

Bloor West Village Avenue Study

Meeting Summary — Community Consultation Meeting 1

Monday, February 27, 2017

6:30 – 9:30pm

St. Pius X Catholic School

71 Jane Street

Overview

On Monday, February 27, the City of Toronto hosted the first Community Consultation Meeting for the Bloor West Village Avenue Study. The purpose of the meeting was to introduce the Avenue Study project and process, review the team's preliminary analysis, and seek feedback on issues to be considered through the study.

Over 125 people attended the meeting. City of Toronto staff, members of the consulting teams (including DTAH, MMM/WSP, and THA), Councillor Sarah Doucette and MP Arif Virani also attended and participated in the meeting.

The meeting began with an open house with display boards, which provided information about different aspects of the study, including the historic context, planning & design, transportation, servicing, and community services and facilities. Following the open house, Councillor Doucette welcomed everyone and Allison Reid and Greg Byrne from the City Planning Division provided an overview of the overall objectives of the Bloor West Village Avenue Study. Brent Raymond from DTAH, David Deo from THA, and Jim Gough from MMM/WSP then gave presentations about the team's early understanding of the area's historic context, planning & design, transportation, and servicing. Questions of clarification, small table discussions and a plenary report back followed the presentations. See Appendix A – Meeting Agenda for details.

Matthew Wheatley and Ian Malczewski, third party facilitators with Swerhun Facilitation, facilitated the meeting and wrote this meeting summary and shared a draft with participants for review before finalizing it. This summary is meant to capture key themes and feedback from the meeting; it is not intended to be a verbatim transcript.

Key messages

The following key messages emerged from the feedback provided by participants. They are meant to be read along with the more detailed summary of feedback that follows.

The cumulative impact of development on High Park needs to be considered. High Park has special status as a provincially designated Area of Natural Scientific Interest and Environmentally Sensitive Area. More development could negatively impact High Park through an increase in use and through development impacts on aquifers (among others).

Develop strong policies to accompany the Avenue Study. The City should use the vision and recommendations from the Avenue Study to develop strong planning policies (i.e. Official Plan Amendments and Zoning By-laws) that are enforceable at the OMB.

Support and promote small-scale local retail. The City should develop policies/strategies to support local retailers, including affordable property tax rates and ground floor spaces appropriately sized for smaller retailers.

Ensure pedestrian safety is considered and enhanced. Strengthen the enforcement of road rules and use design to make the pedestrian environment feel safe and comfortable.

Congestion and parking are key issues to be considered in the study. Participants said congestion and on-street parking (on Bloor and the surrounding side streets) is already an issue and will likely get worse with more development and increasing population.

Maintain the village feel in Bloor West Village. The Avenue Study should be used to create a vision for balanced growth that supports the population and respects the area's history.

Detailed summary of feedback

Following the presentations, participants discussed natural heritage, the historic context, planning & design, transportation, servicing, the Study process, and other feedback in small groups. These discussions were followed by a plenary report back where each table provided a summary of key points from their discussion. The detailed summary below organizes participants' feedback within the topics listed above and includes feedback shared during the report back, in writing at the meeting (see Appendix B – Worksheet feedback) and by email after the meeting (see Appendix C – Feedback received after the meeting).

1. Questions or Clarification

Participants asked questions of clarification after the presentations. Responses from the City and/or study team follow each question in *italics*.

- Why is there a bus stop about 20 metres from Runnymede Subway Station? This stop slows traffic and creates congestion. *The TTC is likely trying to be as convenient as possible for transit riders.*
- Are we confined by established City principles (e.g. Mid-Rise Guidelines) or can we suggest ideas that deviate from these principles? *The Avenue Study will allow us to discuss principles specific to the Bloor West area and be more specific than what is in the Mid-Rise Guidelines.*
- What kind of Official Plan Amendments (OPA) and Zoning By-Laws should we be recommending? *It is too early to define OPAs and Zoning By-Laws. The Avenue Study will provide a vision and implementation plan with a set of recommendations. The City can then use these to create implementations tools, such as OPAs and Zoning By-Laws.*
- Who do we talk to about creating a whole new process for Avenue Studies where the report is written by the community, not professional consultants? *Your local councillor is the best person to talk to about changes to City processes. Changing the Avenue Study process is not within the scope of this Avenue Study.*

- Will this Avenue Study be enforceable at the Ontario Municipal Board (OMB)? *The Avenue Study provides recommendations and a vision for the area, which helps the City create stronger policies that are more likely to stand up at OMB.*

2. Feedback about historic context, natural heritage, and High Park

Historic context

Participants identified properties and events they would like to see considered, including: the art deco buildings on the north side of Bloor between Jane and South Kingsway; the old Kingsway Pharmacy at the corner of Mossom and South Kingsway; Runnymede library; the Chess House in High Park; the former Runnymede theatre (now a Shoppers Drug Mart); the former High Park Mineral Baths (“The Minnies”); the Ukrainian festival; Halloween events; and KidsFest. Participants said buildings that have historical architectural value should be protected.

Participants said the findings from the HCD study should be incorporated into the Avenue Study. Some participants felt the HCD study should be completed before the Avenue Study and that development applications should be put on hold until after the HCD study is complete. Finally, there was a suggestion to recognize historic trails and pathways used by different aboriginal groups in the area.

Natural heritage and High Park

Participants said the cumulative impacts of development on High Park need to be considered. Participants provided a variety of reasons, including:

- Provincial regulations like the Provincial Policy Statement and Natural Heritage Resource Manual require natural heritage areas like High Park to be protected;
- High Park has special status as a provincially designated Area of Natural Scientific (ANSI) Interest and Environmentally Sensitive Area (ESA);
- Natural Heritage Impact Studies prepared as part of development approvals do not consider cumulative impact;
- The park is used extensively by local residents and people from across the city;
- Aquifers running underneath High Park could be impacted by development;
- The wide variety of plant and animal species in the park provides habitat, especially for migratory birds like Chimney Swifts, and;
- More development will result in more parks users, which would result in more dog-walking, fishing, cycling, and other activities that will put stress on the park, result in more ad-hoc trails, and fragment wildlife habitat.

Some participants raised concerns about Chimney Swifts. They said they are present throughout Bloor West Village and because they are classified as a threatened species their habitat is protected under the Official Plan and Provincial Policy Statement.

Participants said management and mitigation best practices should be implemented to: balance access and protection, exclude inappropriate activities, restrict high-impact recreational activities,

implement protective fencing of sensitive and wildlife areas, and improve signage. They added these practices may not be enough if development results in a big influx of people.

3. Feedback about planning and design

Building design and heights. Participants offered a range of opinions about building design and heights. Some felt the Avenue Study should recommend policies that maintain the village feel and discourage tall buildings (suggesting maximum heights of 4 stories); others wanted to see the City's Mid-Rise Guidelines enforced in the area and said that 4 – 7 stories should be “uncontroversial.” Finally, some felt new condos should include large, family-sized units.

Human scale. Several participants felt said it was important for the area to maintain a human scale. Requiring quality materials and textured architecture that adds to the neighbourhood's “cozy” feel were some suggestions on how to achieve this human scale feeling.

Strong policies. Participants said the vision and recommendations from the Avenue Study need to be supported by strong planning policies that are enforceable at the OMB.

Maintain and support small retail. Participants suggested the City identify and develop strategies to help support and encourage local independent retail. Some suggested making property tax more affordable, others said new mixed-use buildings need appropriately-sized spaces and layouts for small retailers on the ground floor.

Trees. Participants suggested adding more street trees and properly maintaining existing trees. They suggested using porous materials on sidewalks to ensure street trees can survive.

Pedestrian environment and open space. Participants said the area needs more open space and green space and suggested creating public gathering spaces (like piazzas or something similar to the public square at Danforth and Logan). Participants also suggested using laneways and the linear parkland north of Bloor to increase public space. Participants said the pedestrian environment could be improved with more places to sit, more public art, and wider sidewalks. There was also a suggestion to create connections between the Humber River and sections of the Waterfront Trail, e.g. a boardwalk along the river's edge.

Character and character areas

Maintaining the village feel. Participants said the area's village feel is an important feature that needs to be maintained. Others felt that maintaining the historic village feel should not override providing an accessible environment for an aging demographic.

Architecture and design. Participants felt that new buildings should respect and complement the historic architecture in the area. Participants suggested developing policies that promote continuity but don't stifle imaginative architecture.

Character areas. Participants said the Avenue Study will need to clearly explain how the chosen character areas are established and defined. There were a few suggested character area names and locations, including: Main Street (Jane to Glendonwyne); East Village (Glendonwyne to Clendenan); and High Park (Clendenan to Keele). There was a concern about the name “Humber

Gate” because it has been used for an area connected to the Queensway Planning Study. There was suggestion to name that area either Brule Gardens or Swansea Gate instead.

4. Feedback about transportation

Pedestrian Safety. Participants raised concerns about pedestrian safety and suggested some possible solutions/strategies, including: increase enforcement of speed limits and movements through intersections; install more pedestrian crosswalks along Bloor (especially from the No Frills to Runnymede Station); extend crossing times for seniors and people with mobility issues; install a pedestrian scramble at Bloor and Runnymede; widen sidewalks, especially around patios, to ensure there is enough room for people to walk; and prohibit visual obstructions near intersections (e.g. planters, newspaper vending boxes, wastepaper, benches, and litter bins).

Bus service. Some felt there are too many buses travelling on Jane. Others said there is a need for more bus service in the former village of Swansea (Riverside and South Kingsway).

Parking. Participants said capacity for parking on Bloor and side streets is already an issue and will most likely get worse with new developments and increased population. New developments need to have enough on-site parking to ensure side streets are not overrun with parked vehicles. Parking studies/counts should be done during the summer as well as winter.

Congestion and traffic. Participants raised concerns about existing congestion and felt that new developments are and will continue to increase traffic. Some suggested prohibiting deliveries during busy times (morning and evening rush hours) to reduce congestion. Some participants said Bloor is and should remain a main thoroughfare and the Avenue Study should identify strategies to help with traffic flow. Some also said the study should investigate the number of school buses that use Bloor and how this activity impacts traffic and congestion.

Subway service. Participants raised concerns about the capacity of the subway now and especially in the future as the area grows. Some said they have difficulty getting on the subway in the morning due to crowding. Participants also said stations should be accessible with elevators at each station. Participants suggested beautifying subway stations with public art installations and using signage to share information about the area.

Cycling infrastructure and safety. Participants said cycling infrastructure and safety in the area could be improved, potentially with separated bike lanes on Bloor (particularly between Keele and Clendenan and west of Jane), more bike parking (especially at subway stations), and bike lanes throughout Bloor West Village (e.g. Colbeck, Ardagh, Windermere).

Future technologies. Participants said the Avenue Study should consider how new transportation technologies can be accommodated to improve transportation issues, including: autonomous vehicles, electric cars, and Bikeshare and car sharing programs. There was a suggestion to install charging stations for electric vehicles in municipal parking lots.

5. Feedback about servicing

Participants said the Avenue Study should include a hydrological study understand impacts of development on underground aquifers and issues of flooding during development. Participants also said the study should consider the capacity and need for emergency medical services to ensure there is enough to serve the area now and in the future. Some said power outages are occurring more frequently. There was a suggestion to introduce green technology and infrastructure wherever possible to promote environmental sustainability.

Participants said the Avenue Study should investigate the capacity of existing Community Services and Facilities (e.g. schools, libraries, community centres, etc.) and identify need for new services and facilities based on the current population and expected growth. Participants said schools in the area are already at or near capacity.

6. Process and other feedback

Ensure presentation materials are visible. Some participants said the presentation slides were too small to see from their tables.

Alternative agriculture. There was a suggestion to explore ways of introducing ways to produce food in Bloor West Village (e.g. community gardens and private vegetable gardens).

The Ontario Municipal Board (OMB). Several participants raised concerns about the OMB and suggested finding ways to exempt this area or the City from its jurisdiction.

Provide assistive housing. There was a suggestion to introduce housing for individuals who may have been out of full society, like prison discharges and mental health patients.

Connection to existing development applications. Some wanted to know if this study would have any influence on existing applications (like the proposed condo at Bloor and Jane).

Next steps

The City and consulting team thanked participants for their feedback and committed to sharing a draft summary of feedback in the coming weeks. The City also shared application forms for the Local Advisory Committee (LAC) and committed to sharing digital copies. The consultant team said they will be meeting with the City's Design Review Panel to share the same information that was shared at this meeting. The consultant team also explained the upcoming engagement activities, including a Design Charrette to generate ideas for the draft design alternatives; two LAC meetings to discuss and seek feedback on the draft design alternatives and preferred design alternative; and a second Community Consultation meeting in mid to late June to share and seek feedback on the preferred design alternative.

Appendix A. Meeting Agenda

Bloor West Village Avenue Study

Community Consultation Meeting 1

Monday, February 27, 2017

6:30 – 9:30 pm

St. Pius X Catholic School, 71 Jane Street

Meeting Purpose

To introduce the Bloor West Village Avenue Study, review the team's preliminary analysis, and seek feedback on issues to be considered through the study.

Proposed Agenda

6:30 Open House

7:00 Welcome & Introductions

City of Toronto

7:05 Review engagement process and agenda

Swerhun Facilitation

7:10 Presentations:

7:10 Study Overview & Historic Context

7:30 Planning + Design

7:50 Existing Transportation

8:00 Existing Servicing

Questions of Clarification

8:15 Discussion

Focus Questions:

Historic Context

1. Are there any other heritage issues (such as areas, events, institutions, or organizations) you would like to see considered in the study?

Planning + Design

2. Are there any other issues related to land use, built form, public realm and natural heritage you would like to see considered in the study?
3. What are your thoughts on the proposed character areas? Do you have any suggested refinements?

Existing Transportation

4. What are the transportation issues that affect you on a day to day basis?
5. What do you see are the long-term transportation issues in Bloor West Village that we need to address?

Existing Servicing

6. Are there any other servicing issues you would like to see considered in the study?

8:55 Report Back

9:25 Wrap & Next Steps

9:30 Adjourn

Appendix B. Worksheet Feedback

Participants provided written feedback at the meeting by completing worksheets with questions about: the historic context; planning and design; existing transportation; and existing servicing. The feedback provided has been transcribed and aggregated by topic and question (see below for questions and feedback).

Historic Context
<p>1. Are there any other heritage issues (such as areas, events, institutions, or organizations) you would like to see considered in the study?</p> <ul style="list-style-type: none">• Keep Turner and Porter Properties• Architecture that has historical value and contribution to the culture of the area• Art Deco buildings on north block between Jane and South Kingsway• Humber River (green space, people space)• The Humber River Region (Lake Ontario to north Dundas).• Show studies of how people use the parks.• High Park ecology “shall be preserved” PPS of 2014. One feels strongly – keep dogs out. Neighbourhood safety – perception/nostalgia?• Maintain “streetscape” of Bloor store fronts• Maintain “historic” uses of area.• Kingsway pharmacy – corner of Mossom and Bloor• Small sale owner occupied business, how maintain, e.g. work condos that can be purchased rather than rented.• Greenspace well set-back apartments west of Old Mill.• We cannot just try to maintain the “village feel” of the past 25 years. It needs to be modernized for the changing demographic of segments of population aging elders who wish to walk everywhere to maintain their fitness and access their services, visit friends. Need gathering places for all ages.• Ukrainian event• Small retail needs to remain in existing old buildings.• Keep the small retail shops as they are historic• Maintain as village feel• Many world class cities at this point are actually trying to reserve historical centres “village like” little hubs remaining in the cities. They close these areas sometimes to traffic and protect them. Why not Toronto? Bloor West Village is not the only area for development along Bloor. <p>Avenue study is adjacent to High Park, jewel of Toronto parks and some of the most significant reserve in natural in GTA and Ontario in form of large parks. Most of High Park is designated as ANSI/ESA since it contains wave block rare species, plants, and vital wildlife</p>

habitats for migratory birds. Grenadier Pond is also designated as ESA/ANSI. Its watershed is threatened by any developments along the Bloor vicinity. Native heritage lands.

- Runnymede library, Chess House (High Park), Old Mill Ravine area.
- Problem of 100-year-old houses and the aquifer/soil issues.
- Houses can implode, collapse with building of underground parking with intensified increased development.
- Bloor West and High Park are destinations, let's keep it that way (playing baseball, swimming, skating, running, cycling tennis, soccer, etc. and great events). Cafes and independent retail are good. Too many people/congestion/more traffic are bad! I really enjoy events such as the Ukrainian festival. Thanks for the historical overview!
- Height guidelines are not congruent with the existing built form in Jane to Kennedy section
- The Minnies were not mentioned in the historical section (mineral baths).
- Designate historic buildings.
- The Ukrainian festival, I know a lot of the merchants are opposed and that's understandable. Maybe use all of the parking lots, they'd be more than big enough.
- The Carrying Place – i.e. up the Humber. We need the last mile of the trail up the Humber completed linking to the waterfront trails. Maybe a boardwalk along the river's edge to the mouth of the Humber.
- Not enough emphasis on invasive plant species overwhelming native species in High Park.
- Integrated heritage interpretive panels right along Bloor through mixed media.
- Identify local festivals used within the public realm, they need to be conserved and enhanced.
- Theatres have meaning to the community as cultural resource – how can they be maintained or what will replace this cultural loss.
- Maintain private open space adjacent to public realm, after seen at older apartment buildings.
- Former Runnymede theatre (now Shoppers) is designated under Ontario Conservation Act, including interior distinctive design features/structures. Decision from Conservation Review Board.
- Bloor south side, mid-point – Scotiabank, square concrete slabs land over distinctive upper brickwork could be.
- It isn't a heritage issue but the power of the OMB should come back to elected officials in the city.
- Besides the library also the theatre, Ukrainian Festival, old businesses.
- Brick low-rise fits well with old theatre in square block. Doesn't look out of place.
- Theatre (shoppers) at Bloor and Runnymede is designated exterior and interior. What is significance of BIA – locally. What affect has it had on development, built form, cultural landscapes.
- Ukrainian festival (signage)
- How to protect fine grained character – how to promote it?
- Must incorporate findings of Heritage Study into Avenue Plan.
- Heritage Plan should include development guidelines, zoning restrictions, scale of future developments, conservation and alteration guidelines and infill guidelines. All of this should inform Avenue Study, not come after.

- We would like to keep the festivals and small village charm.
- Yes, the Ukrainian festival is very important. Ensure that all street/Bloor front properties look great support the retail development. Lots of planters. Shoppers Drugmart Theatre is one of the most important heritage sties in the area.

Planning & Design

2. Are there any other issues related to land use, built form, public realm, and natural heritage you would like to see considered in the study?

- What studies exist regarding migrator paths for birds? Historically the land of High Par has afforded landfall, shelter, food, and water for exhausted birds. What is the impact of high rises, illuminated windows at night in foggy conditions, and of reflecting windows in daylight, on birds? FLAP, for instance, is a program dedicated to raising public awareness of fata light. What measures are put in place to protect our birds. Let me bring to mind that we live in a time of unprecedented demise of songbirds. What measure are in place to protect migratory, as well as resident birds? Window treatment, regulations on lights out, particularly during periods of migration, foggy nights.
What are you doing to assure protection of natural heritage on these sites? For instance, the Daniels project that took down black oak trees and yet simultaneously promoted their condos as “where urban meets nature”? Hideous hijacking of natural wealth. Such massive developments should require stringent preservation/protection of natural areas.
The Study must include a detailed hydrological study, and any construction must assure that water flows and allows natural systems to thrive. Water must not be choked off, the natural are – the ponds, marshes, meadows and forests of High Park, and of the private land s to the south and north of Bloor St.
What is the impact of development on the ANSI & ESAs of High Park.
- Pedestrian walkways and seating areas. Green space. Incorporating art native to illustrate the historical significance of the area.
- Impact of any population growth on sustainability of natural heritage especially on the area of natural and scientific interest (ANSI). The potential additional population in the apartment neighbourhood near High Park Ave. is material and cannot be ignored.
- Village feel – 5 to 7 storeys uncontroversial.
- 2 of 7 at table OK with canyon of shading / OK at ends.
- Small condo units – more mix
- School capacity
- More and better cared for trees!
- A “village” does not have big box store formats.
- How far east –west should retail go – Riverview to Kennedy, most logical
- Dealing with drainage etc. east and west
- Pedestrian feel, especially in centre. Scale should be lower, reflect existing heights, should not be 8 and 9 storeys prefer 5 and 6. Encourage additions to existing buildings to keep fine grain.

- Also need piazzas for gathering, again all income levels. Also, must keep large grocery stores such as No Frills, not Rabba's that are expensive and lack really good fruits/vegetables. In winter walking, uphill from Ellis Park to Runnymede, heated sidewalks would be ideal during snow storms.
- Height: some pro higher height development, some very concerned about development buildings/buildings being too tall – e.g. 12 – 15 stories; 5 – 7 is ok
- Want to retain village feel
- Concern about PPS on High Park – the park needs to breathe; ecological functions need to exceed park's formal boundaries. Can't isolate the park with wall of build development.
- Disagreement about preservation of current feel and development levels and park vs. increased density, buildings/condo development
- Concern that height = shade on street, one participant does not currently walk on shady (south) side of street.
- Concern about empty retail spaces in new condos, including existing condos because retail space within is too large for businesses.
- Concern about size of condo units, wants units to be larger size, not tiny units.
- Concern to keep existing residential rental capacity or increase.
- Not unhappy to see higher buildings on either end (east/west) of avenue but not in the middle village section.
- Would like to see south side more aligned with north side.
- Perhaps low-rise village feel creates sense of safety for parents letting kids (young teens) wander = good experience for positive youth.
- Maintain architecture of village areas
- Porous areas on sidewalks planted with trees.
- There is no community gathering area, no outdoor square, no community hall.
- Movie cinema is leaving the area. Looking for places to go for activities (that is not shopping).
- Maintain pedestrian 'experience' to the shopping streetscape.
- What about the north paths parallel to Bloor? Path starts at Kennedy Park Road in Margdon Parkette across Runnymede station across parking lot on Kennedy – mix of cars/pedestrian, very unplanned, unexamined. Please look at this path and the use. I walk my dog on the above path, parallel to Bloor. Forgotten route – consider examining the missed opportunity.
- Realistic authentic development supported by OPA By-laws
- Get rid of contextual reference planning affirmation of the By-law
- High Park is such an asset/jewel, let's not ruin it by overcrowding, i.e. people, traffic. As a permanent resident since the early 1990s, I have seen a lot of change. I think that we have reached a "tipping point" (density/intensification issue, 50,000 + people, 10,000 just on Pacific/Quebec) of overcrowding (and related strain on infrastructure, High Park itself).
- Tree canopy.
- The streetscape at Jane and Bloor is the only building at the end of Bloor or Danforth to.
- Capacity of schools, can they handle additional densification
- Consider making the park corridor behind (north of) Bloor more contiguous and useful, maybe bike lanes there?
- Runnymede library needs to be enlarged at the back and incorporate community events.

- Have a balance of stores e.g. a hardware store instead of hairdressers, manicure outfits, technology stores.
- No more enormous high buildings at High Park and Quebec. Development should be varied. There are 10 buildings in the area now!
- Maintain character of Bloor West Village.
- What consideration is being given in the study to open space resources contiguous to the study area. I.e. Is there capacity for growth and what improvements are needed?
- Current deficiency – no public square!
- Natural Heritage - The Humber River Valley; High Park; The ponds that are still in Swansea.
- Enhanced use of laneways as public space and viable business and/or residential.
- Public realm – a public art enhancement use of functional public art in street furniture, paving, street poles, signage, wayfinding etc.
- Arts hub – affordable space for arts/exhibit, perhaps live/work for artists.
- Consider local resources: do we have enough schools, libraries, rec centres to support intensification?
- The compatibility of the built form and height on main street and apartment area east of Clendenan is important.
- Introducing a datum plane to convey the perceived height of 2-3 storey in the new mid-rise buildings to create a consistent street wall, with a min. 3m step back.
- Introduction of small retail (with a max GFA) in the apartment area will help to bring more vitality to that section of Bloor.
- Materiality should be included as a section in the study to create consistency between the old and the new.
- How to enforce the small retail character on condominium development should be studied and explored.
- Topography at Bloor – Jane to South Kingsway not give much consideration: safety, cars tend to speed, risky for pedestrians. Also, underground water table will likely cause problems for Humber Theatre redevelopment project.
- I would like to see the midrise guidelines followed in the Glendonwynne, Jane area. Having small independent businesses is very important to me.
- We need more green space along Bloor St. and better maintenance of trees that are planted.
- Bike lanes should be established.
- There needs to be building style in place to maintain continuity (with room for creativity)
- When landscaping is done is there a good plan to maintain it.
- Since some sidewalks are narrower than others why not paint a narrow boulevard like in the Kingsway – Royal York area with big trees and remove the dead ones from the sidewalk area which would provide more walking room.
- Fine grained retail critical. Many new condos have large unmet retail sections (in this and many other avenues in Toronto).
- Consistency in building design is important. City of London (UK) is doing an excellent job integrating new builds.
- Some of the new condos, e.g. at High Park, advertised many studio sized apartments. Can we limit developers to apartments sized for adults/families?

- Topography and view sheds – not just views from bridge to river. Look at views east and west along Bloor West. Take topography and relief into consideration when setting height limits and drops down to Humber River and High Park.
- Mid-rise guidelines favour very defend development to what we have now – larger parcels of land are assembled to build larger residential buildings to achieve intensification. How can we intensify without destroying existing character? Where is this development happening – what should it look like? So that the existing character – Jane to Kennedy is protected?
- Look resemble – about looking at potential development sites as well as existing character.
- Concern too many residential high-rise buildings are coming in.
- Want to keep commercial (small shops) buildings – 2 floors.
- Independent and boutique stores.
- Yes, please plant as many trees as possible. Use solar chargers for street lights. Create the whole area as an ‘ecosystem’ full of greenery and renewable future.

3. What are your thoughts on the proposed character areas? Do you have any suggested refinements?

- To maintain the architecture of the neighbourhood
- Low rise buildings only, environmental and migratory fly paths are key. This is a naturally environment – such a unique area. Humber and High Park, need to maintain green spaces and protect these parks and river system.
- Bloor north of High Park (High Park frontage) should be re-designated as a residential (low-rise, old R2) area only with maximum 4 storeys, not an avenue (no more than 10 m high) not higher because of High Park (or something that is effective in stopping development
- Empty retail in new high buildings.
- Humber
- West Village
- Main Street (Jane – Glendonwynne)
- East Village (Glen – Clendenan)
- High Park (Church – Keele)
- Naming the character area Humber Gate may be a misnomer. This name was used for the area on both sides of Humber relating to the Queensway Planning Study. Maybe use “Brule Gardens”, name of street, or some variant along that line. Also, Swansea Gate – given the bulk of these lands are within the historic village of Swansea. Should be 5 areas to reflect different history and other aspects.
- Update “village feel” to meet emerging needs of diverse population – elderly, young families and singles.
- Define midrise height so that community does not need to deal with this issue every time developers want to build a much taller one.
- I worry that the areas north and south of Bloor at Jane and Runnymede will be redeveloped with high-rises like have destroyed the character of High Park with its apartment buildings.
- 5 character areas combined into one character area with Daniels as a one off.
- How were character areas defined?

- High Park frontage – too congested (on north side). Village Main street – too many apartments/condos and character is being lost.
- Largely agree – Jane to Kennedy needs special protection for the existing built form.
- Preserve some sunlight on Bloor.
- Could we have some imaginative architecture!
- Architectural definition of the first three floors. Pedestrian oriented architectural definition.
- We don't need high-rises. Anything to me more than 8 stories is a high-rise. Most of the building heights that are there now r 4 stories, why do we need them higher, stop giving the stamp of approval to whom ever comes along. They don't live here and they plain don't care. "We should not have to constantly fight developers".
- Is there a possibility for a particular area to be groomed as a cultural district? i.e. enhanced public realm, accessible arts related business.
- I fear the invasive development that has already been allowed around High Park and west of Jane will be used as justification for even greater height at the OMB.
- Use as much renewable energy sources as possible. Be a greened area.

Existing Transportation

4. What are the transportation issues that affect you on a day-to-day basis?

- Speed of vehicles
- Accountability of drivers who do not use stop signs, disobey cross walk signs.
- Too many buses travelling down Jane St. Buses need to be rerouted to streets that can accommodate multi buses, i.e. Islington, Kipling. Not all buses travelling from the north of Jane (Steeles and higher) should be routed to a small station.
- Traffic lights at Glen Lake and Keele should always have a pedestrian cycle for crossing Keele, even when the traffic light change is triggered by the presence of a vehicle.
- Crossing needed at Kennedy.
- Ellis Park left turn
- Subway capacity
- Jane LRT?!
- "Complete Street" = Bloor St. bike lanes!
- Fewer cars – really? Why do I have parking issues on my street (Evans Ave, one block north)?
- Transit – TTC is buried in this area, except for Jane & Runnymede.
- Lack of effective transit in former village of Swansea, bus not service Riverside/South Kingsway. Ellis Park/ Ellis Avenue – due to hills and valleys inadequate movement of transit other than subway to west and east due to river and Grenadier Pond.
- Problems South Kingsway/Mossom/Riverview to Jane for pedestrian movement east/west on north side and moving north along South Kingsway and Riverside and Brule.
- Ellis Park turning left onto Bloor – vision blocked by 2 parking spots on south side of street especially when cyclists are at top speed as they cycle down the hill.
- Jaywalking from subway to No Frills needs to have a pedestrian crossing. Safety for pedestrian and raised by driver concerned about hitting pedestrians.

- Concern about TTC train capacity. More frequent/continuous subway service possible?
- Concern about slow/elderly walkers crossing at heights (too slow for light). Longer light or different signal necessary.
- Concern about parking – too much street parking vs parking capacity added for new condos (subterranean).
- Bloor/Jane/Kingsway – confusing corner at height of traffic periods. Can be dangerous for pedestrian's drivers at night.
- Appropriateness or inappropriateness of a business e.g. Shoppers Drugmart is in an old movie theatre at Runnymede. There is not proper servicing area for trucks to drop off stuff. They park on Runnymede in the lane blocking cars and buses wanting to head south.
- Bloor St bicycling in front of High Park is unsafe. Widening of road, sped up to 60 – 70 KPH. No dedicated bike lane, very safe starting Ossington, becomes unsafe as you enter Bloor West from downtown.
- As density increases, parking on residential streets becomes increasingly difficult. No place for residents to park. Enforcement is very poor. Many construction trades park all day, week after week.
- Prohibit trucks at busiest periods – morning and evening.
- I have concerns over people and traffic congestion and related safety issues (no fatalities 2007 – 2015 but look at other city areas/trends). Too many larger infill projects causing strains on infrastructure (combined sewer example), roads, parking spaces, schools etc. (and the park itself).
- On nice days, it is difficult to navigate the sidewalk through the village with gabs.
- Subway corridor at rush hour, particularly at High Park and Keele, one sometimes has to wait multiple trains to be able to board. As densification proceeds in Etobicoke, only going to get worse and likely spread to Runnymede and Jane.
- Traffic flow on South Kingsway from Jane, etc. over capacity at peak times.
- More continuous bicycle lanes on Bloor.
- Need elevators at Runnymede and High Park Stations
- Quebec – too much traffic: cars waiting for subway patrons; a daycare SUVs parked; cars coming off Bloor, Gothic and from north of Quebec. Hard to cross the street.
- Accessibility. Can we get the buses to park at the sidewalk again, and just not measly core of the bus? When the bus is crowded and at times I'd like to get off at the back, when it's a metre away from the sidewalk, why would I want to step down and then step up again. At the front, what's the use of lower the bus. It's supposed to go right to the sidewalk, but with the brief angle it parks that isn't possible. People with shopping cars and walkers therefore have trouble getting up and down, and at times their wheels get stuck under the bus because there is a gap, which to my understanding there isn't supposed to be.
- Dedicated bike lanes
- Use of digital arts used within digital screens at subway entrance – provide info and arts.
- After hours' delivery of products to stores.
- Width of pedestrian crossing area too narrow at northeast corner of Bloor and Runnymede.
- Speed should be reduced to 30km/h throughout adjacent residential areas i.e. north and south of Bloor St. W. for enhanced pedestrian safety.
- I'm strongly pro-cycling and related infrastructure. However, adult cyclists should be required to walk bicycles on sidewalks and at pedestrian crossings.

- Immediately red light cameras should be installed at Runnymede and Jane as the number of cars running red lights has increased significantly.
- Sidewalks are too narrow, particularly in areas with restaurant patios.
- Increased population growth in the area will put a serious strain on the subway during peak periods. The stations are too small already to accommodate large subway cars.
- Volume of traffic that doesn't flow efficiently down to Highways and away from the area.
- I'm mainly a pedestrian: cyclists on sidewalks making walking unsafe; elderly pedestrians with walkers often cross after walk light has started counting down; Bloor/Kennedy has no pedestrian crossing but many people walk from No Frills (south side) the subway entrance; critical to have on street parking where vets and medical facilities are, for ease of access for cars with pedestrians or disabled people.
- Live in the area, rarely use my car, usually walk and bike.
- Traffic during rush hour
- Runnymede/Bloor Cluster
- Speed bumps
- Fix up, beautify, the five subway stations. Install electric car charging stations.
- It is not an issue but I'm taking this opportunity to point out that for what it's worth the section of transportation doesn't include any reference to the airport express. In comparison, the services section of the study includes the services at the intensification of Bloor, Dundas within its study area. Also, the airport express itself included the BWV within its catchment area for its stop at Bloor and Dundas.

5. What do you see are the long-term transportation issues in Bloor West Village that we need to address?

- Do not build high-rises as our streets are too narrow. They're currently too many vehicles. This is a pedestrian zone avenue.
- Subway – bus terminal are too small for the current loads.
- Better public transit along Queensway west to Etobicoke.
- Expansion of all public transit. Jane, Runnymede, High Park more effective bus turnaround
- Bus movements to be effective at all the subway/bus stations
- Widen subway platforms
- Subway line up Jane Street to Steeles and further north.
- Safe bike lanes
- Congestion at corners (Bloor/Runnymede and Bloor/Jane).
- The mindset is that Bloor is used as east-west corridor for car traffic commuting through the area. Parking in the downtown area has to be made so unaffordable to make people look to alternative ways to get to work.
- Bloor and Ellis should not have left hand turns in morning.
- Include autonomous vehicles/shared/electric in future plan
- Electric bicycles? How do they fit in?
- Bicycle safety (e.g. in front to High Park, fast cars, very unsafe).
- Parking meters, why not electronic?

- Street parking comprised by increased density
- Could we have one way streets?
- We have a great subway station and this allows people to visit High Park, however, this may not be an option for parents with special needs kids who want to visit High Park. Using a car will still be important.
- Special needs perspective, issue: where subway breaks down (which is a lot/often these days) Bloor street needs to be clear for buses and north of Keele, north of Runnymede, north of Jane.
- Proposed bike lanes will eliminate the extra lane (parking lane) currently used for shuttle buses.
- Long-term east-west bike routes will almost certainly have to include the Bloor bridge over the Humber River, which means bike lanes west of Armadale (or Jane) at minimum or more likely all along Bloor – this should be planned for.
- Consider a pedestrian scramble cycle at Bloor and Runnymede to alleviate pedestrian issues.
- Have the in-progress new patio guideless be considered. They call for more flexible use by business but wider pedestrian clearways.
- Crowded subways! Impossible with all these new people coming to High Park area.
- How can the community be assured at the conclusion of the study that development our rights will never be sold by the City to developers over the existing parking lots along the subway corridor?
- We desperately need more accessible TTC. It's great that Jane Station has an elevator, but what about Runnymede. My mother uses Wheel Trans. She got a DVD when she signed up saying how accessible the subway stations are. That's not the case There need to so many more.
- Make Runnymede subway station accessible – elevators.
- Parking analysis should reflect weekend summer capacity.
- Separated bike lanes on Bloor are required for complete street but the narrow section of Bloor is too constrained in terms of width to incorporate bike lanes. But they can be accommodated in the larger segments of the street.
- If the City's current intensification aims re: increased population is attained, TTC travel experience would not be comfortable. Currently, frequent crowding does prevail on connecting bus routes. While many of us opt to live car free, many still covet private auto ownership. How much precious space to be surrendered for this purpose?
- Increased density will increase all transportation problems. The subway is unlikely to be made larger and the size of Bloor. won't be increased so gridlock, performance, will worsen.
- Bloor is still a main thoroughfare and needs to remain so.
- Are bike paths required on Bloor given that an entire lane was removed and dedicated to bikes on Annette. which allows for riders to travel from Jane right downtown?
- Understand that many people in the neighbourhood have vehicles and need to have access to main roadways. Also, if the density is increasing how will traffic flow efficiently?
- Need bike lanes on Bloor Street.
- Bike lanes
- Any apt/condo building that are built in the Bloor West area needs to consider impacts to transportation.
- What about adding left turn lights to move cars along quicker especially at congested areas.

- Vehicular traffic is often bogged down through the BWV especially westbound due to cars turning at Jane or South Kingsway. I'm not advocating for better traffic flow; quite the opposite. I think that there will be a need to facilitate/encourage public transportation/walking/cycling so that residents are disincentive to drive through the BWV when not necessary.
- Public transit: The platforms, as the study already sets out, are narrow. The buses are forced to deal with traffic in order to enter/exit/turn to and from stations.
- Walking: The BIA and the city have made great strides in attempting to make walking easy but there is still more that can be done.
- Cycling: The cycle lane on Runnymede is wonderful (I use it often, the South Kingsway less often). If the city completes a bike trail from Dundas/Annette the bike lane along Annette may become very busy and the bike lane to it from Bloor along Runnymede will also be essential.
- Car sharing: provision for can alleviate privately owned vehicles and the necessity for parking them. The two car share entities (Enterprise + Zipcar) that have vehicles in set locations have their cars in the BWV commonly at private lots (the No Frills Lot, various apartment buildings at Quebec, High Park) If car sharing is important to transportation then rather than leaving their viability to the varieties of private owners of parking lots, consideration should be given to protecting/encouraging them; perhaps designated areas for car share vehicle parking in any new developments or a new city owned parking lot exclusively for them "donated" by a developer.

Existing Servicing

6. Are there any other servicing issues you would like to see considered in the study?

- Clearly hydrological study feeds into this.
- Green space
- Parking studies
- Residents on either side of Bloor (communities)
- Vibrant retail to service the area
- Transportation – volume of traffic, where are the cars coming from?
- Schools need to be built and/or expanded. Signs on both building sites on Bloor state that any children cannot attend the local school.
- Note importance of parks and parking lots over subway cut to survival of Bloor west BIA
- Schools, parks and community centres.
- Desire for new large buildings be able to accommodate own dogs, e.g. condo must include park space/walk area/off leash area so do not have to use High Park (or have other options for dog capacity issues).
- North of Bloor – Laneways: design so that retail businesses can receive deliveries with ease.
- How many yellow school buses are too many buses running on Bloor Street in mornings and evenings?
- Future of transportation? Electric, autonomous, shared.

- Environmental – balcony, setback greenery required on taller builders as greenspace, e.g. in China and Hong Kong.
- Maintain the small retail stores.
- Use stormwater to support trees, we need to cool our neighbourhoods
- We need to consider environmental issues
- School facilities as part of the study, the expected added population and demographic should be calculated to understand the effect on the already over capacity schools in the area.
- Emergency services capability (or absences thereof) i.e. fire, ambulance, paramedics – is it sufficient? Schools, daycares, hospital capacity.
- I like the idea of using new green technology to supplement current services.
- Number of schools in area – some of the condos being built already state on their billboards that the schools in the area are full.
- Face life for public community/shared spaces, especially parks/playgrounds.
- Enhance the pedestrian development and keep/enhance parking.
- The properties along Bloor don't operate in a vacuum. In order to help alleviate the demands on the combined sanitary/storm perhaps the surrounding homes could be encouraged to locate their downspouts so the water discharges, where possible, onto soil and not hard surface. Sometimes a little education might be enough.
- Lighting: The BWV's BIA chose some "old-time" "gas-lights" (cleverly run by solar power). These should be encouraged.
- Looking ahead to the possibility of increased demands for electric power by vehicles and infrastructure. Will municipal parking lots want to provide power outlets (for a fee) or the BIA want to do so?

Any other thoughts or comments?

- The heritage district study should be completed first in order to protect that which must be protected.
- Re-evaluate transportation hubs
- Be inclusive of the real needs and insights from residents and business owners who live here.
- Rent control for retailers on Bloor – need to be more in line to welcome retailers.
- Crossroads – traffic flow.
- Maintain village culture and environment.
- When looking at the impact of population growth on local facilities planned and proposed growth in the CS&F study area should be considered (as is required for specific development proposals).
- The OMB ignores by laws now so why will this be different?
- Note Swansea Secondary – north of Bloor in "Humber Gate" includes bulk of area – need OPA and perhaps need to extend it to North in that area.
- Question about school capacity for families who might move into new condo/residential space
- More and better trees – care for existing trees. Plant native trees especially.
- Schools are at capacity.

- Get rid of the Ontario Municipal Board or at least exempt City of Toronto of OMB jurisdiction.
- How to maintain small village in a big city.
- What about trees? Tree canopy?
- Should we be thinking about alternative agriculture? Such as gardening good in front lawn? Do we want to “feed ourselves”?
- Dogs, lots of us have dogs, where they poop?
- School capacity
- Pedestrian crossing at Kennedy to No Frills
- Empty vacant stores, now can we breathe life back in this street?
- Commercial property values are too high for small mom and pop shops.
- Important that this Avenue Study has its own OPA to ensure proper implementation.
- Does the Avenue Study include “modelling” based on increasing people, congestion (we know all current and proposed developments) and strain on infrastructure on Bloor St. north of Bloor?
- All these areas (transportation, services) must consider density beyond the study area. Current and proposed developments north of Bloor will significantly increase density and put major pressure on existing infrastructure.
- How can we make sure the Avenue study will be used to have a positive impact, as opposed to being ignored or irrelevant?
- Clean the junk from corners – newspaper stands – just have them on side streets.
- Presentation – slides are too small.
- What is presumed population increase in study area?
- What current analysis is available to local institutions?
- Heritage Conservation District Study, should precede completion of Avenue Study – applications put on hold (already, egregious tower proposals at High Park/Bloor.
- Sites on side streets north of Bloor St south of alternating TPA sites and parkettes, must be included re built form/uses (currently mixed use).
- I imagine this is not part of your Avenue Study but High Park is increasingly stressed and a study about how to better protect it should be instituted.
- Better trees
- Remove AstroTurf.
- Any changes/improvements should include addition of green space and landscaping to keep or add to the neighbourhood. Part of the neighbourhood’s charms due to large trees and residential front lawns, parks, potted plants trees on sidewalk, etc.

Appendix C — Feedback submitted after the meeting

Personal identifying information has been removed from this feedback. Otherwise, these submissions have been included exactly as submitted.

- Submission 1
- Submission 2
- Submission 3
- Submission 4
- Submission 5
- Submission 6
- Submission 7
- Submission 8
- Submission 9
- Submission 10
- Submission 11
- Submission 12
- Submission 13

Submission 1, February 27

Notes from Table 3

Community Consultation Mtg. St. Pius X School, Feb. 27, 2017 - evening

Bloor West – ‘Avenue’ Study

After the presentations, each table had a brief discussion and listed what for them were ‘key’ points. This list summarizes the key points from Table 3 and the three they chose to have presented.

A Transport

- 1 Transit should not add to congestion, i.e., eliminate the bus stop on Jane and on Runnymede immediately outside the subway stations.
- 2 Subway trains, say one in three during rush hours, should be turned at Jane and sent back so they would re-starting from Jane as empty trains. This would add capacity in the direction needed.
- 3 Visual obstruction from planters, newspaper vending boxes, wastepaper and litter bins should be prohibited within approx. 15 meters of intersections so car drivers can more readily see pedestrians and pedestrians have room to wait for lights and to move.
- 4 The traffic counts should focus on assessing the gaps in traffic by car lengths per hour rather than just the number of cars, as it is the gaps that indicate whether traffic can turn onto Bloor and as gaps over about 1.5 seconds become scarce, it portends severe congestion.
- 5 Ellis Park at Bloor W needs a traffic signal and a turning lane from westbound Bloor W
- 6 There have been three traffic fatalities that people at the table knew of:
 - a) a motorcyclist at Bloor and Harcourt
 - b) a bicyclist at Bloor and Clendenan
 - c) a pedestrian at Bloor and Keele
- 7 Traffic on Bloor is subject to increase from additions to neighbourhood population and from drivers shifting to Bloor because Annette-Dupont, St. Clair, the Gardiner and Lakeshore are frequently congested.

B Services

- 1 Now that storm water is primarily released from roofs onto the ground everywhere in the city, there is more flooding of basements and yards at the base of the ravines, additional buildings and paved areas will increase this problem.
- 2 More large buildings with deeper basements will impede the flow of ground water and have possible adverse effects on the park and Grenadier & Catafish Ponds.
- 3 Power outages occur more frequently south of Bloor.

C Planning

- 1 Under the city's Mid-Rise Performance Standards tall buildings have set-backs from the front at, for example, their third and higher floors. For buildings on corner lots, it is important to have similar set-backs for building sides on side streets.
- 2 Very desirable to preserve the small stores. Suggest that a maximum retail frontage of about 7 metres and/or a maximum retail store area of about 250 sq. metres be established.
- 3 A sense that capacity requirements and future populations are unknown and that little will be done to maintain capacities of libraries, schools, parkettes, sewers, water, hydro, as the area grows by another 50,000 over 15 to 20 years.
- 4 A sense that present residents will pay for any new capacity so developers may benefit.

D Other

- 1 Street festivals – should there be more, less, none?
- 2 Add a 'community square' for Bloor West Village to enhance sense of being a village.
- 3 Secure access to one or more points from which the lake can be viewed.

E Three Points to be Highlighted

- 1 Retain the village feel – keep buildings on south side of Bloor to a max. of four stories so sunlight can reach the ground on the north side, retain 7 metre frontages for retails so the areas remains efficient for pedestrians walking along Bloor W.
- 2 There have been three fatalities, not zero. Safety is an issue. Accidents are increasing. Speed is a problem as people enter and leave the area. Visibility at intersections is a problem because of clutter of bins, vending boxes, planters on sidewalks near intersections.

Encouraging growth without providing for capacity. Area has gone from about 40,000 to 80,000 in past 25 years. Likely to add 50,000 more in 15 to 20 years. Sewers, water, schools, parks, libraries, pools, parking, etc. appear to be of little concern in the study. Such numbers as were provided may have little bearing on Bloor W -- e.g. car sales in Ontario are irrelevant to Bloor West which may follow a more pronounced or different trend for any of the things looked at.

Workbook Community Consultation Mtg. Feb 27, 2017
Bloor West 'Avenue' Study

St. Pius X School

1 Historic Context

There are substantial areas of fill that present construction challenges that have not been satisfactorily met in the recent past. E.g. - Drainage at the Grenadier Seniors home Bloor at Clendenan, partial collapse of addition to home just south of new condos SE corner of Bloor and Ellis Park, shifting ground water flows and basement flooding in homes at base of ravines, ravine and fill erosion

2 Planning & Design

North edge of High Park and entire park will be subject to more pressure, but Parks Dep't does not appear to be part of study

Building heights on the south side of Bloor should not exceed 4 stories from Runnymede to Jane. This will allow the sun to hit the sidewalk on the north side of Bloor. The development rights foregone could be transferred to the north side. A community square would help preserve the sense of being a village.

3 Thoughts on 'Character Areas'

The study area should explicitly include areas at least 200 meters from each subway entrance and High Park and the ravines and the Humber valley for several 100 meters north and south of Bloor. Not to do this creates impression (possibly well founded) that they will be ignored.

4 Existing Transportation

Move bike routes so they parallel Bloor (and Jane and Keele) if possible – to help separate cars from bikes

Shrink the area on sidewalks that retailers may use so there is room for the increasing number of pedestrians

Remove much of the 'furniture' on the sidewalks, especially near intersections – vending boxes,

Enforce the prohibition of bikes on sidewalks

Turn one train in three back at Jane to increase capacity and allow those trains to start empty from Jane

Add traffic lights – Ellis Park,

5 Long Term Transportation Issues

The Bloor West traffic problems are all in the context of the GTA. Growth in car surface traffic as Toronto refuses to do anything useful about mass transit. The study area traffic growth will be from nearby population growth, growth to the west and overflow from the Lakeshore, Gardiner and St. Clair. So, start doing what we should have done about 1960. Buy two tunnelling machines and keep tunnelling. Let developers pay to put in stations at approved places. London and New York never really stopped tunnelling for 70 years. The issue is not population growth; that can be managed, it is 50 plus years of city and metro leadership that is unwilling to do anything. And this is also true for the movement of water, sewage, electrons, goods as well as for people.

6 Existing Services

School yards are already undersized. In fact, all services – water, sewer, roads, subway, bus, hydro, parks, libraries, pools, community centres, schools, are or are on the verge of inadequate. It appears we will add 50,000 plus people and are planning for the aesthetics of the streetscape and transportation based on province wide car sales that are down based on 5 years' data, not 15 or 20 years for the area itself. Or on actual use at the subway stations. *The data provided was embarrassingly scanty – e.g. no knowledge of traffic fatalities.*

Condos and high rise may provide some internal services such as gyms and pools. But community services will be much more in demand than at present. And the demographics of demand are also likely to change.

This plan should take second place to a plan that addresses service for growth in areas that have the services expanded to accommodate growth before the growth arrives not 30 years after. The Canadian lesson is that the Mounties (decent government) arrive in the west (areas in transition) before the severe pressures. The Toronto lesson is a pale shadow of this. The Bloor West avenue study should make a start at getting services in place before they are needed, while there is still space to locate them. And Toronto in general should service areas adequately where it plans to encourage growth. And this is a metro wide question now as there is almost no undeveloped land left, yet the planning and management remains largely changed from a time when there was bare farmland in every direction.

7 Other

The changes will be costly and should in the main be paid for by the developers as they will be the primary beneficiaries.

There are likely to be some minor catastrophes including ruptured sewers that flood down Bloor to Clendennan then down Clendennan or into the park on the east or into the Humber on the west. Catchment caverns (giant cisterns) such as the one at Glenlake and Glendonwynne should be considered. This would also smooth out pumping needs.

The focus must be much more substantial and related to services than the architects and one engineer (without good data) had available last night (Feb 27).

Submission 3, March 1

In 2014, I looked at the schools in TDSB Ward 7 (which coincides with municipal wards 13 & 14).

At that time, there was some space (approximately 1 classroom) in Warren Park (north west corner of Ward 13) and space in Queen Victoria (a large school) and Parkdale (a small one), both in the southeast corner of Ward 14. All of the other elementary schools in Ward 7 were at or over capacity.

I don't know about the Toronto District Catholic School Board.

We can expect that most children in Bloor West as a result of intensification will be bussed to school, all of them unless the TDCSB has room. This implies the transportation plan should make provision for school bus traffic.

Submission 4, March 4

We attended the “Community Consultation Meeting 1” at St. Pius X Catholic School last Monday evening. We had to leave at 8:30 so we couldn’t participate in the group discussions and we didn’t hear the reports. But we wanted to share our comments with you.

In our view, the information boards which were displayed around the auditorium were exceedingly well done. They were full of useful facts and figures and -- for those who came to the meeting a bit early, as we did -- they provided very helpful background and context for the Study.

We thought the presentations were also excellent. They were very professionally done and presented the issues objectively without prejudging outcomes of the Study. They dealt in a comprehensive way with the issues that need to be addressed – transportation, infrastructure, community services like schools and daycares, the width and appearance of Bloor Street sidewalks, and the need to provide for building designs which accommodate intensification without destroying the character of the neighbourhood.

We live on Runnymede Road just north of Bloor Subway Station and have experienced the sidewalk crush during rush hours which raises issues both of convenience and of safety. We are glad that your study has noted that issue. We also share the view of one of the participants in the meeting that it makes no sense to position a bus stop within a few feet of a subway station that has bus parking; that certainly adds to the chaos and crowding during rush hours.

The issue which has galvanized the neighbourhood stakeholders and is of greatest importance to us – and to many other members of the community, judging from comments at previous meetings – is the height, mass, and design of new condo developments that are springing up like weeds along Bloor Street. Some of the new buildings are clearly outrageous and inappropriate eyesores while others have achieved remarkable success, through their size and design, in blending in with the existing built form. It has been enormously frustrating for many of us that the current mid-rise guidelines seem to be generally ignored when new developments are planned and approved.

Our Councillor, Sarah Doucette, has done her best to encourage meetings between developers and neighbourhood stakeholders in advance of the submission of final plans for new developments, and has tried to mediate disagreements. City planners have generally seemed to understand the needs of the neighbourhood and have been relatively receptive to inputs from stakeholders.

The one piece of the decision-making system that has created huge problems, it seems to us, is the Ontario Municipal Board. It is probably beyond the mandate of the Avenue Study to recommend that the OMB be abolished, but that would be a very popular move. For a city the size of Toronto, with a large and professional planning staff and with engaged communities, to have decisions overturned by an unelected and unaccountable Board – and, in many cases, by a single member of that Board, who may not even have visited the neighbourhood in question – is an abomination in 2017. It is to be hoped that the results of your Study -- and any new planning rules and bylaw changes that may emerge from it -- are respected by the OMB.

We look forward to the next Consultation Meeting.

Submission 5, March 6

I am writing about my extreme concern about the impact of continuing development on Bloor West Village and the quality of life it affords.

We have lived in the Bloor West Village area for over 30 years - in houses at either end of the avenue study and currently in a high-rise apartment on High Park Avenue.

My experience of BWV is that it is a self-contained neighbourhood where a high quality of life can be lived on a human scale. What I mean by that is that residents can find all of the amenities they need within walking distance of their homes. BWV is a low-rise neighbourhood that provides respite from the concrete and glass towers that overshadow and overwhelm in other parts of the city. Already, the developments at Bloor and Old Mill dominate the west end of the village with a wall of concrete. Maintaining a low-rise profile is vital to village life.

Of particular importance to livability of BWV is the availability of a variety of food choices: many green grocers, several butchers, a fish store, bakeries and delicatessens, and the No Frills for basic food and household needs. BWV also provides a range of shops that provide the necessities for personal and health care (e.g., drug store, clothing, hairdressers, barbers, estheticians, massage therapy, etc.) and household needs (e.g., linens, furniture, dollar stores that now serve as the local hardware store, etc.). There are also businesses that cater to entertainment and physical fitness needs (e.g., restaurants, bars, coffee shops, a cinema, a liquor store, private gyms, yoga studios, etc.).

It is a neighbourhood in which one can develop long-term relationships with the business owners in the village. There has been a steady decline in the number of independent businesses that can afford to remain in BWV as the commercial rental costs have escalated. There is concern that several sites in the village have been bought by developers and that this will have an impact on the range and affordability of the commercial amenities in BWV. For example, there has long been a rumour that the No Frills is a prime development site. There is a risk that development could eliminate a vital source of needed goods in the area while increasing the number of people who need and want those goods. Can planning do anything to protect the small business community that is so vital to the village?

Of great concern is the ineffectiveness of city planning guidelines and the consistent tactic of developers of appealing to the OMB and building beyond the density guidelines. The sidewalks in BWV are already crowded and difficult to navigate at times of the day and on the weekend (think strollers, wagons, mobility devices, bundle buggies, folks stopping to inspect goods on the sidewalk or check their phones, dogs and kids taking erratic paths, etc.). We have resorted to walking along the parks and subway easement just north of Bloor Street on many occasions. Some people avoid the village entirely and head to Dundas West. Many make a daily walk to shop in the village for exercise or to avoid the cost of the subway trip. A deterrent to walking to the village is the lack of shade in the summer heat and the lack of sidewalk clearing in the winter. In the summer, there is a palpable difference in the temperature along Bloor Street compared to the side streets. There are not enough trees and the trees that do exist are in poor condition and provide little relief. There are better solutions to maintaining trees on city streets and these are badly needed in BWV. In addition, we have lost two large perennial gardens in the parks along the subway easement. These have been replaced by expanses of brick paving and several large planters. It appears that because the city can or will no longer maintain the gardens, we have gained more heat-amplifying hard surface that is not offset by the planters.

With regard to community resources, the library is vital to the quality of life in the community. The community centres tend to be less accessible since they are a distance to travel (and not necessarily on convenient transit routes) and the programs do not run continuously. In my experience, there has been a decline in the number of programs offered and these are less appealing to me. In addition, because of shared space with the schools, the cleanliness and physical maintenance of the facilities has declined and has become unpalatable at some centres.

Bloor West Village is already congested with traffic much of the time and the subway is already overly crowded at periods through the day and evening. There have been several condo projects completed and more are underway that will only intensify the traffic congestion and crowding on the street, sidewalk and subway. There are proposals to shoe-horn more apartment towers into the High Park high rise area despite the fact that the development exceeds planning guidelines for density in that area. This development, assuming it is approved by the OMB, will put even greater pressure on BWV and the inadequate infrastructure in the area.

High Park is an important amenity and one that attracts many residents to the BWV area. The impact of the density increase on High Park does not appear to be addressed in your study, but this surely is an issue of great importance. The pressures on the park to accommodate more and more users have steadily increased over the years while the budget to maintain and restore the natural habitat of the park has not been adequate. The park is overrun with people and dogs and it has become increasingly difficult to protect and restore sensitive habitats in the park. How long can High Park serve as the only greenspace for more and more local residents, let alone the rest of the city?

I trust that these comments are of some use to you. I fear that a way of life that I have known for decades is rapidly disappearing and that the quality of life in the city is quickly eroding.

Submission 6, March 6

Good afternoon, please find my comments below regarding Bloor West Village Avenue Study,

1. Ukrainian festival, KidsFest, Halloween events, Etienne Brule Park, Park system north of Bloor businesses, High Park

2. More benches. Community access buildings on Bloor. Installation of a public square or central meeting area ie. the train stop in the Junction (possibly @ Turner and Porter parking lot), improved play structures and public space in park system north of Bloor behind the stores. i.e. Wabash square type paving and meeting places. Maintain low rise buildings on Bloor. No high rises, no large condominiums. NO ANCHOR STORES. Do not want a large grocery store on the street that will draw more cars into the neighbourhood. Small businesses should be maintained. The pedestrian nature of BWV must be preserved and promoted. The condominiums at Jane and Bloor are an example of what we don't want. There is little pedestrian traffic there and store fronts remain empty. This is not an example of good city building. Walking and biking should be top transportation issues. Parks should be expanded and integrated. I would like to see improved access to Humber River. Would also like Etienne Brule park to have a restaurant or "destination" locations at Old Mill and Lambton House.

3. Improved streetscaping, signature lighting and pole signage. Public art installations. Infrastructure for kids. Bring the parks to the streets! How can we make the businesses the islands on Bloor - between street and park? Gates to the neighbourhood?

4. Regular subway user. Need more bike parking close to Runnymede and Jane stations. Traffic congestion at Bloor and Ellis

5. Bike lanes on Colbeck and Ardagh. Bike Lane installed on Windermere. More bike parking at the subway stations. Maintain parking lot systems.

6. Servicing Issues - the North side of the businesses on Bloor need to be improved. The laneways are currently used for delivery and parking - this is unsightly and removes a potential bike lane solution that could help to save parking spaces on Bloor. In some places the lanes are a dirty mess - for example the space between McDonalds and Runnymede station is a visual disaster and very unappealing as an entrance to the neighbourhood. Designated walkways should be built in the parking lots along this stretch as well in order to connect the park systems. I would like to see the rear spaces of these business become more usable and have design considerations in place. There should be patios that extend behind these spaces. They should reach into the park system. There is so much potential here to have an integrated "second Bloor street" that could be a unique calling card for the neighborhood.

Submission 7, March 6

Thank you for your presentation. It was very informative and appreciate being allowed to contribute ideas on how we are to responsibly develop along Bloor.

I spoke on behalf of our table, however I wanted to share more specific information regarding the points our table discussed:

Threatened Species in BWV

BWV is home to Chimney Swifts. These birds spend the majority of their day flying over BWV high in the air eating and collecting insects for their young. As their name suggests, these birds make their roosts and/or nests in brick Chimneys in BWV, a character in many old buildings and churches in Toronto. Development in BWV will impact the number of nesting sites these birds will have, and is theorized as a possible cause for their decline in numbers (overall in all areas). At the Bloor/Durie condo (2265 BSW development), a roosting/nesting site was identified and in preparation of our OMB hearing/mediation, the following report was generated by Bird Studies Canada, outlining some of the chimney swift nesting sites in BWV:

http://www.birdscanada.org/volunteer/ai/resources/2015_Ontario_SwiftWatch_Annual_Report.pdf

I would request that:

- This species has been classified as Threatened and protection of their habitat and/or creation of additional habitats must be factored into any new development plans along Bloor.
- Require that on any new development application that a study be conducted by an Ornithologist to confirm the presence or absence of the Chimney Swift roosting or nesting site at the (much like a Developer is required to submit an Arborist Report with the their Application). In speaking with MNR earlier, they indicated that it is up to the developer to confirm the presence (or absence) of the birds. As many business owners, residents & developers do not realize the Chimney Swift is in the area (and has a threatened status), I believe that it is critical that this requirement be added to prevent further decline of the species.
- The city work with Bird Studies Canada (or similar organization) and obtain their recommendations on replacement habitat options and bird friendly building requirements (glazing on all levels of the building?) due to the amount of time and elevation Chimney Swifts fly at.
- Guidelines be included in the Avenue Study document detailing the Ministry of Natural Resources requirements for permits, destruction of the chimney and replacement structures. There is a current "separate silo" issue the City has identified, whereby destruction permits may be issued for the project, however not factoring in any of the Provincial requirements and if they have been completed. I would recommend that the City, along with the Province, work collaboratively together and any City demolition permits may not be issued until the Provincial requirements have been met.

Building Materials

Using brick or stone materials on new developments to match the datum line of the existing buildings along BWV. Setbacks at lower levels would also help avoid imposing "high walls" along Bloor and maintain a small building feel.

Planning & Design

Having another community space for programs (fitness, mom/dad/caregiver & baby, rooms for rent for meetings/parties). Runnymede Library is an important building in our community and is one of the third busiest library branches in the city. Its mom/caregiver and baby programs are extremely popular and provides a space and opportunity for moms/caregivers to get out and socialize.

Existing Transportation

Separated bike lanes from BWV along Bloor connecting to the bike lanes at Shaw. I currently commute to work by bike to Bay and Elm and use the new bike lanes on Bloor (at Shaw). Until I connect with the bike lanes, I am incredibly close to the car traffic and many try and squeeze by me as I make my way along Bloor, especially under the two rail bridges I pass. My husband, who also commutes by bike, has almost been struck twice at the intersection at Keele and Bloor. This is a particularly large intersection, much like Jane & Bloor, where as a cyclist, I feel a little uneasy travelling through.

Although parking is important, I would like the City to discourage an excessive amount of parking at new development, such as the case is at 2265 Bloor St development. In this instance, the local business owner and developer is putting in a commercial parking lot at the development, under the belief that his customers drive (therefore important for the success of his business). This completely counters all of the reports and guidelines I've read online as it pertains to growth and development in Toronto, where access to transit and other active modes of Transportation are readily available. As much as change is hard for residents to embrace, business & land owners along Bloor must also adapt and adjust their views on the role of the car and embrace a greater focus on active transportation.

Thank you for the opportunity to contribute.

Submission 8

At last night's community meeting, one of the tables mentioned chimney swifts.

Chimney swifts are a threatened species. Both the Official Plan (Policy 3.4.14, current numbering) and the PPS 2014 (Section 2.1.7) ban development and site alteration in the habitat of threatened and endangered species, except in accordance with federal and provincial regulations.

Section 23.8 of O. Reg. 242/08: General under the Endangered Species Act, 2007 (Ontario), although detailed, requires in essence that where a chimney used by swifts is destroyed, it will be replaced. Link: <https://www.ontario.ca/laws/regulation/080242#BK31>

Submission 9

Bloor West Village Avenue Study - Community Consultation

To the south immediately below the buildings on the avenue route, there are two church buildings, separated by a road of single family dwellings (Ostend).

For the last 10 – 15 years, it has been my hope that all of these buildings make the transition into a Community Complex. I am a member of the more northerly church community (parish) and have been authorized to approach our city counselor to inquire or research the introduction of mixed income housing and community arts space and health unit hosting on the site of the church edifice.

I did not have the vocabulary to do this in the intervening time then to now. The missing word being “resolve” - perhaps. This community consultation and avenue study seems to present me an opportunity.

It is a mandate of all Christian church communities to “house the homeless, feed the hungry and clothe the naked” – not from a propriety viewpoint but as emerges due to necessity of warmth and protection! (in case there is a lingering distrust of the motivation of churches). To that end, the re purposing of either buildings and/or space from extensive places of gathering and worship to places of habitation for both seniors and families and young singles is appropriate.

- We know that the area of Bloor West Village offers:
- Easy access to public transportation (TTC Line 1, express bus to York University)
- Easy access to 3 elementary schools and 4 high schools
- Easy access to 3 public libraries
- Easy access to 3 community centres and 1 additional public community meeting and teaching space (Swansea Town Hall)
- Churches, a synagogue and a mosque
- Ready access to green space and children’s playgrounds (Humber River park system, High Park, Lakeshore walking and biking and picnicking areas
- Ready access to coffee shops, farmers markets
- A healthy walking main street, attractive and interesting stores
- A mix of grocery and retail stores catering to varied income levels
- General services of financial and dentistry and primary health care providers, plus a hospital Where “easy” and “ready” imply walkable with strollers and walkers and canes, and bicycles, not just by car.

Such amenities mostly on a flat terrain, suggest that housing for seniors is a fine idea. A retirement community integrated with mixed income families, that can incorporate worship spaces – roof gardens, music performance spaces, and art studio space and a full community health centre, or urgent care centre to elevate some non-life threatening usage of St Joseph’s Health Centre Emergency facility is a fine idea.

Alternately, inserted housing for individuals who may have been out of full Canadian society, like prison discharges and mental health patients emerging from detention in psychiatric units of hospitals is a very desirable development. The individuals will be able to immerse themselves in the rich life of the out of doors while maintaining links to people engaged in society both working in, and enjoying, the

community of coffee shops, libraries and affordable grocery shopping. Apartments with access to 24/7 concierge or social work care is required, and the presence of again a full community health centre embedded in these housing units if of noted importance to the occupants as prime and supportive care, and will offer other avenues to integrate those marginalized by a personal history into Canadian society through the integration with other community residents using the health centre.

When the idea of demolishing Windermere United Church building and St Olave's Anglican Church building both on Windermere, first occurred to me as an desirable notion to maintain mixed income housing in the area of Bloor West and Swansea, to balance the mixed income neighbourhood that developed at the southern end of Windermere at The Queensway; to also enable seniors who have been resident in Swansea for decades to maintain their neighbourhood of habitation while moving from a house to an apartment in the area; to provide a way for families headed by one and two parents to afford to live in this well-resourced area, to create studio space for emerging young or teenaged artists within which to conduct their work and retail their pieces in a community space; and closest to my heart, to incorporate a home for a community health centre right in an area holding its target demographics of young families and isolated individuals; when this idea had its genesis, the houses on the intervening short road – Ostend, were occupied mostly by senior people who might be selling and finishing their sojourn on the street. The houses were ordinary and affordable for a trust to buy. Individuals might have been approached with an offer to purchase, with the knowledge that the houses were to be demolished for a residential community development. No doubt some would be sad to see their home of many years torn down, but some will marvel in the thought that another use was found for the land that benefitted many people. These houses, while I waited, have been sold. New families have moved in. The houses have become vibrant homes again and extraordinarily expensive.

In the intervening years, the two churches have maintained their buildings, have provided space to tenant groups which in a different variety of ways have served the local community. New members, new leaders have emerged. Perhaps they are all people who know the word "resolve".

My idea was a great idea – not my idea, of course, the Lord's idea of how to serve a community, how to tie people and needs together. Progress waits for no one though, and the time for this community hub of affordable housing has passed by. Houses have become stupidly expensive. The FVCHC has found a wonderful satellite space on Dundas Street and serves that neighbourhood well. Retirement Homes for well financed people pop up further afield than Bloor Street West. The parks, the libraries (another renovation at Runnymede in progress, alleluia!), the schools, Swansea Town Hall all remain; the retail space remains vibrant (too many dentists for my tastes but my needs aren't the needs of the existing community, rather my financial resources don't match some of those of my neighbours', or I still lack resolve – the resolve to perfect my teeth!), but grocers and butchers and No Frills exist alongside the too-many banks and orthodontists, so there is room for all. It is a great neighbourhood in a city of great neighbourhoods.

I wish the committees that form to advise and guide and inform the planning of the Bloor Street West Avenue well. May each person contribute as well as they can, may all ideas be heard, and development go forward in a spirit of compassion and intelligence to create and maintain beauty in a lot of (varied) people's lives. In particular, let's make room for St Joe's discharged psych clients and ex-convicts.

Submission 10

Here are my comments regarding the Bloor West Village Avenue Study:

1. **Incorporate a Public Square in Bloor West Village.** The City of Toronto is sorely lacking in a basic amenity found in most cities -- neighbourhood-scale public squares. The only one that I'm aware of is at Danforth and Logan and it is a hub of activity and a focal point of the neighbourhood's community life. We have a fountain on the north-west corner of Jane and Bloor but the wide, heavily-trafficked roads and unengaging commercial frontage makes it unsuitable as an enjoyable public space. I would suggest a public square with a fountain and benches in the heart of Bloor West Village, perhaps taking advantage of the linear parkland north of Bloor above the subway line.
2. **Better Bike Access.** Separated bike lanes should be installed on Bloor Street; particularly where there is a wide road allowance and fast-moving traffic. Between Keele and Clendenan, and west of Jane Street, are particularly in need of safer cycling infrastructure.
3. **Preserve a Human-Scale Streetscape.** I'm sure you'll already receive many comments about this. Like most, I don't want Bloor Street to become a canyon of towers, nor do I want big mindless hulks of buildings (like some recent condo development near High Park). It is essential to preserve a human scale, including quality materials and engaging, complexly textured architecture that adds to the "cozy" feel of the neighbourhood. The true test of every building should be what it looks and feels like while walking by it -- simply limiting the number of floors is insufficient.

Submission 11

My main problem with the study is in the title – Avenue. I am strongly against the avenue intersections becoming mid-rise heights which the province seems to be dictating. As pointed out in the meeting the north side of the street is of homogeneous architecture at a low-rise level with an historic bent. I would not like to see that interfered with by the intrusion of mid-risers. In other words, I hope the village can maintain the low-rise scale especially in the red/orange section of your map. Can't we keep at least part of the village that way? This village setup with parking behind main street (out of site) should be a blue print of how to establish future main street communities in Ontario. It works so well as residents walk into the village retail areas from north and south which is hugely convenient in a pro walking future. There are a lot of main street communities in Toronto based on a similar setup and it has become the character of the city but I think Bloor West Village is special in that regard. I would like to see mid-rise densities on the peripheral sides of the core area as it is now progressing. I guess we cannot expect to keep the village all to ourselves but it is a great place to live.

I am very thankful to the city for putting together this study of our community and I think the community's unusually strong activism played a part in that. So, I hope there is a chance we will be able to keep at least part of the Village as we know it, unlikely as it may be in this condo city era.

Submission 12

Toronto Official Plan

The City's significant natural heritage

"The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions.

We must be careful to assess the impacts of new development in areas near the natural heritage system.

Protecting Toronto's natural environment and urban forest should not be compromised by growth, insensitivity to the needs of the environment, or neglect."

<http://www1.toronto.ca/planning/chapters1-5.pdf#page=57>

Introduction

I appreciate the opportunity to follow up on feedback submitted at The Community Consultation Meeting on February 27, 2017 regarding the Bloor West Village Avenue Study.

My comments focused on how any potential further development proposals adjacent or near may affect the natural heritage of High Park - a jewel in Toronto's park system, afforded a high level of protection along the provincial and city policies as discussed in this feedback.

The area adjacent and near High Park is presently facing enormous surge in development proposals and development interest including the Avenue Study:

- The Avenue Study intends to "evaluate existing conditions, develop a vision for the study area and establish recommendations for an area-specific planning framework to guide future development and infrastructure improvement, while developing a vision for the study area and establishing recommendations for an area-specific planning framework to guide future development"

and

"to the greatest extent possible, the Bloor West Village Avenue Study will consider and integrate current development activity into the Study process and outcomes."

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=a9120643888a9510VgnVCM10000071d60f89RCRD>

- Concurrent, although not part of this Study, are rather massive developments recently proposed by the landowners of the properties adjacent to High Park (111 Pacific, 35 High Park Ave. 51 Quebec approved, few mid-rises- 1990 Bloor W, 2114 Bloor W, 2115 Bloor W)

<http://urbantoronto.ca/news/2016/05/redesigned-grenadier-square-planned-near-high-park>

Redesigned Grenadier Square Planned Near High Park

"Joining an already dense cluster of tower-in-the-park apartment blocks, the proponents are looking to densify their site and take full advantage of its proximity to the TTC and High Park."

<http://urbantoronto.ca/news/2017/03/more-high-rise-rental-infill-planned-high-park-community>

More High-Rise, Rental Infill Planned for High Park Community

March 3, 2017 3:26 pm

"In recent months, Toronto's High Park North community has been subject to a dramatic influx of tower-in-the-park infill proposals, with plans to introduce high-rise density across pockets of green space that separate the area's 20th century slab towers."

<http://urbantoronto.ca/news/2017/01/high-park-ave-high-rises-tabled-fill-tower-park-block>

High Park Ave: High-Rises Tabled to Fill Tower-In-The-Park Block

"In total, the 1,031 proposed suites would more than double the site's population."

Taken together, the drastic increase in density and height would transform the character of the block. Despite the rather dramatic degree of change proposed, however, the proposal evinces a number of established and growing trends in Toronto development. For starters, the infill tower-in-the-park development follows an increasing number of similar projects, which are gradually seeing underused green spaces replaced by development."

This follow up intends to expand on previously stated assumption that there could be potentially considerable negative cumulative impacts on the natural heritage as a consequence of "the impacts from single, multiple or successive development adjacent or near High Park" from combined recent and planned development activity in the area.

Discussion

1. NHRM defines direct and indirect impacts of development and the PPS prohibits development within lands adjacent to a provincially significant ANSI unless the lands have been evaluated and it has been demonstrated that there will be no negative impacts.

The PPS prohibits development within lands adjacent to a provincially significant ANSI unless the lands have been evaluated and it has been demonstrated that there will be no negative impacts. Negative impacts are defined to include the impacts from single, multiple or successive development. The NHRM suggests 120m as the extent of adjacent lands within which negative impact is likely, or municipal measures, which have the same effect. Negative impacts may arise from direct and indirect pressures on the ANSI. **One source of indirect pressure may be increased park use from nearby residential or commercial development. The NHRM recommends addressing these pressures through fencing and increased bylaw enforcement, although a study may identify other means of mitigation.**

Along this discussion, I would like to consider some potential aspects of cumulative impacts related to recent and future developments and massive intensification of the area adjacent or near to High Park such as the indirect impacts resulting from dramatically increased use of the park.

The skyrocketing visitation and the number of public making use of High Park as their local park on daily basis would potentially enormously escalate already existing pressures on the ecological integrity of the park and the natural features attributed to the area.

The cumulative negative effects of recreational activities, especially high impacts activities (dog walking, fishing, bicycling and/or inappropriate use), have been increasingly affecting the natural heritage of High Park, as a result of the increase of park's use by the residents of recently completed developments adjacent to the park (Daniels's condos) and intensification of nearby areas such as the waterfront.

The traffic in the park is on rise and the adverse effects are evident along many markers, whether it is expanding number of ad hoc trails, fragmented wildlife habitat, disturbance and harm to wildlife, trampling of vegetation, increase in foraging, overuse and degradation of designated off leash area and escalating impacts of recreational activities.

The negative effects of overuse on the natural heritage but also direct impacts of development are acknowledged and dealt with by the policies and planning documents intended to safeguard these unique natural areas for a long term (NHRM, PPS, the City Official Plan) including **the Growth Plan for the Greater Golden Horseshoe, 2006, Section 1.4: "...As provided for in the Places to Grow Act, 2005, this Plan prevails where there is a conflict between this Plan and the PPS. The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails..."**

2. To appreciate better the impacts on the natural heritage, as a consequence of an adjacent development and intensification, it is important to consider the natural heritage well beyond a notion of a green space that is here to accommodate our recreational activities as the park users.

Unique Natural Heritage such as the High Park contain "forests, meadows, and wetlands, support an extraordinary variety of plant and animal life, and provide opportunities for people to experience wilderness in the city."

About High Park's Natural Heritage:

Did you know...?

High Park contains some of the City's most significant natural areas and an outstanding concentration of rare plant species. **Over 70 percent of the park has been designated Environmentally Significant Area (ESA) Environmentally Significant Area (ESA) and over 40 percent as Area of Natural and Scientific interest (ANSI).**

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=c6d8dada600f0410VgnVCM10000071d60f89RCRD>

Environmentally Significant Areas (ESAs)

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=68fd811f23248410VgnVCM10000071d60f89RCRD>

Environmentally Significant Areas (ESAs) are natural spaces within Toronto's natural heritage system that require special protection to preserve their environmentally significant qualities

What Makes Environmentally Significant Areas Special?

Most Environmentally Significant Areas reflect remnants of the original ecosystem. Each Environmentally Significant Area has one or more of the following environmental qualities: they are home to rare or endangered plants or animals, they are large, diverse and relatively undisturbed which many plants and animals need to survive and reproduce, they contain rare, unusual or high quality landforms that help us understand how Toronto's landscape formed, **they provide important ecological functions that contribute to the health of ecosystems beyond their boundaries, such as serving as a stopover location for migratory wildlife.**

How are Environmentally Significant Areas Identified?

Between 2009 and 2012, the city commissioned a [scientific study](#) to identify Environmentally Significant Areas across the city and understand their value using criteria in [Policy 3.4.13 of the Official Plan](#). As a result of this study, 68 new areas were added to [Map 12 of the Official Plan](#) and the boundaries of 14 of the 18 existing Environmentally Significant Areas were extended. The map below shows the approximate location of Environmentally Significant Areas across the city. Click on the map to view a larger version.

How are Environmentally Significant Areas Protected?

Environmentally Significant Areas are particularly sensitive and require additional protection to maintain their unique environmental qualities. **Development is not permitted and activities are limited to those that are compatible with the preservation of their natural features and ecological functions such as managed trails and viewing areas. Environmentally Significant Areas are protected by the Official Plan and zoning and by the Ravine and Natural Feature Protection By-law.**

Environmentally Significant Areas are the ecological jewels of our natural heritage system; however, they exist within a larger connected system. **Continued management and protection of this larger system is essential to sustaining Environmentally Significant Areas and is an important part of protecting [biodiversity](#) within the city and beyond.**

Encroachment by neighbours, dumping, mountain bikes, off-leash dogs, and the creation of ad hoc paths can degrade the quality of natural areas. The City of Toronto is working to manage the impacts of encroachments through removal, followed by restoration of natural areas, better signage and enforcement, and through development of alternative sites for off-leash dogs and mountain bike skills parks (e.g. Sunnyside Bike Park).

Overuse Most Environmentally Significant Areas are located within our parkland system, which also supports a range of recreational uses. ***It is important to balance access to and the protection of natural areas with recreational uses in order to maintain their significant qualities.***

End of excerpt

ESA and ANSI were identified, recognized and established because they support some of the most unique and uncommon aspects of the city of Toronto natural heritage and the policies intent here is to protect these areas for a long term. ***PPS Section 2.1.1 “Natural features and areas shall be protected for the long term.”***

http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Zoning%20&%20Environment/Files/pdf/ESA/esa_report_volume1_sept2012.pdf

ENVIRONMENTALLY SIGNIFICANT AREAS (ESAS)

IN THE CITY OF TORONTO, JUNE 2012, PREPARED FOR TORONTO CITY PLANNING

VOLUME 1: REPORT APRIL 2012 *Prepared by* North-South Environmental, Inc. Dougan & Associates, Beacon Environmental Ltd.

6.0 ANALYSIS OF SITE CONDITION AND MANAGEMENT NEEDS

“In general, each area that qualifies as an ESA, **Environmentally Significant Area**, has been recognized because it supports one or more unique and uncommon aspect of the City of Toronto’s natural heritage, including unique landforms, and should be protected as such. Many of the fauna that utilize these areas depend on specific habitat elements (such as mature forest with moist, high quality understory, large

wetlands, sandy soils and abundant woody debris) to sustain themselves. Therefore, these features should be maintained as important elements of wildlife habitat, and as key to the continued ability of these ESAs to support the unique diversity of flora and fauna, as well as related ecological functions, into the future.

It is also important to remember that **the ESAs identified as qualifying through this study are not, for the most part, “islands of green” within an otherwise urbanized landscape. Rather, they represent concentrations of biodiversity or “hotspots” of ecologically significant features and functions within a broader, and relatively well-connected, natural heritage system in the City.**

“The ability of these sites to continue to support the full range of significant attributes for which they have been identified will also depend on the continued existence of this broader natural heritage system and its continued ability to provide linkage and habitat for movement between ESAs... This will need to be taken into consideration if development is proposed in their vicinity.

It is important to recognize that simply protecting these sites from development (within) will not be enough to ensure their continued ability to sustain the significant habitats and ecological qualities for which they have been identified.

7.0 SUMMARY AND CONCLUSIONS

Sites verified as meeting ESA criteria through this study together include the most significant and most ecologically sensitive natural heritage features and functions within the City of Toronto. These sites contribute disproportionately to biodiversity in the City because they capture areas that support a wide range of unusual ecological conditions, as well as a high diversity of common species and habitat types. Almost all of the sites provide specific habitat for rare plant species and vegetation communities, many of which are dependent on unusual microclimates, and many of them also provide habitat for fauna with specific habitat needs. Many of the sites support significant ecological functions such as amphibian breeding, groundwater seepage (that provides habitat for significant flora and fauna), local ecological linkage, and colonial bird breeding habitat.

Sites that meet the established ESA criteria should be protected from development, site disturbance, encroachment and inappropriate uses to ensure that the natural features and functions for which they have been identified continue to persist and flourish for the long term.”

End of excerpt

3. Protecting natural heritage and challenges of intensifying population, development pressures, impacts of recreational activities and recognition of human impacts

At this point in time when climate change is already impacting our reality, protecting the natural heritage is crucial, yet at the same time very challenging.

<http://trca.on.ca/dotAsset/186711.pdf>

2.0 THE TORONTO REGION 2.3 ISSUES, CHALLENGES AND OPPORTUNITIES

“The Natural System is a fundamental component of a complete community and to achieving a high quality of life. The ecosystem services offered by nature are needed particularly in urban and urbanizing areas where, ironically, natural areas are under the greatest pressure. A robust Natural System is better able to perform ecosystem services but population growth puts additional stresses on the System. In urbanizing city-regions like the Toronto region, a more robust Natural System will be that much more valuable in the future.”

End of Excerpt

It seems that the indirect impacts resulting from excessive use of the natural heritage, are still not being fully appreciated or rather ignored. Often only after the natural area's significant degradation and weakening of ecological function, including considerably diminished biodiversity, the situation is being acknowledged and reversal is being sought after.

Findings of the National Parks consultations and research carried by CPAWS are a telling example of how the ecological integrity of the natural heritage can be impacted by skyrocketing visitation and development.

<http://cpaws.org/news/cpaws-welcomes-launch-of-biggest-public-consultation-on-the-future-of-canada>

CPAWS welcomes launch of biggest public consultation on the future of Canada's national parks

Last July, CPAWS released a report documenting a troubling shift in how Parks Canada is managing our national parks, away from nature conservation and towards marketing, tourism and infrastructure development. The report documented significant cuts to Parks Canada's conservation capacity, shifting program objectives, and a major decline in public participation opportunities as being particularly problematic. This contradicts the Agency's legal requirement to focus on maintaining and restoring healthy ecosystems as the first priority in all aspects of park management.

We have a responsibility to pass these special places on unimpaired to future generations of Canadians. Unless there is a shift in focus within Parks Canada, this legacy is at risk, said Hébert-Daly.

With almost half of park ecosystems currently in fair or poor condition, and with sky-rocketing visitation and infrastructure developments putting more and more pressure on park wildlife, we urgently need the federal government to insist that Parks Canada stop the relentless tourism marketing and development that has dominated their park management approach in recent years, and re-focus on their conservation responsibilities. We also need the federal government to provide the necessary resources to reverse the 30% cut to Parks Canada's science and conservation capacity that happened in 2012, said Hébert-Daly.

Read the 2016 Report

<http://cpaws.org/news/cpaws-sounds-alarm-over-parks-canadas-shift-away-from-nature-conservation-i>

End of excerpt

When making decisions on development adjacent to the natural heritage, we also have to consider that some recreational activities have complex and significant impacts on the wildlife habitats.

<http://www.oregonmetro.gov/sites/default/files/impacts-of-dogs-on-wildlife-water-quality-science-review.pdf>

The impacts of dogs on wildlife and water quality: A literature review *Compiled by Lori Hennings, Metro Parks and Nature, April 2016*

*“People are not always aware of or willing to acknowledge the significance of their own impacts. **Urban wildlife is subjected to many human-induced stressors including habitat loss, degraded and fragmented habitat, impacts from a variety of user groups, roads, trails, infrastructure, noise and light pollution. (26) These stressors will increase with population.***

People do not always take responsibility for their impacts on wildlife. Several studies demonstrate that natural area visitors, including dog owners, often don’t believe they are having much of an effect on wildlife, or assign blame to different user groups rather than accepting responsibility themselves. (6,64,67,68) Some natural area visitors assume that when they see wildlife, it means that they are not disturbing the animals – or worse, that because they didn’t see any wildlife, they didn’t disturb any.”

End of excerpt

The awareness, on the level of the agencies responsible for planning and managing of the natural heritage of the challenges posed by growth, development, intensification, development proposals process and OMB, in respect to protecting the natural heritage for a long term, is critical.

<http://trca.on.ca/dotAsset/186711.pdf>

Excerpt:

2.0 THE TORONTO REGION

2.3 ISSUES, CHALLENGES AND OPPORTUNITIES

“Changes in land use are often approved site-by-site without understanding how, cumulatively, they affect the region’s Natural System and environmental health. An important premise of a systems approach is that the distribution and quantity of natural cover and species is intricately linked to water, air quality and climate regulation, quality of life, and sustainability for citizens of the Toronto Region.”

The process in respect to evaluating of whether or not there will be negative impacts of a development proposal/s on the natural heritage seems to be sometimes at odds with the objective to protect natural heritage for a long term and sustaining the ecological integrity of the area.

Included below are some excerpts and notions from NHIS (Natural Heritage Impact Studies) done for the developers in respect to recent development proposals adjacent to High Park:

“Stormwater flows

Minor change to infiltration for site, no impact likely

The general area contributing to the pond (surface and groundwater) is developed so the changes that might impact the communities have already occurred some time ago. In the area of the subject site, this included the deep tunnel for the Bloor Street Subway.

Additional Park use not an issue

Objections to prescribed burns now minimal

Not recommended for additional mitigation

The communities are well separated from the proposal and co-exist now with the adjacent Bloor Street and urban development.

It should also be noted that the proposed development required a cash-in-lieu contribution to the City to offset the increased recreational parkland demands by the extra residents.

There are two areas that do deserve comment.

*First, the development will increase the use of High Park as additional residents will be in the vicinity. However, High Park now receives a million visits a year (City of Toronto, 2008) and has a management plan (City of Toronto, 2002) to protect and manage its features, including a trail system and delimited sensitive zones where foot traffic is discouraged. **The Park is urban and for people and the additional local population from the proposed development should not be an impact issue.***

*Secondly, it is necessary to periodically burn the prairie areas to reduce plant competition, kill invasives and encourage those special species (prairie plants are resistant to fire). This has caused local concern despite best efforts when it occurs. **The City now advertises these events broadly so that residents are now generally aware of the need and complaints are minimal.***

End of excerpt

For comparison, below are included some relevant excerpts from **TRCA Report Card 2016**:

<https://reportcard.trca.ca/wp-content/uploads/2016/08/3058-LCRC-2016-Final-WEB.pdf>

TRCA Report Card 2016

Excerpt:

“THE CURRENT SITUATION

*Historically, TRCA watersheds and the Toronto region would have been almost completely covered with natural vegetation; mostly forests and wetlands with some meadows. Today, only 25.5% of this landscape has natural cover, and only 17.8% is forest or wetland. **The ability of this remaining***

natural cover to support regional ecosystems and biodiversity continues to decline, not only because there is so much less of it but also because it is fragmented by urban and agricultural land, and impacted by human activities.

Even if an area of natural cover is preserved while urban development occurs around it, the quality of the natural cover and its ability to support biodiversity will be reduced.

Some of the impacts of development on adjacent natural areas and natural cover include:

- ***changes in water flow to forest and wetland features, and increases in water pollution from stormwater runoff and spills;***
- ***increased recreational use and uncontrolled access by nearby residents, including trampling vegetation and soil compaction, litter, disturbing fauna and collecting plants and animals;***
- ***competition by invasive plants and predation by both pets and urban-adapted animals***

and

- ***light pollution and chronic excessive noise.***

Ontario Nature released The Best Practice Guide to Natural Heritage System Planning. The guide was designed to assist municipalities with natural heritage policy development as they update their Official Plans. It helps design natural heritage systems that are spatially and functionally interconnected allowing for maximum ecosystem services benefits."

Conclusion

It seems that there is an evident need for a comprehensive study of cumulative impacts of all recent and proposed developments on the natural heritage of High Park and a hydrological study of the watershed to take place as early in the process as possible.*

****"As it also follows from the Meeting Summary of the Stakeholders Meeting on Feb 9, the participants strongly expressed that "it was very important for the City to study how further development near High Park will impact the park's natural heritage, stressing that any development scenarios need to be based on an understanding of cumulative impacts, not just individual developments".***

Participants strongly suggested the City undertake a study (and possibly a hydrological study) to examine these impacts, either in this Avenue Study or in a separate study."

It was also communicated along this Summary that studying cumulative impacts on High Park is currently beyond the scope of the Avenue Study, but the study can provide a framework to indicate there are unique considerations like High Park and recommend areas for further study. The Avenue Study includes a Technical Advisory."

The negative indirect impacts resulting from recently completed developments adjacent to High Park and areas of nearby intensification have been already affecting High Park's natural heritage in many ways, while increasing the pressures on the area's ecological integrity and the attributed natural features.

High Parks' watershed has been also under pressure of the recent development that potentially could be depriving Grenadier Pond, Spring and Wendigo Creeks and the entire natural area of water while contributing to more polluted storm water run offs.

To offset already existing impacts from recent intensification and development and to protect the area's ESA/ANSI designated features and the ecological integrity for a long term, High Park is in a need of implementing the best management practices. Mitigating practices are required to balance the access and protection, exclude inappropriate activities, restrict the high impact recreational activities and implement the protective fencing of sensitive areas and wildlife habitats. Adequate signage and enforcement at this point are also lacking.*

However, it is doubtful, whether implementation of any mitigating practices could be efficient if the designated natural heritage was to face cumulative impacts from massive future development and continuous unprecedented influx of people using High Park as their local park. Further loss or compromise of the buffer zones and potential deprivation of the watershed would likely accelerate negative impacts.

A decision providing more protection for the natural heritage** of High Park would benefit also the larger area of Humber River and the adjacent waterfront.***

***Parks Plan 2013-2017 City of Toronto Recommended Action 4.1** "Implement a program to strengthen the management of sensitive natural areas to ensure that environmentally significant areas are protected and continue to function and flourish for the long term. Parks, Forestry and Recreation will establish a program that uses Environmentally Significant Area (ESA) mapping to identify, select and prioritize management areas and develop practices for their management and maintenance in order to support the consistent and long-term management of natural areas. **This program will ensure that Parks, Forestry and Recreation and its natural area management partners operate with a shared framework that identifies natural area management objectives, establishes short and long-term priorities, assigns clear roles and responsibilities, identifies management strategies and supports monitoring.**"

****Growth Plan for the Greater Golden Horseshoe Section 1.4.** "...As provided for in the Places to Grow Act, 2005, this Plan prevails where there is a conflict between this Plan and the PPS. **The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails. ... Detailed conflict provisions are set out in the Places to Grow Act, 2005.**"

*****NHRM Section 13.2 “To determine negative impacts on a significant natural heritage feature or area, the cumulative negative impacts from development or site alteration activities (e.g., impacts that adversely affect the stability of the feature and its ability to continue) must be considered against the integrity of the feature. The current and future ecological functions of the natural feature or area as they relate to the surrounding natural heritage system must be considered as well**

Submission 13

I attended part of the session at St. Pius a couple weeks ago, and just wanted to provide a little belated feedback. The proposed height of the new condo at the movie theatre at Bloor/Jane is simply too tall. Driving west down the Bloor West strip, the wide-open sky (save for the large existing billboard) ahead is a beautiful backdrop to the low height avenue of shops. It would be a shame if we instead are driving towards a gargantuan condo, not to mention the already constant traffic at each of the 3 traffic lights at the S. Kingsway, Jane and Armadale intersections.

Is the proposed condo height potentially impacted by your study?