations contained in the former City of Toronto Zoning By-law No. 438-86. The Study Area is served by the Dundas West and Lansdowne subway stations as well as by streetcar and bus feeder routes. It may therefore be feasible to consider a reduced parking rate. However, this issue will have to be reviewed in the future on a city-wide basis as many areas of the city exhibit similar land use and transportation characteristics.

## 2. Streetscape Improvements

Improvements are needed to beautify the Bloor/Lansdowne Area Avenue and to create a unified foreground for both existing and new buildings on Bloor Street West within the Study Area. The railway underpasses and the extensive concrete embankment walls leading to them require particular attention. Additional landscaping should also be provided along Bloor Street West. Proposed streetscaping is shown in Attachment 5, in the form of sidewalk improvements, public and private tree plantings, murals and retaining wall removals.

## Railway Underpasses

There are opportunities to upgrade the two underpasses beneath the railway corridors in order to provide for much-needed improvements to pedestrian amenity. The easternmost railway underpass in the Study Area contains one railway bridge, and the westernmost underpass includes three railway bridges, one of which is intended for a future multi-use pathway (see Attachment 2). Responsibility for upgrading the actual railway bridge structures is normally shared by the railway(s) and the City, while the adjacent concrete abutment walls are generally the responsibility of the City. In 1993 the former City of Toronto Council had identified a need for improvements to the underpasses. Improvements to lighting and the concrete retaining walls were completed at the time, and although identified, no work was done on improving the bridge structures themselves.

The easternmost railway bridge structure in the Study Area (closest to Lansdowne Avenue) is scheduled for rehabilitation in 2005 (tentatively). Approximately \$1M has been identified for improvements as a possible 2005 expenditure in the Works and Emergency Services capital works bridge repair program budget. The timing of the rehabilitation of the railway bridges in the underpass structure closest to Dundas Street West is still to be determined by Works and Emergency Services.

According to usual practice, at the time the bridges are up for reconstruction an evaluation is made with respect to the types of improvements required and appropriate funds representing the City's contribution are included in Works and Emergency Services' capital budget. It is recommended that Works and Emergency Services be requested to consult with Urban Development Services, at the time the railway bridge structures are scheduled for rehabilitation, to identify the types of aesthetic improvements that may be desirable. Possible aesthetic improvements might include sandblasting, painting and new lighting.

GO Transit staff are currently working with City Planning staff to improve GO signage along Bloor Street, and to develop options for improving access to the platform on the Milton/Georgetown line. This pedestrian access occurs via the Bloor Street underpass closest to Dundas Street West. GO Transit staff have indicated that the access improvements will likely be scheduled at the time of the bridge rehabilitation work discussed above (not yet scheduled for this location).

#### Landscaping on City Property

Where possible, sidewalk paving, tree planting and pedestrian lighting should be implemented to the standards of the former City of Toronto Streetscape Manual. The resurfacing of Bloor Street West from Dufferin Street to Keele Street/Parkside Drive is scheduled for 2005. Urban Design staff have conducted a preliminary review of locations where it would be desirable to replace the sidewalk, and include the standard "P4" decorative paving treatment and public tree plantings (see Attachment 5). The estimated cost of this work is \$300,000. However, a more detailed assessment should be done in advance of Works and Emergency Services' scheduled resurfacing. The funds required to undertake the sidewalk improvements and public tree plantings should be included in the Urban Development Services capital budget at the time of the scheduled resurfacing in 2005.

#### Retaining Wall Removal/Alterations

Because the underpass embankment walls extend for quite a distance along Bloor Street West, much of the streetscape is uninviting to pedestrians. Where structurally feasible, opportunities to remove portions of these retaining walls approaching the underpasses to create "green" landscaped terrace areas between the Bloor Street West sidewalk and adjacent new buildings should be pursued upon the redevelopment of these sites. A similar opportunity may exist in front of the Perth Co-op and could potentially be implemented in conjunction with a future pathway connection to Bloor Street West. The locations that may be suitable for retaining wall alterations, subject to structural feasibility to be determined through the development review process, are identified in Attachment 5.

#### Active Frontages

New buildings fronting on Bloor Street West should be designed with active retail, commercial or live/work residential frontages to animate the street at the sidewalk level. These street-related uses should have direct at-grade access to Bloor Street West. These types of active frontages could also be developed where new buildings replace portions of the underpass abutment walls. In addition, there may be future opportunities to improve the relationship of existing buildings to Bloor Street West through the animation of building facades. These possibilities should be explored for existing buildings when any development applications are submitted and reviewed.

### 3. Transportation

The integration of transportation and land use planning, and intensification that utilizes existing infrastructure, are key themes of the new Toronto Official Plan. This Study supports these essential principles. The key transportation objectives for the Study Area are to make better use of existing infrastructure assets and to address current deficiencies by recommending strategic improvements. The most important transportation assets in the area are the local and regional transit routes (TTC and GO Transit). In addition, a future multi-use pathway is proposed through the area, as is a potential high-speed rail link between Pearson International Airport and downtown Toronto. The approach taken by the Study team is to identify measures to improve the connections between the various routes to create a more integrated network.

#### TTC/GO Transit Connection

The new Toronto Official Plan identifies an interchange between the Dundas West subway station and the Bloor GO station on the Milton/Georgetown line as an expansion element of the city and regional transit network. The provision of this interchange is an important city-building initiative that is consistent with the goals and objectives of the City, the TTC and GO Transit. The linkage also has the potential to play an important role in the event that a rail link between Union Station and Pearson International Airport is implemented.

The TTC/GO Transit connection has been on the TTC's list of capital works projects since the early 1990s. The project is currently a "below line" item until such time as the project is deemed to be a priority and funding is made available. The TTC has begun discussions with City staff and GO Transit to update the 1995 plan in a manner that would integrate The Crossways mall and the residential community to the east of the rail corridor (see Attachment 6).

A key feature of the proposed updated design is the relocation of the connection from the P2 parking level to the P1 level of The Crossways mall. Representatives of the community and The Crossways mall were consulted on various occasions during the course of the project and expressed support for the updated connection plan.

Other key benefits of the TTC/GO connection project include: the creation of a functional linkage with The Crossways mall, providing an opportunity for much needed mall revitalization; a linkage to the residential community to the east; a connection to a proposed multi-use pathway; and the potential to help increase pedestrian safety in the vicinity of the Dundas West subway station.

In June, 2001, City Planning staff presented a concept plan of the proposed updated design (Attachment 6) to the Strategic Transportation Planning Group (STPG). The STPG consists of senior staff of GO Transit, the TTC, Works and Emergency Services, Urban Development Services and the Toronto Parking Authority, and meets regularly to consider specific transportation-related issues of a strategic nature. The Strategic Transportation Planning Group supports the proposed TTC review of the feasibility and cost of the proposed refinement to the 1995 plan. This Study recommends that the TTC conduct this review in conjunction with the appropriate City and GO Transit staff, and report back to City Council in 2003.

## GO Access Improvements

The Bloor Street stairway connection to the Milton/Georgetown GO station platforms is located on the north sidewalk under the railway bridge. The Kirkland Partnership has produced a concept plan showing potential physical improvements to the GO access points, as well as the proposed future pathway connection described below (see Attachment 7). Possible renovations include improvements to GO platforms, lighting and signage, and the creation of glass domes over the entrances. GO Transit expects to implement improvements to lighting and signage in 2002, and to develop a detailed plan for improvements to the entrance structures in conjunction with the future bridge rehabilitation (not yet scheduled).

GO Transit's Bradford Corridor on the Newmarket Subdivision railway line between Sterling Road and St. Helen's Avenue does not have a station at Bloor Street. The new Toronto Official Plan identifies a GO rail station here as an expansion element of the transit corridors. GO Transit has indicated that it is feasible to implement a future station at this location. This station could potentially connect through private property to the Lansdowne subway station.

## Multi-Use Pathway Connection

The City of Toronto Bike Plan (June 2001) includes an initiative to create a multi-use off-road pathway along the Milton/Georgetown GO Transit line, which crosses Bloor Street between Dundas Street West and Perth Avenue. The complete pathway would eventually extend from Cariboo Avenue north of Dupont Street to Strachan Avenue south of Wellington Street West. The City is currently in the process of acquiring an abandoned railway corridor, including the separate bridge structure crossing Bloor Street, for the future pathway.

The Study team has identified the opportunity to create a connection between the sidewalk on the north side of Bloor Street West and the proposed future pathway. Ideally, the connection would be located between the railway corridor and the Perth Co-op at 120 Perth Avenue (see Attachments 2 and 7). A Report from the Commissioner of Economic Development, Culture and Tourism (EDCT) originally identified the potential for a connection to Bloor Street West and the future pathway. This item, however, was not included in the pathway cost estimate. EDCT indicates that the anticipated timing for implementation of the first section of the project is likely beyond 2006.

The proposed pathway and its connection to Bloor Street West would help integrate the existing community and future developments into the larger city transportation network, encourage travel by non-automobile modes, and provide a link to the proposed TTC/GO Transit interchange and the potential rail link to Pearson Airport. It is recommended that at the time that the final design for the pathway is prepared, EDCT include the connection between the pathway and Bloor Street West in the scope of the work and co-ordinate the design with the appropriate City staff.

## Parking and Traffic

During the course of the Study, the implementation of on-street parking during the off-peak hours was suggested for selected locations along Bloor Street West between Dundas Street West

and Lansdowne Avenue. Additional on-street parking could help animate and encourage activity on Bloor Street West, and also help reduce the speed of vehicles travelling along this part of the street, which is relatively high compared to other sections. A review by Works and Emergency Services concluded that due to safety concerns posed by the grade changes along this section of Bloor Street West, the implementation of on-street parking was not feasible. This issue could be revisited in the future as area development proceeds and activity on Bloor Street increases.

Transportation Planning staff have also conducted a general assessment of the transportation implications associated with the proposed zoning changes for the Bloor/Lansdowne Study Area. This assessment compared the potential vehicular traffic generated under three scenarios: the existing land uses; the existing zoning permission; and the proposed zoning. For those sites with recommended zoning permission changes, the estimated number of existing trips is relatively low (approximately 100 total trips in the peak hour) because some of the sites are vacant or underutilized. The full build-out of these properties, based on the current zoning permission, has the potential to add approximately 150-250 peak hour vehicular trips to the network. This compares to approximately 100-200 additional trips based on the proposed zoning, or a net reduction of approximately 50 trips from the current zoning permission scenario.

The slightly lower number of potential trips based on the proposed zoning scenario is attributable to a general shift from employment to residential land uses which typically produce fewer peak hour trips per unit measure of floor area compared with employment activity. In each case, additional traffic would be distributed throughout the road network, likely resulting in normal increases within the range of daily/seasonal traffic volume presently experienced in the area. It is also worth noting that the total development potential of any given area of the city is generally not realized due to factors such as interim land uses, vacancies and property speculation. Future traffic conditions will be monitored and operational adjustments made accordingly, as is standard practice throughout the city.

#### Public Streets

The new Toronto Official Plan recommends a policy to integrate development into the surrounding public access system of roads, walkways, multi-use pathways and transit facilities. In the case of the road network, there is an opportunity to create a future public road between Bloor Street West and Sterling Road. This would help provide access to sites in the area and integrate the adjacent properties into the community. The conceptual alignment of the road is shown in Attachments 5 and 13.

#### 4. Open Space and Public Amenities

The charrette participants expressed a desire for community amenities that are currently in short supply in the area.

#### Open Space Network

The new Toronto Official Plan outlines factors to be considered in parkland acquisition strategies and suggests that the specific combination of cash and/or cash-in-lieu of land will be determined by the City as part of the consideration of each specific proposal. The September, 2001 Parkland

Acquisition Strategic Directions Report identifies the “West of Downtown” area as one of ten priority acquisition areas for local parks. This area is bounded roughly by St. Clair Avenue West, the CN/CP rail corridor and the Downtown. The westernmost portion of this area includes the Bloor/Lansdowne Study Area.

The development application approved by the Ontario Municipal Board for the lands at 1379-1395 Bloor Street West on the south side of the street includes a privately-owned but publicly accessible landscaped open space area. Future opportunities to create additional open space will be identified upon the review of any new development applications in the area.

### Public Art

Although the Study proposes to alter or remove several concrete embankment walls in the area, many will remain. The local community has expressed a strong desire for murals or other forms of public art that could greatly enhance the look and feel of the Bloor Street area. Locations where murals could potentially be installed on individual concrete “panels” are shown in Attachment 5. A group of volunteer local residents and business representatives is moving forward with this community-driven process, with support from Urban Development Services and Economic Development, Culture and Tourism staff.

The community-based “Bloor Street Gallery Project” committee is currently exploring themes for the project, including the area’s heritage, is beginning to identify a work program and potential funding opportunities, and is identifying possible ways to expand the scope of the project to include other locations and other forms of art. It is recommended that Council support this community art initiative in principle and direct staff to undertake the actions necessary to allow for the community’s art installations.

### Community Facilities

Members of the Advisory Panel had suggested that funding is needed for community meeting and recreation space in the Study Area, as well as for the long term maintenance and operation of such space. For example, the existing Perth Randolph Neighbourhood Centre just north of Bloor Street West would benefit from core funding.

The development approved by the Ontario Municipal Board at 1379-1395 Bloor Street West includes approximately 186 m<sup>2</sup> (2,000 square feet) of community space. At the time of the original development application on this site in the early 1990s, a list of mutually acceptable uses was identified and agreed to by both the City and the landowner, with the understanding that the City would seek tenants that meet these criteria.

City Planning staff have recently completed a local needs assessment to determine potential uses of this space and have identified the need for children’s services and for multi-use community space. City staff will issue a request for proposals and will seek input from local residents regarding the most appropriate uses, having regard for the limitations set out in the agreement with the owner. The owner will be apprised of the City’s final decision. Additional future opportunities to secure community space or funding will be determined through the development review processes for other sites.

## Safety Audit

Councillor Mario Silva conducted a community safety audit along Bloor Street West within the Study Area on November 5, 2001. City Planning staff, METRAC (the Metropolitan Action Committee on Violence Against Women and Children), and approximately 20 local residents and business representatives participated. One of the key issues identified was the need for improved lighting and signage, particularly in the underpass areas and at the GO platform entrances. In order to further improve pedestrian and cyclist amenities in the area, it is recommended that opportunities to enhance lighting and signage be considered through the proposed initiatives related to streetscape improvements, the connection of the proposed multi-use pathway with Bloor Street West, and improvements to bridge structures and transit access.

### Conclusions:

As one of four pilot Study Areas, Bloor Street between Lansdowne Avenue and Dundas Street West offers significant potential to develop, over time, as an urban Avenue. This Study recommends strategic initiatives to realize this Avenue's potential through streetscape improvements, as-of-right design-based zoning, transportation connections, and improved open space and community amenities. These changes are expected to occur incrementally, through initiatives of both the private sector and various public sector agencies. The recommended initiatives help implement the objectives of the new Toronto Official Plan for this area.

The new Toronto Official Plan provides for the future study of additional Avenues through the preparation of Avenue Studies for strategic mixed-use segments of the corridors. For each Avenue, these Studies would attempt to determine improvements needed and the desired form of new development, resulting in greater certainty for landowners and for the community. Elements of the Bloor/Lansdowne Area Avenue Study process may be used as a template for similar Studies to achieve the reurbanization of other Avenues, as opportunities arise, with each Study responding to the particular issues and needs of that area.

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(The Attachments 1 to 15 referred to in the foregoing report were forwarded to all Members of the Humber York Community Council with the agenda for its meeting on November 12, 2002, and copies are on file in the office of the City Clerk, York Civic Centre.)

## Appendix A

### Proposed Bloor/Lansdowne Draft Official Plan Amendment

1. Map 1 of Part I of the Official Plan for the City of Toronto entitled 'Generalized Land Use—City of Toronto' is amended as shown on Map \_\_\_\_\_ [see the proposed designations in Attachment No. 5] attached hereto.
2. Section 18 of Part I of the Official Plan for the City of Toronto is amended by adding the following site and area specific policies.

' \_\_\_\_\_ Notwithstanding the provisions pertaining to use in Section 13, the lands known municipally in 2001 as 1360 Bloor Street West, 55 Wade Avenue, 1439 Bloor Street West and 72 Perth Avenue may be used for any purpose that is existing on \_\_\_\_\_ (date of enactment of amendment).'

' \_\_\_\_\_ Notwithstanding the provisions of Section 12 pertaining to uses in a Medium Density Residence Area, the lands known municipally in 2001 as 221, 229 and 231 Sterling Road and 1405 and 1411 Bloor Street West may be used for any purpose that is existing on \_\_\_\_\_ (date of enactment of amendment).'

' \_\_\_\_\_ None of the provisions of this Plan shall apply to prevent the erection or use of the buildings or structures permitted by Official Plan Amendment No. 597 with respect to the lands known as 1379, 1385, 1385R and 1395 Bloor Street West.'

## Appendix B

### Proposed Bloor/Lansdowne Draft Zoning By-law Amendment

1. Appendix 'A' of By-law No. 438-86 is amended by deleting District Maps 48H-322 and 48J 312 and replacing them with District Maps 48H-322 and 48J-312 appended to this By-law as Map \_\_\_\_\_ [see Attachment No. 10].
2. Appendix 'B' of By-law No. 438-86 is amended by deleting Height and Minimum Lot Frontage Maps 48H-322 and 48J312 appended to this By-law as Map \_\_\_\_\_ [see Attachment No. 12].
3. Section 12(1) of By-law No. 438-86 is amended by adding the following exceptions:

' \_\_\_\_\_ Despite the provisions pertaining to use in Section 6(1)(f) and Section 8(1)(f), the lands known municipally in 2001 as 221, 229 and 231 Sterling Road, and 1405 and 1411 Bloor Street West may be used for any purpose that is existing on \_\_\_\_\_ (date of enactment of this by-law).'

‘ \_\_\_\_\_ Despite the provisions pertaining to use in Section 8(1)(f) and 9(1)(f), the lands known municipally in 2001 as 1360 Bloor Street West, 55 Wade Avenue, 1439 Bloor Street West and 72 Perth Avenue may be used for any purpose that is existing on \_\_\_\_\_(date of enactment of this by-law)’

4. Section 12(2) of By-law No. 438-86 is amended by adding the following exceptions:

‘ \_\_\_\_\_ Despite the provisions pertaining to height, density, and setbacks set out in Sections 4(2)(a), 8(3) Parts I and II, and 9(3) Part I no person shall erect or use a building or structure on the lands shown delineated by heavy lines as Areas A, B, C and D on Maps \_\_\_\_\_ that form part of this exception [see Attachments 13 and 14] unless any portion of the building or structure located at or above the level of the ground is on such maps and the requirements of paragraphs (1), (2), (3), (4) and (5) that follow are complied with.’

#### Maximum Height

(1) No person shall erect or use a building or structure on the lands delineated by heavy lines as Areas A, B, C and D as shown on Maps \_\_\_\_\_ that form part of this exception [see Attachments 13 and 14], having a greater height in metres than the maximum height limit specified by the numbers following the symbols H...(Max).

#### Minimum Height

(2) No person shall erect or use a building on the lands delineated by heavy lines as Areas A, C and D inclusive, having a lesser height in metres over 60 per cent of the building footprint than the minimum height limit specified by the numbers following the symbols ‘H...Min’. A minimum height limit may not apply to every portion of the lands delineated by heavy lines within Areas A, B, C and D as shown on Maps \_\_\_\_\_ [see Attachment Nos. 13 and 14].

#### Required Setbacks

(3) (a) No person shall erect or use a building above grade on the lands delineated by heavy lines as Areas A, C and D closer to a property boundary than the distance in metres indicated by the corresponding number shown with each ‘Required Setback Line’ in Areas A, B, C and D inclusive as shown on Maps \_\_\_\_\_ [see Attachments 13 and 14];

- (b) The provisions of (a) shall not apply to prevent the erection of the following structures:
- (i) fences and safety railings not exceeding a height of 2 metres;
  - (ii) eaves or cornices
  - (iii) chimney breasts of a length not exceeding 2 metres;
  - (iv) an open balcony;
  - (v) a canopy on the ground floor; and,
  - (vi) a bay window not exceeding a width of 3 metres and a length of .5 metres calculated within the required setback area.

#### Build-To Line

- (1) No person shall erect or use a building or structure on the lands in Areas A, C and D on Maps \_\_\_\_\_ [see Attachments 13 and 14] unless the building or structure is erected such that one or more of its walls:
- (a) is built to within 1.0 metre of the 'Build to Line', measured from the interior of the lot, shown in Areas A, C and D; and
  - (b) is built along at least 60 per cent of the length of such 'Build to Line'.

#### Landscaped Open Space

- (5) A minimum of 750 square metres of publicly accessible landscaped open space will be provided on the lands that are shaded shown as Landscaped Open Space in Area B on Map\_\_\_\_\_ [see Attachment 13].

‘ \_\_\_\_\_ Despite the provisions of Section 8(1) and 9(1) the following uses are not permitted on the lands outlined on the attached Map\_\_\_\_\_ [see Attachment No. 15], except where existing on \_\_\_\_\_(date of enactment of the by-law): *automobile service and repair shop, automobile service station, car washing establishment, commercial parking lot, motor vehicle repair shop class 'A', motor vehicle repair shop class 'B', private commercial garage, public garage and sales and hire garage.*’.

‘ \_\_\_\_\_ None of the provisions of this By-law shall apply to prevent the erection or use of the buildings or structures permitted by By-law No. 695-92 with respect to the lands known as 1379, 1385, 1385R and 1395 Bloor Street West.

Appendix C

Bloor/Lansdowne Study Initiatives – Summary of Recommendations

Bloor/Lansdowne Area Avenue Study Major Initiatives - Summary of Recommendations		
Short Term (Present - Year 5)		
Project	Departments/Agencies to be involved	Status/Next Steps
Intensification of vacant/ underutilized sites on Bloor Street West  (Appendices A and B)	- City – UDS, in consultation with WES and EDCT - landowners	Implement OPA and design-based zoning through City Council process (2003). Review any development applications for consistency with OPA/ ZBLA and Study objectives.
Establish infrastructure requirements for streets and publicly accessible open space for the major development sites at 1379-1395 Bloor St. West and 221 Sterling Road  (Attachments 5 and 13)	- City – UDS in consultation with WES and EDCT - landowners	1379-1395 Bloor Street West development establishes future street network and publicly accessible open space. The extension of these networks is to be reviewed upon future development of 221 Sterling Road.
Provide additional landscaping on Bloor Street West where feasible.  (Attachment 5)	- City – UDS, WES, EDCT - landowners	Most of the proposed landscaping is to be implemented through the development review process. The City's portion to be implemented as a part of scheduled Bloor Street resurfacing in 2005.
Complete revised plans for TTC/GO connection.  (Attachment 6)	- TTC in consultation with GO Transit, UDS and WES	TTC to conduct the review, in consultation with GO Transit, UDS and WES, and report to Council in 2003. TTC/GO/City to consult with The Crossways once plans completed.
Upgrade GO entrances and signage at Bloor Street.  (Attachment 7)	- City – WES, UDS - GO Transit, Railway	Concept plan completed. GO signage improvements in progress. Detailed plans for entrance upgrades to be completed by GO Transit in consultation with City (at bridge reconstruction time).

Bloor/Lansdowne Area Avenue Study Major Initiatives - Summary of Recommendations		
Short Term (Present - Year 5)		
Project	Departments/Agencies to be involved	Status/Next Steps
Remove/ altering retaining walls and replacing with landscaping. (Attachment 5)	- City - UDS, WES, EDCT - landowners	Implemented through the development review process.
Short Term (Present - Year 5) (Continued)		
Project	Departments/Agencies to be involved	Status/Next Steps
Improve railway bridge structures.  (locations shown on Attachment 2)	- Railways, GO Transit - City - WES, in consultation with UDS and EDCT	Implemented through regular processes. The railway bridge closest to Lansdowne Avenue is scheduled for rehabilitation in 2005. The timing for reconstruction of the railway bridges east of Dundas Street West is to be determined by WES.
Create active frontages on Bloor Street West (new buildings and where there are opportunities to do so for existing buildings)	- landowners - City - UDS	Active frontages to be encouraged through the development review process (e.g. commercial or live/work uses at-grade, with direct physical access to Bloor Street).
Secure additional community space and/or funding.	- City - UDS, in consultation with the appropriate Agencies - landowners	Development at 1379--1395 Bloor Street West proposes community space. Future opportunities will be considered through development review.
Enhance pedestrian and cyclist amenity through the consideration of matters such as improved lighting and signage.	- City - UDS and Agencies/ other City Departments	Opportunities to improve amenities such as lighting and signage to be reviewed through initiatives related to streetscape and underpass improvements, pathway connections, and GO platform access improvements.
Develop murals or other forms of art on retaining walls to remain.  (Attachment 5)	- community-based project - City - EDCT, in conjunction with UDS and WES	City support in principle for the community's development of murals/art. To be implemented through processes outlined by the Art Committee for Public Places.
Medium Term (Year 6 - Year 10)		
Project	Departments/Agencies To be involved	Next Steps/Status

Bloor/Lansdowne Area Avenue Study Major Initiatives - Summary of Recommendations		
Short Term (Present - Year 5)		
Project	Departments/Agencies to be involved	Status/Next Steps
Stair connection between proposed multi-use pathway and the north side of Bloor Street West.  (Attachment 7)	- City - EDCT, WES, UDS - The Perth Co-op	Concept plan has been prepared. Detailed design, feasibility and cost estimates to be prepared at time of pathway network implementation. City to investigate retaining wall removal at Perth Co-op as part of project.
Further development of Present - Year 5 improvements related to: - intensification, street and open space networks, landscaping, active frontages, retaining wall removal, and community facilities - bridge structure improvements	- landowners - City, in consultation with the appropriate Agencies	Review any development applications for consistency with OPA/ZBLA and other Study objectives. Continue regularly scheduled improvements to bridge structures.
Enhance pedestrian and cyclist amenity through the consideration of matters such as improved lighting and signage.	- City - UDS and Agencies/ other City Departments	Opportunities to improve amenities such as lighting and signage to be reviewed through initiatives related to streetscape and underpass improvements.
Longer Term (beyond Year 10)		
Project	Departments/Agencies To be involved	Next Steps/Status
Further development of Year 6 to Year 10 improvements related to: - intensification, street and open space networks, landscaping, active frontages, retaining wall removal, and community facilities - bridge structure improvements	- landowners - City, in consultation with the appropriate Agencies	Review any development applications for consistency with OPA/ZBLA and other Study objectives. Continue regularly scheduled improvements to bridge structures.

Bloor/Lansdowne Area Avenue Study Major Initiatives - Summary of Recommendations		
Short Term (Present - Year 5)		
Project	Departments/Agencies to be involved	Status/Next Steps
Enhance pedestrian and cyclist amenity through the consideration of matters such as improved lighting and signage.	- City - UDS and Agencies/ other City Departments	Opportunities to improve amenities such as lighting and signage to be reviewed through initiatives related to streetscape and underpass improvements and TTC/GO access improvements.
Develop TTC/GO connection at The Crossways.  (Attachment 6)	- TTC, in conjunction with GO Transit, WES and UDS - The Crossways	Feasibility review and cost estimates to be reviewed by TTC in consultation with GO Transit, WES and UDS. Timing of connection dependent upon financing.
Establish a Bloor Street GO station on Newmarket line.  (see Attachment 2 for railway line location)	- GO Transit, Railways in consultation with WES, UDS	GO Transit plans for the corridor recognize the potential for a station at this location.

### Site Location Map

