

ii. Florence Street and Brock Avenue

The Florence Street and Brock Avenue is considered dangerous firstly, due to the limited visibility from Florence Street as well as the existing rail along the west side of Brock Avenue.

Short-term improvement could include a stop sign along Brock Avenue as well as zebra stripes to denote a pedestrian crosswalk.

Long-term improvements may include installation of a traffic light, increasing access by moving the railing on the west side of Brock Avenue such that pedestrians can easily cross Florence Street.



Florence and Brock intersection would benefit from installation of a traffic light and changes to the design of the railing.

iii. Other considerations

Further study is recommended to determine the most effective means of traffic calming for intersections such as College Street and Lansdowne Avenue; Perth Avenue and Wallace Avenue; Dundas Street and College Street; Dufferin Street and Gordon Street.



TTC Streetcar at College and Lansdowne

4.2.2 Public Transit

i. College and Lansdowne streetcar stop

Suggested improvements to public transit have focused in on areas such as the College and Lansdowne streetcar stop. Currently, the short-turn streetcars stop on the east side of Lansdowne Avenue and the through streetcars stop on the west side of Lansdowne Avenue, causing uncertainty amongst riders.

ii. Lansdowne subway station

A long-term improvement in the Study area that would require further investigation is the revitalization of Lansdowne Subway Station.

iii. Other considerations

Short-term plans may include upgrades or replacement of transit shelters are Lansdowne Avenue, College Street and Dundas Street, as these are currently in a state of disrepair.

A long-term recommendation would be to convert existing TTC stations and stops that are not in use to open



TTC Bus along Lansdowne Avenue

and accessible green or public spaces. Further monitoring is required to determine the appropriate speed levels for trucks as this is a concern for residents

4.2.3 Pedestrians

Pedestrians are an important component of any active urban streetscape and the City’s Official Plan recognizes this through policies that encourage the design of public realm and built form that promote pedestrian safety and security.

i. New crosswalks

Based on input received from members of the public at the Community Consultation meetings, the following are the intersections where new crosswalks are recommended in the long-term.

- A. Bloor and Value Village (1319 Bloor).
- B. Dupont between Dufferin and Lansdowne.
- C. Gordon and Dufferin.
- D. Peel and Dufferin.
- E. 222 Lansdowne Avenue.

ii. Other considerations

The City’s Official Plan encourages the maintenance of a well-supported transportation network which includes sidewalks, pathways and trails. The functioning of the local network of streets is contingent on the maintenance of the streets and the sidewalks in a state of good repair.

A short-term recommendation would be to maintain the informal pedestrian pathway that runs through MacGregor Park, past the West Toronto Collegiate building, connecting St. Helens Avenue with College Street. In addition, since the pathway is heavily used it should be adequately lit and well maintained.

Long-term improvements that should be considered include upgrades to the sidewalks and extending/altering the widths of the pavements in the area where Lansdowne Avenue meets College Street and Dundas Street, along Bloor Street and Ruttan Street to create a more animated and attractive pedestrian realm.



Pedestrian crosswalks should be installed at intersections.

4.2.4 Parking

i. Existing parking conditions

The Study Area does have a number of areas that are inconsistent with general parking requirements. In the residential neighbourhood along Franklin Avenue north of Dupont Street parking applies to one side of the street and alternates sides on Thursday, rather than on the 1st and 16th of a month like in the rest of the City. As well, parking times along College Street are inconsistent with some sections permitting 4pm to 6pm and others having extended hours of 3:30 pm to 6:30pm. These could be rectified through changing of the parking signs and enforcement and may be accomplished in the short-term. Generally parking restrictions and requests to modify these, will be dealt with through the Councillor's office.

ii. Recommendations on new parking options

New development is encouraged to incorporate underground parking into the design of the buildings. The City's Official Plan built form policies require new development to locate and organize vehicle parking, access in such a way that it minimizes the impact on the property and to surrounding properties by providing underground parking areas. This is a short and long-term priority in that it will be carried out for years to come as redevelopment occurs in the Study Area.

- E. Sharrows on Hallam Avenue from Dufferin to Shaw
- F. Sharrows on College Street from Manning Ave. to Lansdowne
- G. Signed route on Brock from Bloor Street West to Queen Street West

A long-term recommendation is the requirement of further studies that investigate the introduction of sharrows on other streets with narrow widths in the Study Area as well as the rest of the City. In general, sharrows are lanes that are shared by both vehicles and cyclists and are implemented when the roadway width is insufficient for a dedicated lane. Consideration should be given to which streets are best suited for serving as sharrows, existing speeds of traffic and potential for congestion, safety measures for cyclists, connections to existing dedicated bike lanes, trails etc.

4.2.5 Bicycles

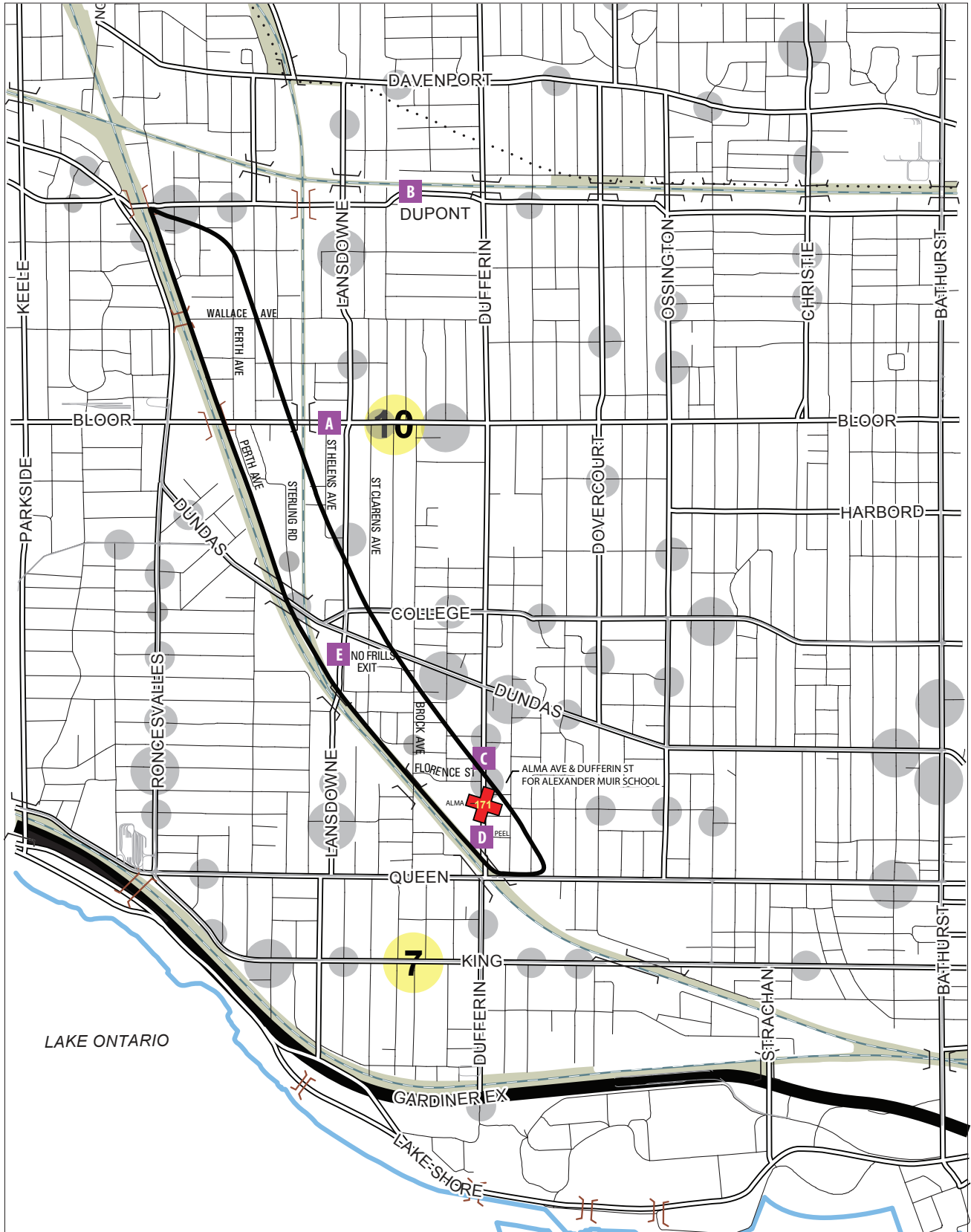
i. Existing bike networks

The City's Official Plan encourages a bicycle friendly environment through policies and infrastructure that support an expanded bike network, bike parking in new developments, adequate bike parking at transit stations and safety measures for cyclists. The Study Area has a number of existing and planned bike paths which include:

- A. West Toronto Railpath
- B. Bike Lane on Lansdowne (Bloor to Dupont) which is currently on hold and requires further community consultation
- C. Bike lane on Dupont (Dundas and Lansdowne)
- D. Sharrows on Lappin Avenue from Lansdowne to Dufferin



A pedestrian crossing should be installed for the Bloor Symington and Sterling intersection



Pedestrian Realm with Potential New Crosswalk Locations

ii. Recommended bike path opportunities

- A. Public Works and Infrastructure Committee referred Action 25.2 requesting City Staff to resume work on the Bloor Street bike lanes including restarting the Environmental Assessment in the Transportation Services 2014 budget and workplan.
- B. Further studies should be conducted to determine the ability to create two-way lanes for cyclists on St. Helens Street. Also, in the long-term, investments should be made to extend the bike network in the Study Area and City to include informal bike pathways such as the route that connects St. Helens Avenue to Dundas Street and College Street via West Toronto Collegiate.
- C. A short-term recommendation is the installation of post and ring locks along Dupont Street and Gladstone Avenue.

- Upgrade and/or replace transit shelters that are in a state of disrepair.
- Maintain informal pedestrian pathways such as the trail behind West Toronto Collegiate and ensure adequate lighting is provided.
- Ensure parking permissions are consistent on all streets through signage and enforcement.
- Install post and ring locks for bicycles especially along Dupont Street and Gladstone Avenue.
- Encourage new development to incorporate underground parking into the design of the buildings.

4.2.6 West Toronto Railpath

Details on the West Toronto Railpath including public comments regarding entrances, underpasses, rail crossing etc. have been handed on to the City's West Toronto Railpath team led by Transportation Services Unit, Cycling Infrastructure and Programs.

For further information please refer to Section 1.3.2 or visit the West Toronto Railpath website at: <http://www.toronto.ca/involved/projects/westrailpath/index.htm>

4.3.2 Long-term Recommendations

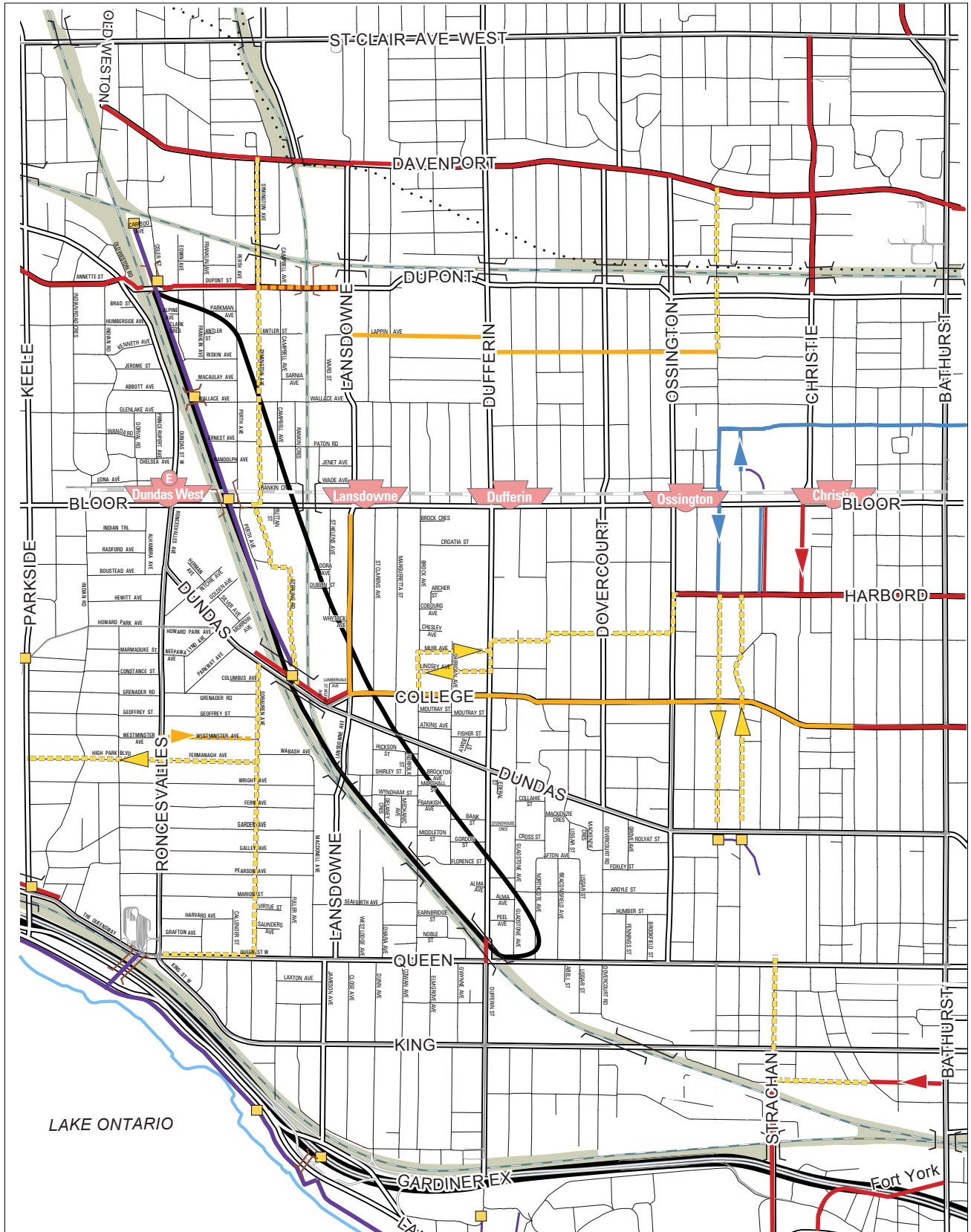
- Redevelopment of large blocks of lands in the Study Area should include the provision of new public roads.
- Realign some streets to help foster a more pedestrian friendly and safer environment, such as the Bloor, Symington and Sterling intersection.
- Install street lights and improve access to pedestrian crossing areas and sidewalks, for example at the Bloor Symington and Sterling intersection.
- Revitalize Lansdowne subway station.
- Upgrade sidewalks and extend/alter the widths of the pavements in the Study Area that are lacking.
- Investigate the introduction of sharrows on select streets with narrow widths in the Study Area.
- Extend the bike network in the Study Area and include informal bike pathways.
- Create more connections over the rail corridors.

4.3 RECOMMENDATIONS

The following are a summary of short and long-term recommendations for the transportation network which includes roads, public transit, pedestrians, parking, and bicycles.

4.3.1 Short-term Recommendations

- Introduce stop signs and painted zebra stripes at select intersections to improve safety measures and visibility, such as the Florence Street and Brock Avenue.



- | | | | | |
|-----------------|-------------------------|----------------------------|-----------------------------|-----------------------------------|
| Bike Lanes | Contra-Flow Lanes | Suggested On-Street Routes | Roadway Bridge | Bike Paths and Routes
↑ |
| Shared Roadways | Major Multi-use Pathway | Connections | Pedestrian / Bicycle Bridge | |
| Sharrows | Minor Multi-use Pathway | Path/Road Intersections | | |

05 HERITAGE

5.1 OFFICIAL PLAN HERITAGE POLICIES

The City Official Plan policies focus on conserving Toronto's heritage resources such as buildings, districts and landscapes as they create a unique sense of place and identity. The policies states that significant heritage resources will be conserved by listing properties of architectural and/or historic interest, designating resources where required and entering into agreements with owners; as well designating Heritage Conservation Districts is a means employed to conserve and maintain the historic character of areas.

5.2 EXISTING HERITAGE BUILDINGS

The following are a list of heritage buildings that are listed or designated within the Study Area.

- A. 30 Edwin Avenue – Toronto Hydro-Electric System Substation
- B. 158 Sterling Road - Northern Aluminium Company Building
- C. 222 Lansdowne Avenue - National Cash Register Company Building
- D. 1688 Dundas Street West - St. Helens Church
- E. 1214 Queen Street West - Gladstone Hotel
- F. 243 Perth Avenue

5.3 POTENTIAL NEW LISTINGS/DESIGNATIONS

The following are buildings within the Study Area that should be considered for designation.

- A. West Toronto Collegiate
- B. 284 St. Helens Avenue
- C. 440 Dufferin reflects the historic character of the neighbourhood.

5.4 RECOMMENDATIONS

5.4.1 Short-term Recommendations

- Ensure that new developments protect and conserve heritage resources.
- List or designate all properties with any heritage or historical elements.



A. Toronto Hydro-Electric System Substation



D. St. Helens Church



B. Northern Aluminum Company Building



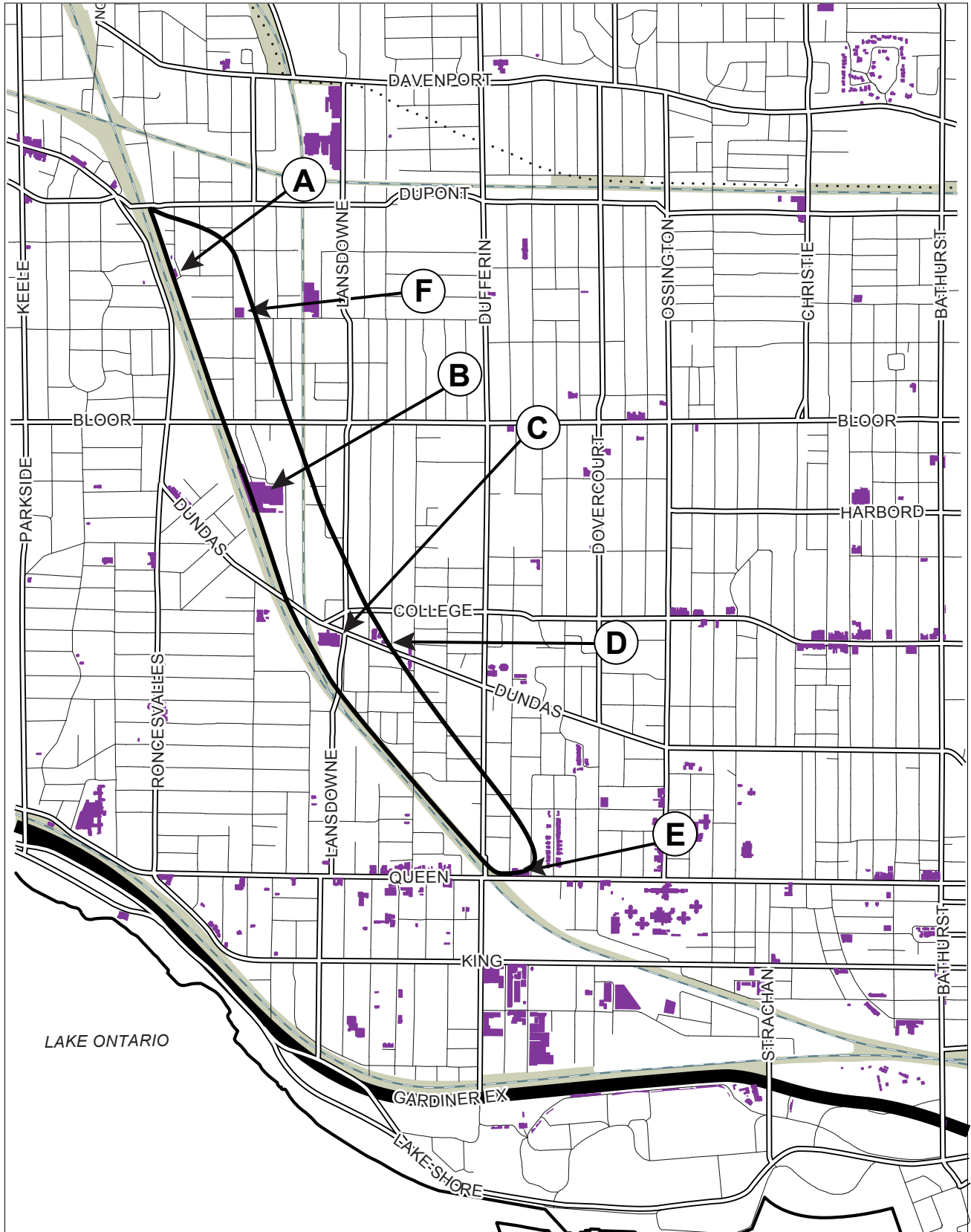
E. Gladstone Hotel



C. National Cash Registry Company Building



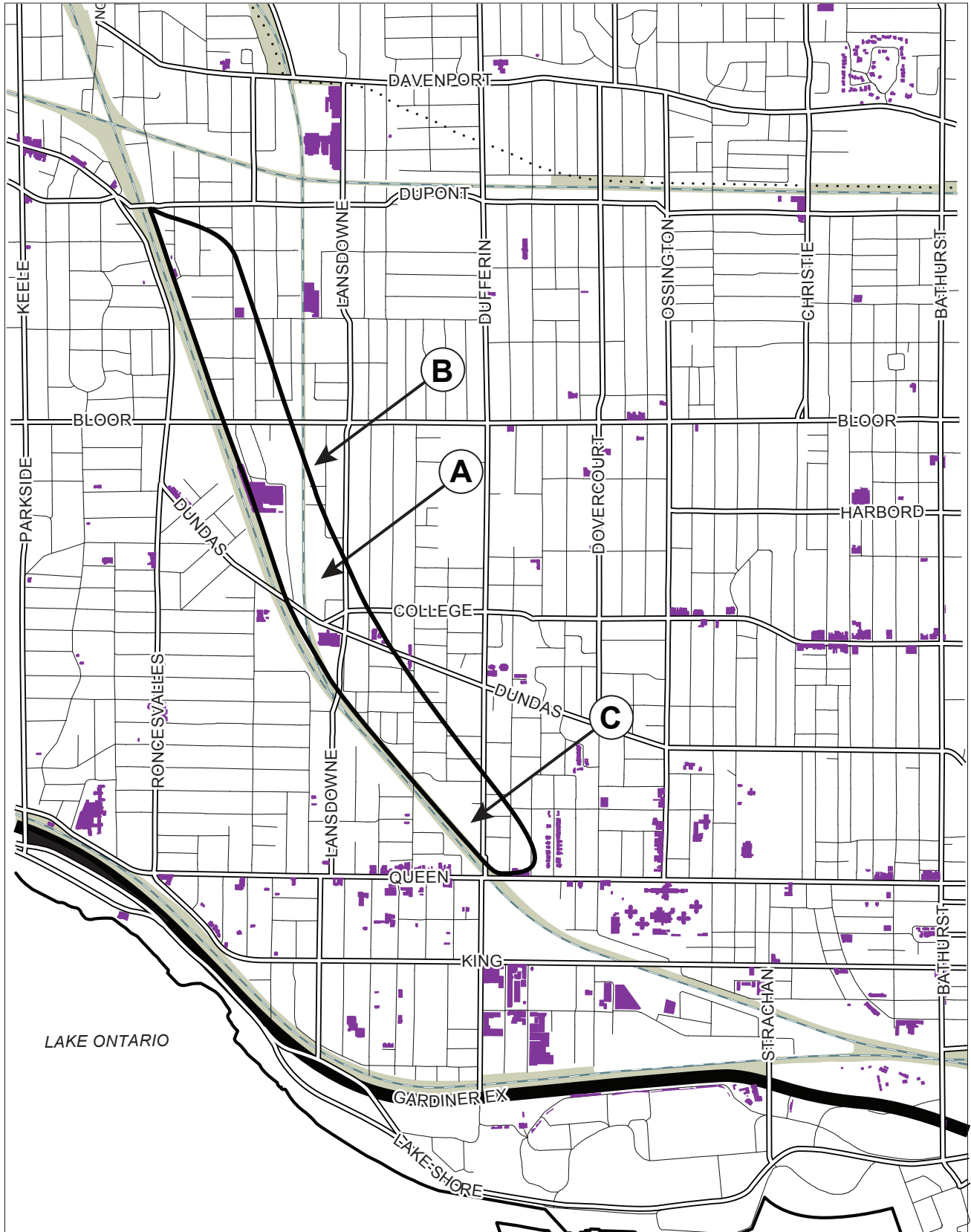
F. 243 Perth Avenue



- Study Area
- Heritage Buildings

Existing Heritage Buildings





-  Study Area
-  Heritage Buildings

Potential New Heritage Listings/Designations



06 URBAN DESIGN

6.1 OFFICIAL PLAN URBAN DESIGN POLICIES

The City's Official Plan urban design policies states that new development must provide amenities for adjacent streets and open spaces to make these areas attractive for pedestrians by landscaping with trees, plantings, street furniture, lighting etc. as well as providing public art that is attractive and interesting. The policies also require that new development should be located to work with the existing and/or planned context such that it frames adjacent streets and open spaces and provides suitable ground floor uses that have views into and access to the streets.

6.2 ONGOING PRIORITIES IN THE STUDY AREA

i. Increased landscaping

Sites in the Study Area that can benefit from increased trees, plantings etc. include the No Frill property, south side of Bloor Street, east side of Lansdowne Avenue near Emerson Street, along Queen Street west of Lansdowne Avenue, and along the West Toronto Rail Path. In addition, new developments should be required to provide public green or open space amenities that benefit the neighbourhoods.

ii. Commercial uses at grade

The community would like to see Commercial uses located at grade on major roads where suitable with the existing and/or proposed street context. An example is along Dupont Street, the existing retail is in decline and introduction of commercial uses at grade as part of new developments may help revive the strip.

iii. Continuity of Porch character

The porch character of the neighbourhoods should be a standard for infill development, and generally the heritage character of the neighbourhood and mid-rise height should be respected by new developments.

iv. Public art

There has been much interest among residents for increased public art in the Study Area. It is recommended that in any project where funds are secured for public benefits from new developments, a portion should be allocated towards public art projects. Future projects should be on a larger scale to create more impact and visibility in the neighbourhoods. The Study Area has a number of ethnic communities and public art should be configured to express the diversity of the neighbourhoods as well as the history of the buildings through commemorative plaques etc.



Porch character should be retained or enhanced in future developments

6.3 RECOMMENDATIONS

6.3.1 Short-term Recommendations

- Implement policies and guidelines that encourage landscaping.
- Encourage commercial uses at grade on main streets that are in keeping with the uses and character of the area.
- Recognize the prevailing pattern of front porches as an established feature in the Study Area and retain or replicate wherever possible.
- Promote and secure funds for public art through new development.



Public Art along the West Toronto Railpath

07 COMMUNITY SERVICES & FACILITIES

Community Services and Facilities (CS&F) reviews are undertaken as part of building healthy communities to ensure that local residents have access to a full range of locally-based services and facilities. The City's Official Plan provides a framework to ensure that when considering new growth, the overall quality of city living must be assessed, and an area that the Official Plan requires review and consideration of is the adequacy of the CS&F infrastructure.

A CS&F Report for the Study will be completed as part of a future study. The Report will identify the range and adequacy of available CS&F in order to address gaps and emerging priorities when planning for new growth in the Study Area. Key resources will include schools, child care facilities, libraries, community centres, swimming pools, arenas and parks and open spaces.

Through the public consultation process it is evident that there are deficiencies in CS&F in the Study Area; however until further work is completed the precise data is unknown. As an interim course of action, recent CS&F studies for proposed developments such as 158 Sterling Road, 430-444 Dufferin Street and 41 Alma Avenue, and 11 Peel Avenue were reviewed to highlight overarching themes:

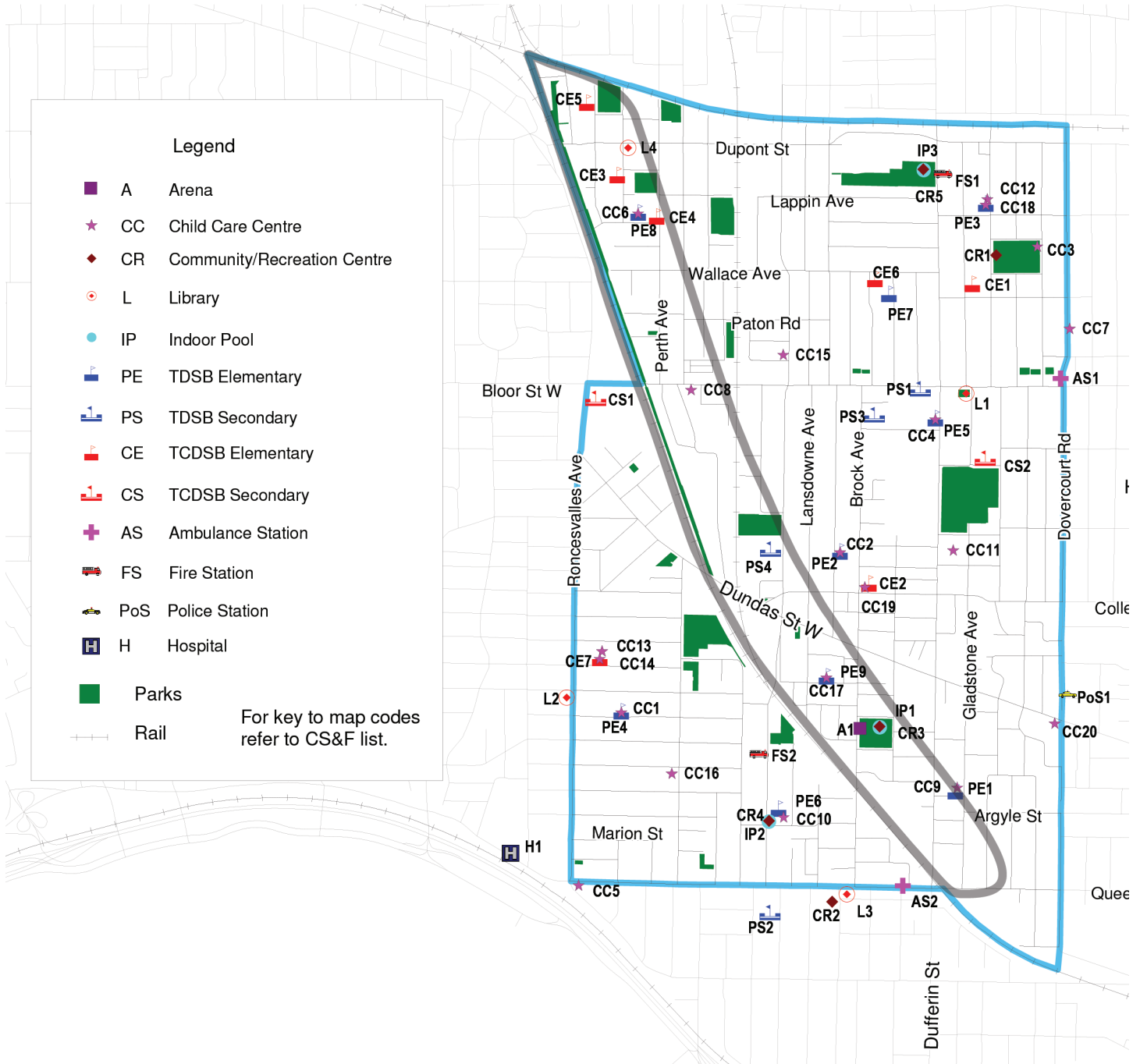
- Child care facilities are likely the only type of community services that is deficient in the Study Area. New daycare facilities are required in order to serve the current and future demand, and most needed are infant and toddler subsidy programs.
- Public and Catholic Schools have sufficient capacities to accommodate projected numbers of students.
- Social services are operating at capacity and require additional staff to meet the demands of the residents.
- Toronto Library Services are adequate in terms of service and space.
- There are a number of public parks offering a variety of facilities and amenities.
- Community recreation centres are operating below or near capacity.
- There are a number of places of worship in and around the Study Area.



Public parks and open spaces should offer a variety of amenities



Child care facilities are needed in the area



Study Area
 Community Services and Facilities Study Area

Community Services and Facilities

↑



Study Area Community Services and Facilities Study Area

Places of Worship
↑



Study Area
 Community Services and Facilities Study Area

Human Services

Key to Map Codes for Services and Facilities in Lands Abutting the Rail Corridor in Ward 18
Community Services and Facilities Map

Arena		
A1	Mc Cormick Arena	179 Brock Ave

Child Care		
CC1	Ferncliff Daycare And After School Group	128 Fern Ave
CC2	Brock Early Learning Centre	93 Margueretta St
CC3	Kid's Korner Day Care	180 Westmoreland Ave
CC4	Kent Child Care Centre	980 Dufferin St
CC5	Learning Step Childrens Center	1645 Queen St W
CC6	Perth Early Learning Centre	14 Ruskin Ave
CC7	Swallows Day Care Centre	823 Dovercourt Rd
CC8	The Candy Factory Swallows Day Care	1411 Bloor St W
CC9	Alexander Muir Gladstone Jr Ymca	108 Gladstone Ave
CC10	Parkdale Public School Child Care	78 Seaforth Ave
CC11	Immaculata Day Care	57 Sylvan Ave
CC12	Dover Gardens Nursery School	228 Bartlett Ave
CC13	My School Co-Op Nursery School	116 Fermanagh Ave
CC14	St. Vincent Sunshine	116 Fermanagh Ave
CC15	Network Child Care (Wade Avenue)	544 Lansdowne Ave
CC16	Odyssey Montessori School	136 Sorauren Ave
CC17	Shirley Street Jr Ymca - Macaulay Child Development Centre	38 Shirley St
CC18	Dovercourt Child Care Centre	228 Bartlett Ave
CC19	St. Helen's Early Learning Centre	1196 College St
CC20	Rowanwood Daycare	1275 Dundas St W

Community Centres		
CR1	Dovercourt Boys & Girls Club	155 Bartlett Av
CR2	Masaryk-Cowan Crc	220 Cowan Av
CR3	Mary Mc Cormick Rc	66 Sheridan Av
CR4	Parkdale Crc	75 Lansdowne Ave
CR5	Wallace Emerson Cc	1260 Dufferin St

Libraries		
L1	Bloor Gladstone	1101 Bloor St. W.
L2	High Park	228 Roncesvalles Ave.
L3	Parkdale	1303 Queen St. W.
L4	Perth Dupont	1589 Dupont St.

Indoor Pool			
IP1	McCormick Indoor Pool	McCormick Recreation Centre	66 Sheridan Ave
IP2	Parkdale Indoor Pool	Parkdale Recreation Centre	75 Lansdowne Ave
IP3	Wallace Emerson Indoor Pool	Wallace Emerson Community Centre	1260 Dufferin St

Ambulance Stations			
AS1	Station #33	Southwest	760 Dovercourt Rd
AS2	Station #37	Southwest	1288 Queen St. W

Fire Stations			
FS1	1285 Dufferin St	338-9345	Toronto 14
FS2	140 Lansdowne Ave	338-9426	Toronto 15

Police			
PoS1	150 Harrison St	14 Division	

Hospitals			
H1	St. Joseph's Health Centre	30 The Queensway	

Public Elementary			
PE1	Alexander Muir/The Grove Community School	108 Gladstone Avenue	
PE2	Brock Jr PS	93 Margueretta Street	
PE3	Dovercourt Jr PS	228 Bartlett Avenue	
PE4	Fern Avenue Jr & Sr PS	128 Fern Avenue	
PE5	Kent Sr PS	980 Dufferin Street	
PE6	Parkdale Jr & Sr PS	78 Seaforth Avenue	
PE7	Pauline Jr PS	100 Pauline Avenue (Pauline Portion)	
PE8	Perth Avenue Jr PS	14 Ruskin Avenue (Perth Portion)	
PE9	Shirley Street Jr PS and City View Alternatove Sr.Sch	38 Shirley Street	

Public Secondary			
PS1	Bloor CI	1141 Bloor Street West	
PS2	Parkdale CI	209 Jameson Avenue	
PS3	Ursula Franklin Academy	90 Croatia Street	
PS4	West Toronto CI	330 Lansdowne Avenue	

Catholic Elementary			
CE1	St. Anthony	645 Gladstone Ave.	393-5793
CE2	St. Helen	1196 College St.	397-6142
CE3	St. Josaphat	160 Franklin Ave.	397-6296
CE4	St. Luigi	2 Ruskin Ave.	393-5480
CE5	St. Rita	178 Edwin Ave.	393-5803
CE6	St. Sebastian	717 Brock Ave.	393-5836
CE7	St. Vincent de Paul	116 Fermanagh Ave.	393-5873

Catholic Secondary			
CS1	Bishop Marrocco/Thomas Merton	1515 Bloor St W	393-5545
CS2	St. Mary	66 Dufferin Park Av	393-5528

Parks	
Wallace/Emerson Park	
Symington Avenue Playground	
Carlton Park	
Wallace/Emerson Park	
Dovercourt Park	
Perth Square Park	
Campbell Avenue Playground	
Westmoreland Avenue Parkette	
Salem Parkette	
Salem Parkette	
Bloor Gladstone Public Library	
Erwin Krickhahn Park	
Margueretta Park	
Margueretta Park	
Perth Avenue Parkette	
Dufferin Grove Park	
Ritchie Avenue Parkette	
Macgregor Playground	
Columbus Parkette	
College/St.Helen's Traffic Islands	
Dundas/St.Clarens Parkette	
Sorauren Avenue Park	
Mc Cormick Park	
Charles G. Williams Park	
West Lodge Park	
Albert Crosland Parkette	
Grafton Avenue Park	
Osler Walkway	

Places Of Worship Map					
1	243 Perth Ave	Perth Avenue Seventh Day Adventist Church	Perth	Pastor T. Sargeant	4165351909
2	110 Franklin Ave	Ukrainian Catholic Church	Ukrainian	Helen	4165359192
3	1444 Dupont St	The Redeemed Christian Church of God	The		4165359221
4	1622 Dupont St	Ukrainian Orthodox Church	Ukrainian	Boris	4167667511
5	1515 Queen St W	Our Lady Of Lebanon	Our	Father Fares	4165347070
6	1287 Queen St W	Parkdale Islamic Community Centre	Parkdale	Issah	4165343669
7	150 Roncesvalles Ave	Roman Catholic Episcopal		Paulina	4165322822
8	240 Roncesvalles Ave	Emanuel Howard Park United Church	Howard	Howard	4165361755
9	62 Fern Ave	Hindu Prarthana Samaj	Hindu	Pundit	4165369229
10	1504 Queen St W	Overcomers Missionary Church	Overcomers	Paul	4166546271
11	136 Sorauren Ave	Greek Orthodox Church Of Agia Sophia	Greek	Father Peter	4165372665
12	265 Roncesvalles Ave	St Vincent De Paul Church		Hilary	4165357646
13	2101 Dundas St W	Kingdom Hall Of Jehovah's Witnesses	Kingdom	Steven	4165365479
14	1535 Dundas St W	Igreja Pentecostal	Igreja		
15	1653 Dundas St W	The City Church Novas De Almeida	The	Christina	4165378056
16	1155 College St	Toronto Korean Bethel Evangelical Church	Toronto	Seung	4165398946
17	54 Moutray St	Church Of The First Born Apostles	Church		4165399511
18	311 Brock Ave	Brock Ave Gospel Hall	Brock	Andrew Giraldi	4165371735
19	36 Margueretta St	Olivet Baptist Church	Olivet		4165351357
20	1678 Dundas St W	St Helen's Roman Catholic Church	St		4165371719
21	72 Perth Ave	Church Of The First Born Apostles	Church	L. Miller	4165354299
22	1307 Bloor St W	Bloor Lansdowne Christian Fellowship	Bloor	Joe Elkerton	4165359578
23	1287 Bloor St W	Britten Memorial Church	Britten	June	4165321197
24	7 Croatia St	Our Lady Of Croatia	Our	Franca	4165363669
25	1140 Bloor St W	Dovercourt Baptist Church	Dovercourt	Pastor Silva	4165364000
26	12 Pauline Ave	St Sebastian's Church	St	Kelly	4165362302
27	524 St Clarens Ave	Belarussian Autocephalous Orthodox Church	Belarussian	Anya	4165301025
28	1326 Bloor St W	The Buddhist Association Of Canada	The	Sik	4165371342
29	722 Lansdowne Ave	Gandhi Bhawan Temple	Gandhi	Shirley	4164384962
30	1183 Dufferin St	Hope Centre	Hope	David	4165388800
31	191 Westmoreland Ave	Bloor Community Church		Rev Sung Whan Yang	4165300101
32	134 Hallam St	Restitution Bethesta Taberna		Rev. Cyril Romeo	4165339113
33	1008 Dovercourt Rd	Church Of St. Ephrosinia	Church	Vasyl Osfiuchuk	4165364449
34	1219 Dufferin St	Dufferin St Baptist Church	Dufferin	Dr. Siegfied Ortiz	4165363197
35	1170 Dupont St	World Mission Center Church	World		4165358359
36	95 Gladstone Ave	Slavic Evangelical Baptist Church	Slavic	Reception	4165320247
37	140 Argyle St	Igreja Santa Cruz Church	Igreja	Elizabeth	4165338425
38	1357 Dundas St W	Joanna De Angelis Spiritist Centre	Joanna		4165327896
39	959 College St	Kingdom Hall Of Jehovah's Witnesses	Kingdom		
40	651 Dufferin St	St Anne's Anglican Church	St	Terry	4165363160
41	512 Dovercourt Rd	Apostles Of Infinite Love	Apostles	Sister Mary Francis	4165378338
42	496 Gladstone Ave	St Wenceslas Church	St	June	4165325272
43	1037 Bloor St W	St Anthony's Church	St	Marcia	4165363333
44	700 Dovercourt Rd	Dovercourt Pres. Church	Dovercourt	Minister	4167697568

08 CONCLUSION

The Beside the Tracks Study has a number of areas for opportunity and investment, some of which may be implemented in the short-term and others that can be achieved in the long-term. It is essential that future redevelopment in the Study Area occur in a form that respects the existing characteristics, for example porch character, while allowing it to accommodate for the growing development pressures in the area.

The recommendations in this Study have been developed in order to provide City Planning Staff with a framework to help guide the review of future development applications in the Study Area as well as ensure that necessary infrastructure investments to parks, transit, bike lanes and heritage buildings are managed in the long-term.

