

**SVRA Response (version 2) 10/11/2016**

**THE FOLLOWING ARE CONCERNS WITH RESPECT TO THE LATEST PROPOSALS BY WESTBANK:**

- (1) The existing 20 meter street widths of both Bathurst and Bloor streets in the vicinity of this major intersection are too narrow to handle the large increase in traffic flows and related congestion which will be generated by the much greater level of intensification and height proposed in the southwest quadrant block bounded by Lennox, Markham, Bloor and Bathurst streets. There are far too many, extreme high rise buildings proposed for this block, irrespective of occupancy or building type.
- (2) The many high rise building structures on this block will result in extreme updraft and downdraft wind blast effects for pedestrians walking along both sides of both Bloor and Bathurst streets. However, the proponents have offered neither continuous arcaded walkways nor continuous canopy overhangs in front of proposed shops to protect pedestrians walking below or near these high structures. In inclement weather, inevitable wind turbulence arising will affect both sides of these major streets.
- (3) The proposed increase in commercial floor space on the SW block should not be permitted, if the proponents are also proposing to increase commercial floor space within the street level complex. Instead, any increase in commercial floor space should be located within an underground mall linked to the existing Bathurst underground subway entrance and to its existing subsurface commercial concourse. This would help reduce pedestrian congestion and traffic pressure on both major surface streets close to the existing 4 Corners intersection. Such a 4 Corners public policy initiative would go a long way in making real “public realm improvements” a practical reality.
- (4) Under the present proposal, there will be severe shadowing of pedestrian sidewalks from potential available sunshine on both sides of Bloor and Bathurst streets during autumn, winter and spring months.
- (5) Inadequate taxi access is provided to the SW quadrant site, especially along Bloor and Bathurst, with no building setbacks, for pull-in lanes. This will be particularly problematic given the very large number of residents within the proposed SW mixed residential complex, many of whom will not be able to afford to own cars on site.
- (6) Although this project has not yet even been approved, several surrounding east west streets within the four quadrant area are already overloaded for several blocks during rush hours. This makes it increasingly difficult for many area residents and two wheel and four wheel vehicles to safely get across NS streets, even where there are signalized intersections ((e.g. Barton, Folice, Lennox, London, and Wells, either at or close to Bathurst street). This is a strong early indication that the massive increase in high density buildings proposed for the SW quadrant development is not going to work effectively. A major reassessment by city planning, traffic department and City Council, must be considered of a comprehensive subsurface pedestrian, and possibly even a cycle alternative, linking the 4 Corners intersection as an integral requirement for this intensity of SW quadrant redevelopment.

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