Bloor West Village Avenue Study

Meeting Summary — Community Consultation Meeting 2

Monday June 26, 2017
7:00 – 9:00pm
Runnymede United Church – Memorial Hall
432 Runnymede Road

Overview

On Monday, June 26, the City of Toronto hosted the second Community Consultation Meeting for the Bloor West Village Avenue Study. The purpose of the meeting was to discuss built form, land use, and street design explorations that had been developed to date.

Approximately 75 people attended the meeting. City of Toronto staff, members of the consulting teams, Councillor Sarah Doucette, MP Arif Virani, and MPP Cheri DiNovo also attended and participated in the meeting.

The meeting began with introductions and a review of the agenda by Ian Malczewski, Swerhun Facilitation. Following the agenda review, Greg Byrne from the City's Planning Division provided a brief update on the overall study process as well as the process being developed by the City to assess impacts on natural heritage in the area, including High Park. Brent Raymond from DTAH then gave presentations on the built form, land use, and street design explorations that had been developed to date. Small table discussions and a plenary report back followed the presentations. Before the presentations and following the plenary report back, participants were able to view display boards and talk with members of the study team (see appendix A – Meeting Agenda).

Matthew Wheatley, Ian Malczewski, and Khly Lamparero, third party facilitators with Swerhun Facilitation, facilitated the meeting and wrote this meeting summary and shared it with participants 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.

Opposition to angular planes greater than 45-degrees. Many participants were adamantly opposed to allowing angular planes greater than 45-degrees on Bloor St. Participants were particularly opposed to rear angular planes greater than 45-degrees for buildings that directly border residential properties on the south side of Bloor St. The rationale provided by participants is that this action would raise the bench for developers to raise the angular plane to 80-100 degrees with the potential of a wall/slab effect facing the neighbourhoods.

Maximum building heights and visual impacts of tall buildings. There was a range of opinions about the maximum building heights that should be allowed in Bloor West Village. Some participants said the maximum allowable height should be 4 storeys with setbacks at the second storey. Others said six storeys should be the maximum with setbacks at 4 storeys using the measurement of 45-degree angular plane and the commercial/retail outlet at the street level counting as the first storey in the six-storey count. Participants also suggested developing strategies to reduce the visual impacts of upper floors on taller buildings.

Create strong recommendations to protect sunlight and sky view. Participants said they want to see sunlight on Bloor St maintained and suggested the Avenue Study include recommendations for built form policies that go beyond the standard City-wide Avenue policies. Participants also suggested the study team develop strategies to reduce the visual impacts of upper floors on tall buildings to maintain sky view, e.g. increased setbacks and/or glass exteriors.

Cycling infrastructure should create a safe environment for all street users. Participants generally supported having cycling infrastructure in Bloor West Village with a range of opinions on where it should be located. Some said bike lanes should be put on Bloor St, while others suggested they be located on side streets to avoid conflicts between drivers, cyclists, and pedestrians. Participants said any bike lanes installed should connect to the City's existing cycling network. Participants that supported bike lanes on Bloor St. were generally in favour of Redesign 03 in the presentation with bollards to protect cyclists.

Ensure the pedestrian environment is safe and comfortable. Participants suggested increasing setbacks at street level and removing excess street furniture to create more pedestrian space. Participants also suggested investigating pedestrian crossing times and increasing them, if it's found that pedestrians need more time to safely cross. There were also suggestions to increase the number of crossing points along Bloor St.

Provide a clear explanation of the purpose of the Avenue Study. Participants said it will be important to clearly explain the purpose of the Avenue Study and how it will influence future development and connect to other policy tools.

Detailed summary of feedback

Following the presentations, participants discussed built form, land use, street design, and other feedback in small groups at their tables. 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. Feedback about the built form explorations

Strong, absolute and adamant opposition to angular planes greater than 45-degrees. Many participants were strongly opposed to allowing angular planes greater than 45-degrees for buildings on the south side of Bloor St that back on to residential properties. Participants said this would compromise the directives of the Official Plan and the Swansea Secondary Plan and would open the door to developers appealing the new benchmark angular plane to potential 80 to 100 degree angular planes. Participants said this allowance would mean that there would be a slab effect / wall of indeterminate height and a number of storeys facing the neighbourhoods and the shadow effect on the north side would be a major issue.

Maximum building heights. There was a range of opinions about the maximum building heights that should be allowed in Bloor West Village. Some participants said buildings should not be taller than four storeys with setbacks at the second storey. Others said six storeys should be the maximum height with setbacks at 4 storeys with the retail/commercial outlet counting as the first storey at street level. Participants also said that building heights should gradually transition from higher to lower areas. Some said the topography of the area should be considered when determining building heights, noting that taller buildings located in lower lying areas (e.g. the East Village) are less imposing, whereas taller buildings in higher areas (e.g. the West Village) would seem much larger and out of place.

Maintaining sunlight and sky view. Participants said this area of Bloor St is considered a "sunny street," which should be maintained. Some said that there is a risk of losing the current amount of sunlight and sky view in the area if City-wide standards for Avenues are followed.

Reduce the visual impacts of tall buildings. Participants suggested developing strategies to reduce the visual impacts of upper floors on taller buildings to help maintain the "Village Character" on Bloor Street. There were suggestions to increase setback and/or glass exteriors to make them less visible.

Preserve existing buildings amid intensification. Some participants said they would like to see strategies and incentives to encourage property owners to build extra floors on top of existing buildings, as opposed to demolishing and building new to help maintain the existing village feel. There was a suggestion to use tax incentives to accomplish this outcome.

Increase pedestrian space. Participants suggested increasing setbacks at street level and reducing clutter (e.g. street furniture) at corners and major intersections to increase the amount of pedestrian space.

Preventing the consolidation of properties. Some participants suggested enforcing existing and developing new policy tools to stop the consolidation of properties to prevent larger buildings as well as the look and feel of one long storefront.

Commitments to renewable energy and green space. Some participants said they would like the City to require property owners to use renewable energy and install green roofs for any new developments.

2. Feedback about the land use explorations

Providing more greenspace in Bloor West Village. Participants said they would like to see more green space in Bloor West Village, especially along Bloor St. There was a suggestion to cut Clendenan Ave off from Bloor St and replace the street connection with a parkette.

Balance park space with the need for parking. Participants said they like the idea of eventually turning some parking lots into parks. They also said this will need to be balanced with providing adequate space for existing and future parking needs.

Encourage small scale, independent retail. Participants suggested limiting the size of retail units in the area to encourage and support small scale, independent retail.

Clarify the removal of the Avenue designation from the Humber Gateway Character Area. Participants said the study team should be clear that they are considering removing the Avenue designation for Humber Gateway Character Area from the Official Plan, not just the Avenue Study. Some participants said the Humber Gateway Area should still be considered by the Avenue Study so that conditions for development can be prescribed for this area that help to clarify how the context of 1 & 2 Old Mill should be managed to enhance the Character of the avenue.

Ensure there are adequate community services and facilities. Participants said the community services and facilities offered will need to increase to accommodate any intensification that occurs in the area.

3. Feedback about the street design explorations

Cycling infrastructure. There was general support for providing cycling infrastructure in the area with a range of opinions on where it should be located. Some participants supported putting bike lanes on Bloor St and said they should be wide enough to safely accommodate cyclists, not just “little slivers” of space. Others suggested putting bike lanes on side streets, saying that Bloor St is a major commuter thoroughfare and raised concerns about safety with potential conflicts between drivers, cyclists, and pedestrians. Some said they’re concerned that bike lanes on Bloor St could push more traffic onto side streets. Participants said that any cycling infrastructure installed in Bloor West Village should connect to the City’s broader cycling network. Most participants that supported bike lanes on Bloor St favoured the redesign 03 option from the presentation with bollards to protect the cyclists. There was a suggestion to investigate the City’s transportation budget for existing funds.

Pedestrian safety and comfort. Participants said pedestrian safety and comfort should be a priority of the Avenue Study. There were suggestions to: remove excess street furniture and

other items that create clutter on sidewalks; increase pedestrian crossing times at major intersections; and look at ways to reduce traffic flow on side streets.

Consideration for traffic accidents and fatalities. A participant said that since the last Community Consultation Meeting in February there have been two fatalities resulting from traffic accidents between Clendenan Ave and Glendonwynne Rd. They said that these accidents and any others should be considered as part of the street design explorations.

4. Process and other feedback

Reduce the length of presentations, where possible. Participants said they appreciate the detailed information shared at the community meetings but suggested making future presentations shorter where possible.

Sewers and stormwater management. Participants said they would like to see the replacement of combined sewers in the area with separate stormwater and sanitary sewers. Participants also said that new developments should be required to accommodate stormwater management on site.

Considerations for the natural environment. Participants restated their desire for the Avenue Study to take a holistic approach to the protection of the natural environment. They said that the natural environment should be considered in all aspects of the Avenue Study.

Protection of Chimney Swifts. Participants also restated their request to see the protection of Chimney Swifts habitats considered and suggested the City work with the Province and Bird Studies Canada to identify strategies for habitat protection.

Explaining the purpose of the Avenue Study. Participants said it will be important for the study team to clearly explain the purpose of the Avenue Study and how the recommendations will influence future development.

Next steps

The City and consulting team thanked participants for their feedback, asked that any additional feedback be shared by July 10, and committed to sharing a draft summary of feedback. The City said they would email everyone who signed in a link to meeting presentation within a few days and post an accessible version to the project website, when ready. They City also committed to sharing the date and location of the next Community Consultation Meeting, once scheduled.

Appendix A. Meeting Agenda

Bloor West Village Avenue Study

Community Consultation Meeting 2

Monday, June 26, 2017
7:00 – 9:00 pm
Runnymede United Church – Memorial Hall
432 Runnymede Road

Meeting Purpose

To discuss built form, land use, and street design explorations that have been developed to date.

Proposed Agenda

7:00 Welcome & Introductions

Councillor Sarah Doucette & City of Toronto

7:05 Review Agenda

Swerhun Facilitation

7:10 Study Process & Natural Heritage Update

City of Toronto & DTAH

7:20 Presentation: Draft Framework, Built Form, Land Use, Street Design Explorations

DTAH

7:20 Framework Plans
7:25 Built Form
7:45 Land Use
7:55 Street Design & Transportation

Questions of Clarification

8:05 Discussion

<u>Focus Questions:</u>

1. What do you like about the emerging built form, land use, and street design explorations?
2. Do you have any suggested changes to the built form, land use, and street design explorations?

8:40 Report Back

8:55 Wrap Up & Next Steps

9:00 Adjourn

Appendix B. Worksheet Feedback

Participants provided written feedback at the meeting by completing individual and table worksheets with questions about: the built form, land use, and street design explorations. The feedback provided has been transcribed and aggregated by topic and question.

Built form explorations

What do you like about the emerging built form explorations?

- No 60° angular plane. Need transition. Reduces sky view. [check mark] maintain village character. No intensification (i.e. height) in the village. 5 hours sun at equinox means very little in winter for shopping in sunlight on north side of Bloor
- The idea of 6 storey maximum heights. "Softer density" by adding a storey or two to existing buildings. Deeper floor plates vs additional height throughout the village on the north side
- Softer density adding a storey or 2 to existing buildings. Size is 33m. therefore 6 stories is reasonable; 41m is optimum for 27m bldg.
- "Down-zone" the main street so that if there is a 2 storey building where the owner wishes to add another 2 stories -> force them to set the additional 2 floors 1.5m or more
- not bad
- Midblock connection on north side
- new studies on ground water and heritage on High Park section. Village main 4 storey street wall. Back transition. 3 or 4 storeys set backs
- setback in buildings (Ellis Ave. condo-area model)
- still needs 33m (at most). 6 storey = 4 storey w/ 2m setback for 5/6. Developing laneways overtime makes sense. Back to transit station (OK). South side- steeper angular plane potential? Modified midrise is good. 4 storey street wall for BWV is good
- To keep height uniform. Not more than 4-5 on BWV – Main Street and not more than 7-8 on BWV. Easy for West Village
- Not a lot to like. Recommendations focus on how to add more floors/more depth – get more "efficiency" from new development.
- Like midblock connection. Really like four on laneway development. If building up to 4 storeys should make first two storeys business. Like potential greenspace, especially @ Bloor & Windermere. Parking lot @ that corner should provide a lovely public space. Like option #3 for transit back transitions. Love forecourt and pedestrian connections. Like deeper floors on subway. Why not build Jane TTC into a building?
- See no frills ravine. Preserving sunlight
- North Side massing appropriate where park or parking lot
- Like that the direction is not cookie cutter. Like the different approach with parks and parking lot in behind.
- Overall like discussions and options for built forms.

Do you have any suggested changes to the built form explorations?

- Why was 85% of the time dedicated to built form? Village already sufficiently intense! Subway is at/beyond capacity in rush hour (when it matters). Parks are full. Schools are full. Traffic is too high already. Need to preserve sunlight on north side (pedestrian shoppers) year round (esp. in cold months) -> less height on south side.

- I would not support “possible exceptions” to heights as developers will always go to the OMB for the height possible. I don't support deeper floor plates for the south side as the buildings will intrude too much into the neighbourhood behind.
- 4 storey street frame before it sets back 6-10 storeys. Protect sunlight and sky view. Policy = 3-5 stories (14m). because an avenue, 27m “if it fits”. 5 hours sunlight on opposite side. 2016 council said BWV max height of 21.6m. Therefore about 6 stories.
- Deeper floor plate vs additional height vs neither. Southside need increased depth!!
- Good
- East & West. Tall street wall (too straight on street, block sun). straight up 6 storey - too much. BWV 03 Transit, BWV 04 Transit extra height not acceptable
- Provide setbacks after 3 stories or after 4 stories. Max 6 stories. Keep sunny street for Bloor St. Sunlight makes Bloor successful for shopping pedestrians.
- Problem in High Park Avenue. Condo expansion a lot of …. [individual worksheet #10]
- Can you build over the TTC stations? Agree, especially at Jane. Agree, ignore Runnymede.
- Must address gaps first before allowing/encouraging huge intensification: schools, daycare, grocery store, parks and rec facilities, sewers, traffic congestion. Huge emphasis on subways. Subways shut down. We must have free lanes to allow shuttle buses to move freely. No evidence that there are any concrete proposals to maintain the character of the area. The area will be unrecognizable.
- Critical to protect sun and sky view. Implement bike paths into laneways north of Bloor. Focus on pedestrian use of laneways.
- Consider protecting High Park by designating north side of Bloor as Neighbourhood. Make it really clear that Humber Gate will be de-designated (and have a back up plan). Shoulder area – don't crowd High Park Bloor Village West. Good to consider view across the street but glass is a bird killer.
- Keep 45° angle setback on south side especially lots that abut residences. Need building set backs (angles?) on side street related to side street row width. Views of front street wall options does not acknowledge view from opposite side of street. Need to limit balconies into angular planes (for new condos)
- Consideration for more arterial north and south traffic flow. Pedestrian safety across busy N/S routes. More green -> rooftop garden for example. Should we be considering broadband internet as part of the servicing package? How can we encourage a greater variety of business types. Parking is an issue.
- HCD (heritage conservation district) separated from Avenue Study now and can character buildings be incorporated in Avenue Study. Use existing built form to add density (ex. Yaletown in Vancouver) – tax incentives; more rental housing. Maximum 6 storey in Main Village with maximum 4 stories ad maximum street front with step backs. Max 45 degree “back transitions” (neighbours fairness). Parking concerns with intensification by removing parking lots with parks and businesses. Study focus remains on presenting character (height, rhythm, feel)

Land use explorations

What do you like about the emerging land use explorations?

- Why do we need this change? I say leave it as is, if it isn’t broke, don’t fix it. Change isn’t always a good thing.
- Supporting independent retailers by limiting the scale of retail units
- Good, not bad

- Small retail. Parks suggestions
- Be clear that Humber gate is removed from Avenue designation not just the study.
- Like forms/considerations as well as scale retailers. Yes to cycling study.

Do you have any suggested changes to the land use explorations?

- The neighbourhood policies will prevail. Well let's hope so. Why do the street lights for pedestrians take so long to change. Then no sooner do you take 1 step, it begins to count down. Why don't we have the same amount as the traffic. We all don't have cars.
- What about infrastructure? Parks, daycare, hydro lines/power supply, transit, schools – all are lacking. No frills is an important asset (walkable grocers)
- Community services, schools and daycares. Need to support independent retailers. Therefore, limit scale of retail units.
- More green needed. New building on Bloor West of Quebec Ave. is example where no grass or green on the street.
- Very good
- Use of TPLs (Toronto Public Library?) both as building sites and/or parks – where will people park? Especially lots near subways stops. Underground?
- Avoid large scale retailers, especially in the terrible redevelopment examples you showed. Enough with the bland boxes.
- More green space along Bloor. Too much street furniture at corners, particularly NW corner Jane and Bloor. Support max. floor space limit for retail. Public space important at west entrance to Bloor West Village => needs to be examined.

Street design explorations

What do you like about the emerging street design explorations?

- 2.7 m long. don't you mean 2.7 km. Every block is different and that's wrong because?
- [check mark] Neighbourhood protection- Humber Gateway. [check mark] high park moratorium (character and natural heritage studies). Daniels building, a disaster. Park is full. No further density needed!
- Bicycle paths (I like option 3 presented). More trees!!
- Bicycle option 3
- Suggestions for safe space for bicycles are good.
- Concerned about the value of cycle tracks or business
- BWV. Main. Keep it main, retail and should be a pleasant pedestrian experience. I.e. wide sidewalks. Car traffic – single lane each way. This can include E & W Village.
- Recognize potential volume of cycling traffic to ensure bike lanes are wide enough. Concern widening bike lanes on Bloor will redirect car traffic to side streets. Bikes are vehicles under the Highway Traffic Act – Have right and be on the road and some cyclists will take it - Cars get to accommodate.

Do you have any suggested changes to the street design explorations?

- cycling good. Walkability and attractiveness to pedestrians. Laneways with small parkettes, patios.

- Bike lanes per se are less efficient; we need to put into place bike parking lots and traffic signals specifically for bicycles. Advice: go to Amsterdam and see what could be done to support bicycling.
- Street design still centred with the car or truck taking up the middle space
- How about cycle tracks on Colbeck St. or Ardagh St.
- I like: going in each direction: 1. 1 lane only through; 2. 1 bicycle lane; 3. Parking or layby parking at main intersections provide a left turn lane designated left turn lane. Parking off street.
- Support Bloor St. sharing roadway with dedicated bike lanes. Keep cycling lane at sidewalk. Possibly shift parking N-S by.

Other advice and feedback

Do you have any other advice for the study team at this time

- Limit intensification. Limit height. Small grained retail. Retain village character. Improve infrastructure
- Despite 5 subway stations, the length of the trains on the e-w (east-west) line cannot increase. Therefore I have major concerns that the significantly increased density in the area will overwhelm the public transportation available. What other public transportation options are being considered? If you take away parking on the north side for parks (great idea!), where do cars go? Underground parking in new buildings? Will this be sufficient? I have more concerns about children not being able to attend schools in the community. More creative options such as schools built into new buildings perhaps??
- Cycling – do not do option as follows [drew a street sketch]: (from left to right= single lane going south, next to a single lane going north, next to car parking, next to bike lane) [individual worksheet #6]
- Keep the character and feel of Bloor West Village
- If proposed condo construction @ Bloor/Jane is accepted by the city – then W. Village concept will be affected (8 stories). A building of 14 stories may look out of place.
- Put native plants in Avenue parks. Put art work in Avenue Parks.

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, June 27
- Submission 2, June 27
- Submission 3, July 2
- Submission 4, July 4
- Submission 5, July 7
- Submission 6, July 10
- Submission 7, July 10
- Submission 8, August 14

Submission 1, June 27

I attended the Bloor West Village Avenue Study Community Consultation Meeting #2 last night. It was another very well organized and professional event.

Here would be our families feedback on what we like and suggested changes:

1. The discussions on different ideas on built forms was interesting and informative
2. It is good separated bike lanes are being discussed, as Toronto is only getting to get busier and more crowded, but the City cannot add more traffic lanes to accommodate more cars, so making our roads safer for cyclists and pedestrians is critical. However, I think the bike lanes should be considered but not a priority for this Study. As it was mentioned there is no funding plan in place currently, and we have dedicated bike lanes on Annette from Keele to Jane. In addition, the BIA and businesses should be extensively engaged in this discussion so both cyclists are made safer if dedicated bike lanes are added at some point, and there is still adequate street parking for the many businesses on Bloor
3. Unfortunately, it appears the HCD Study will not be done in tandem with the Avenue Study, so can Character and Heritage buildings be identified and incorporated in the Avenue Study, to maintain and preserve these important heritage buildings on Bloor?
4. Similar to what has been done in Yaletown in Vancouver (and other buildings in Toronto), can the existing 2 story storefront buildings allow for development on top? In Vancouver the warehouses have been maintained, but residential and rental accommodation has been smartly built on top, and set back so the new additional floors added to the warehouse buildings are barely visible from the sidewalk, and maintain the character of the heritage warehouse district
5. Sunlight exposure should be a critical consideration in this Study, especially in the winter. Shoppers want to shop and enjoy shopping in sunlight. If this were removed or significantly altered by allowing buildings that block the sun, it could have a devastating impact on the businesses if shoppers decide the street is too dark most of the day, especially in the winter, and decide to shop elsewhere
6. Toronto planning it seems does not always look at other large and beautiful cities like Chicago, New York, San Francisco, Vancouver etc… that have been able to effectively maintain character and heritage areas, while accommodating population growth. Are there best practices that could be incorporated from these cities in this Avenue Study?
7. Four story street fronts and six story buildings should be the absolute maximum height allowed along the "Main Street" section of Bloor. Building owners would know the Maximum Height Guidelines are 4 stories when they bought their properties, so they should not expect or be allowed to build above this height.
8. Last night was a productive and interesting event, however we noticed at our table, a lot of the presentation was on new built forms and building “efficient” i.e. larger new buildings. But the reason residents and the Resident’s Associations had pushed hard for a Planning Study for years, is to preserve and enhance Bloor Street, with it’s many small independent two storey businesses that make Bloor West an enjoyable place to live and to shop. The community understands new development is inevitable, but the community wants and rightfully expects, development that fits the scale and character of the street. And it’s critical that new development follows that spirit for the businesses, that need to have a unique and enjoyable shopping experience in a very tough retail environment. This should be the key focus of the Avenue Study is how do we maintain and enhance the character of Bloor West Village, while incorporating responsible new development, especially in the Main Village of Bloor Street

Submission 2, June 27

Good Day

I did have one question concerning these 33 meter properties. As I see it these properties could be bought up and amalgamated for a larger development as was the case for the approved development at Bloor and Durie. These sort of amalgamations would take away from the small business character of the main street plan. This risk still exists unless the city were to put in a zoning bylaw preventing this assembly. I know the province's preference is for intensification so would this be possible under this mandate? If the properties are maintained at current widths I firmly believe the Village quality will remain intact.

Submission 3, July 2

My general comment on the emerging explorations is that they are important areas to consider, but that there is also a danger of losing sight of the village as a whole. It will be essential to step back to take an integrated look at the impact of each area on the essence of the village, the businesses/independent retailers and residents.

Built Form

I agree that the built form for each area in the study area (West Village, Village Main Street, East Village, High Park Frontage) must take into account the context. One context that was not mentioned, in my recollection, was the topology of the area. The taller buildings found in the East Village area are less imposing because they are at the bottom of a hill and thus do not seem out of proportion for the Village. At the same time, the Old Mill development in the West Village is near the top of a valley, on a curve in the road and so massive, that it has an overwhelming presence. Given the number of large developments completed and under way in the study area or close by (i.e., towers on Quebec and High Park), many of which exceed planning guidelines in terms of height, I strongly advocate for strictly limiting the height of new development in the Village Main Street area to 3 to 4 storeys. The Main Street will already be serving increasing numbers of people who will be living in the area. Adding substantially to the density in the commercial area is likely to lead to greater congestion on streets and sidewalks and add to the demand for (already limited) parking. The village is successful because there is a variety of retail that makes the area largely self-sufficient. I'm not sure if it has been noted that there are businesses and services in the second storeys of most buildings, and sometimes in the basement and third-storey levels as well. There are apartments above some of the businesses and very limited laneway parking for the residents and businesses. If the vision of turning parking lots into parks is every to be realized, the issue of parking will obviously have to be addressed.

Street Design

Consideration has to be given to the fact that Bloor Street is a major commuter thoroughfare. At rush hour, the speed of traffic on Bloor Street, especially in the West Village, East Village, and High Park Frontage area far exceeds the posted limit. Even when it is not rush hour, anyone who walks or has occasion to drive the length of the village on Bloor Street can attest to the hazards involved. Among the most terrifying aspects of the experience are the speed of the vehicles, bicycles on the sidewalk, and pedestrians crossing mid-block throughout the village (particularly, but not limited to the Main Street Village) with little attention to or regard for traffic. In the interests of safety, I believe that side streets north and south of Bloor should be identified and prioritized for bicycle traffic in order to bypass the use

of Bloor Street through as much of the study area as possible. Creative solutions are needed, including the consideration of making some side streets one way to accommodate bike lanes in each direction. Having a bike lane on Bloor Street, especially one that would be situated between a moving lane of traffic and curbside parking invites disaster for cyclists, pedestrians and drivers.

Thank you for this opportunity to provide feedback.

Submission 4, July 4

It struck me that the presentation claims that the study area is served by 5 subway stops.

In thinking about it, if you discount the Humberview neighbourhood, you need to discount Old Mill. Also, at the moment, due to the natural heritage study, Keele and High Park are not in the BWV area, leaving only 2 stops.

Cheers

Submission 5, July 7

I think the streets cape would benefit from a focus on lots more trees to soften the harsh right angles of sidewalk meeting buildings and sidewalks meeting streets

Something like the Roncesvalkes landscaping would be welcome.

Submission 6, July 10

Hello,

Thank you for the opportunity for the additional feedback.

I've attended the Community Meeting Presentation on June 26th and was quite pleased with the vision for the BWV and direction the Study is taking.

My comment is related to the Built Form and specifically to the Front Street wall (pg. 40, pg.41). My preference for the Village Main Street is to have 4st high street wall with the 3 m step back (pg. 41 figure 6). If this type of built form gets articulated in a way that reflects the BWV character of fine grain street fronts it would provide the opportunity for intensification while respecting the pedestrian feel of BWV which we would like to safeguard as much as possible.

Submission 7, July 10

Thank you for your presentation and efforts on the BWV Avenue Study. It is nice to be involved in the process to help shape development in the area.

My comments from the meeting are as follows:

- Chimney Swifts: are these being included under the Natural Heritage section, (still to be completed)?

The City to me in an email on other developments in BWV, had previously identified "separate silos" with respect to demolition permits issued by the city, and permits/requirements for the Province related to Species at Risk. The province and city aren't in collaboration on this element and this is something that can easily be overlooked or missed.

In addition, are there recommendations for buildings that can be incorporated into design (ie. bird glazing on all stories, not just per the bird friendly guidelines)? Bird Studies Canada should be consulted for their expert opinion on building design and suitable replacement habitats, should a chimney be lost due to development.

- Rear angular setbacks to residential neighbourhoods: adherence to the 45 degree rear angular plane. My neighbour knows the architect who was consulted for the City of Toronto Mid-Rise guidelines and the 45 degree angular plane is what protects the houses that back onto the development to maintain their privacy. Having been through the experience at 2265 Bloor St (Bloor/Durie condo), intrusion into the rear angular plane was a part of the original drawings - it's just a little bit! Adhering to it, would help and also limit massing/size.

Also: factoring in grade differences. Please follow the mid rise guideline recommendations, which I believe have the rear angular plane measured from a 45 degree line from the property line (pg 59 - https://www1.toronto.ca/City%20Of%20Toronto/wp/city-government/planning-development/Sub%20Pages/Design%20Guidelines/Mid-Rise%20Buildings/Mid-rise%20Buildings%20Performance%20Standards-accessible.pdf). Ostend Ave has grade differences along the rear property lines.

- Rear laneways: I own a property which backs onto businesses on Bloor St. W so with the possible addition of a rear laneway, I have concerns regarding: tagging of fencing/property, light pollution from both condo units and security lighting and noise from underground exhaust/intake fans, car, delivery trucks & pedestrian traffic.

- Sunlight on Bloor. Important to protect and ensure we can maximize and go beyond the minimum (5hrs?)

- Bike lanes: prefer separated lanes, specifically where the bike lane is closest to the curb with bollards (like in Redesign 01). Being a cyclist and riding daily along Bloor from Shaw to Avenue Rd (bike lane beside the curb with bollards) & along College St (where the bike lane is to the left of curb parking (similar to Redesign 02), I feel safer riding along Bloor (from Shaw to Avenue Rd) as there seems to be less risk of being "doored". Along College, I need to be mindful of drivers either pulling in or out with their cars into the bike lane or opening their car door. Also need to contend with drivers that don't completely park in the parking spot, but a little into the bike lane.

We absolutely need an east-west bike lane to connect with downtown!

I look forward to the next meeting in September.

Submission 8, August 14

Bloor West Village Avenue Study – feedback Community Consultation Meeting on June 26, 2017

Monday, August 14, 2017

Hello everyone,

Thanks for the opportunity for the additional feedback.

I appreciated June 26 session and also reading other participants' feedback.

It seems that some feel at this point that we've been paying too much attention to the built form, while others are concerned that despite the community input, the heights and setbacks are still too much to keep "village" character of the area.

Those wishing to preserve the natural heritage in the area for a long time and future generations remain very concerned about the impacts of the recent past, ongoing and future development.

Apparently, I am one of those, moreover also concerned about the impacts of intensification on human health in general and indeed a climate change, since the way the urban centers are realized can be bring both benefits but also enormous challenges if not done right.

Having the opportunity of a Secondary Study, from my perspective, in the area already significantly developed, and some would say over developed already, is not so much to look for more intensification but rather consolidate and possibly rectify the impacts of the recent past, ongoing and potential future development.

We cannot view the area of BWVA Study in isolation but in a context of the north of Bloor development between Keele and Clendenan Ave., including 1990 BW, Grenadier Square, etc.

From a perspective of the natural heritage preservation for a long term, the consideration is only valid if we look into the situation at the entire lower Humber River watershed and a perspective of the Environmentally Significant areas as depicted on the attached map Appendix 1. This area, when we count in a recent development along the Humber Park waterfront, has received easily over 50,000 more population and counting.

In this respect, I would like to bring to your attention an article **Chief City Planner Jennifer Keesmaat on how to fix Toronto By Riley Sparks in News, Politics from April 21st 2017**

"It's easy to make mistakes when you're building North America's fourth-largest city"
http://www.nationalobserver.com/2017/04/21/news/chief-city-planner-jennifer-keesmaat-how-fix-toronto

Excerpts:

National Observer spoke with Keesmaat recently about the myth of the short commute and the challenge of balancing growth, affordability and character in one of Canada's fastest-growing cities, bringing nature back into the city and more. Here's a transcript of that conversation, edited for clarity and brevity:

Toronto has hit growth targets much earlier than expected. What can the city do to integrate more people, without building a condo on every corner?

"One of the challenges that we have is that we are experiencing something of a vortex sucking all kinds of growth right into the heart of the city. ***One of the really important roles for municipal government to play is to ensure that we have clarity as to where growth will go, as well as where growth won't go.***

Seventeen per cent of our city is ravines; we've just brought forward additional environmentally sensitive areas. We don't want growth in those areas. There are also some areas that have heritage designations, and we want to be very careful in terms of how we manage growth in those areas.

We also recognize that there are areas that can benefit in a really significant way from growth. Our downtown, of course, 40 years ago there were a ton of surface parking lots. Today, we in fact are in-filling the downtown, turning it into a truly walkable place."

—

"I do get the sense, though, that when you look at the south end of Toronto, for example, there is the appetite to build those kind of condos basically forever. *How can you rein in the market without driving developers away? Is it just that Toronto is a desirable enough place to live that the market will respond, even with those restrictions in place?"*

—

"The new model is really about saying let's work with nature let's actually recognize that we want to bring nature into the city. We want wildlife in the city, we want trees in the city. This is a critical part of creating a livable urban environment, as opposed to the city noir, the concrete jungle. We've recognized that's actually pretty hard on human health."

—

"We are growing so quickly that on the one hand, we're transforming the city, and on the other hand there are these ways that we need to be changing the key infrastructure of the city, like the use of the ravines, like the use of our streets, making them more into people-places as opposed to car-places. *The risk is that if you add lots of growth but you don't actually catch up quickly, that you're going to begin to destroy the quality of life in the city.*

So I would say there's not too many areas where we're going too fast. I don't think that's our problem."

Reflecting on these notions and **The Chief Planner Roundtable Biodiverse TO** http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=4a2946bca58c1410VgnVCM10000071d60f89RCRD, we have lots to do along BWVA Study and other development projects.

The appreciation of the impacts of our actions and activities on the natural environment, wildlife habitats and wildlife is still lacking and definitely not matching a hectic pace of the City intensification and development.

BWVA Study presents the opportunity for us to close this gap as much as possible.

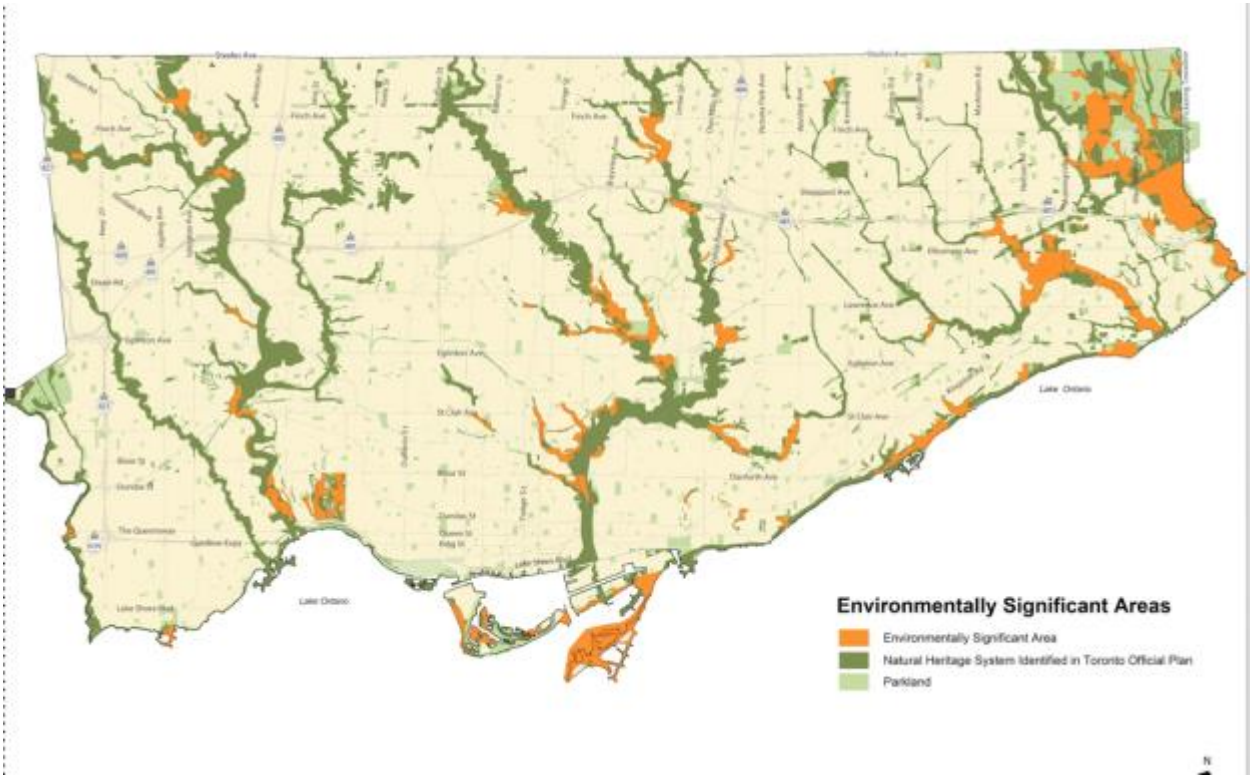
Bloor West Village Avenue Study – feedback Community Consultation Meeting on June 26, 2017 and Meeting Summary

Appendix:

1. ESA Map

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

Environmentally Significant Areas
Environmentally Significant Areas (ESAs) are natural spaces within Toronto's natural heritage system that require special protection to preserve their environmentally significant qualities. There are 86 Environmentally Significant Areas in the city.
The map below shows the approximate location of Environmentally Significant Areas across the city.



2. NATURAL HERITAGE REFERENCE MANUAL for Natural Heritage Policies of the Provincial Policy Statement, 2005
http://cloca.ca/resources/Outside%20documents/Natural%20Heritage%20Policies%20of%20the%20Provincial%20Policy%20Statement%20MNR%202010.pdf

http://cloca.ca/resources/Outside%20documents/Natural%20Heritage%20Policies%20of%20the%20Provincial%20Policy%20Statement%20MNR%202010.pdf

NATURAL HERITAGE REFERENCE MANUAL for Natural Heritage Policies of the Provincial Policy Statement, 2005

Provincial Policy Statement 2005, policy 2.1

2.1.6 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in
policies 2.1.3, 2.1.4, and 2.1.5 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

Ecological function: means the natural processes, products or services that living and non-living environments provide or perform
within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions

Negative impacts: means
b) in regard to fish habitat, the harmful alteration, disruption or destruction of fish habitat, except where, in conjunction with the
appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and

c) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or
ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.
Provincial Policy Statement 2005, Section 6.0 Definitions

Impact Assessment Process

13.1 Introduction

Any assessment process used by planning authorities55 should be
identified in their official plan and result in planning decisions that are consistent with PPS policies and reflect the approaches recommended
in this manual. If a planning authority or development proponent does
not have the necessary expertise to undertake an assessment of
impacts, it is strongly recommended that qualified professional consultants conduct the impact
Municipalities may have agreements with conservation authorities for technical review of natural heritage policies.

Negative impacts: means
a) in regard to policy 2.2, **degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water**
features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;

b) in regard to fish habitat, the harmful alteration, disruption or destruction of fish habitat, except where, in conjunction with the
appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive
capacity;
and
c) **in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.**

13.5.5 Review of Assessment
The proponent submits an impact assessment to the planning authority.

The planning authority reviews the assessment to determine whether it is acceptable in terms of the completeness of the inventory and description of features, the thoroughness of the evaluation of potential negative impacts, the adequacy of the mitigation measures and monitoring programs identified, and so on. In cases in which an approval authority does not have the capacity or expertise to review the EIS, the authority may commission a qualified professional to carry out a peer review.

13.5.6 Planning Authority Decision

In making its decision about a proposed development, the planning authority would consider the results of the assessment review, along with other relevant PPS policy (see section 2.3). The planning authority's decision can be contingent on the revision of the development proposal and/or the attachment of conditions. For example, approval may be contingent on the implementation of specific mitigation and/or monitoring measures. Alternatively, approval may be granted only after extensive revisions of the proposal.

As part of the decision-making process, a planning authority may:

- approve the development application;
- require revision of the proposed development to avoid impacts that the planning authority deems unacceptable;
- impose conditions of approval, where empowered under the Planning Act, to address certain already identified issues in more detail or to address new issues raised during the assessment process; or
- refuse the application.

In situations in which mitigation measures cannot prevent negative impacts on the natural features or on the ecological functions for which the area is identified, an application should be refused.

3. Grenadier Pond

History of Grenadier Pond

Grenadier Pond is the largest of several ponds in High Park. Development in the surrounding drainage area has reduced its size from 19 ha in historical times to its present size of 14.2 ha.

Grenadier Pond is one of the areas within High Park that has been designated as an Area of Natural and Scientific Interest (ANSI) by the Ontario Ministry of Natural Resources based on a report by Steve Varga in 1989. According to this report *"The wetland communities at Grenadier Pond are noteworthy at the local level for harbouring one of only two remaining lakefront marshes in the City of Toronto, the other being the Humber River Marshes...The remaining wetlands at Grenadier Pond should be protected as a locally significant lakefront marsh which still supports regionally rare wetland species."*

Grenadier Pond is primarily fed by storm sewers and run-off from land to the west and east of the pond. To the south, the pond is separated from Lake Ontario by roadways, a railway and Sunnyside Beach. Water flows into a surface outflow at the southwest corner of Grenadier Pond to the Humber River, and then empties into Lake Ontario. Water from a pond to the west of Ellis Avenue (West Pond) also flows into Grenadier Pond approximately 30 m to the north of the outflow.

Rehabilitation

Major efforts to rehabilitate Grenadier Pond began in 1994. These included fish stocking (Largemouth Bass and Northern Pike), water quality surveys, and the propagation of native shoreline plants at the

High Park nursery. The restoration of the Grenadier Pond shoreline began in the southeast corner in 1995, and the southwest corner, East Cove and Maple Leaf shoreline in 1996. In 2005 another naturalization project extended the softened edge across the entire south shore of the pond. Shoreline plantings were implemented to enlarge the remnant areas of wetland remaining around the pond and to reduce the impact of waterfowl on the water quality of the pond (nutrient loading).
The Ellis Ave./Grenadier Pond stormwater facilities were constructed in 2006. This included a wetland at the southwest corner of Grenadier Pond, with a forebay that can be dredged as needed, and oil separation devices on adjacent roads. The target is 75-80% reduction in suspended solids, as well as the heavy metals and bacteria that are associated with the solids. The changes are expected to result in cleaner water going into Grenadier Pond, more treatment of water flowing out of Grenadier before it reaches the lake, and reduced risk of flooding to adjacent properties. In 2007 additional restoration along the east shore of Grenadier Pond improved fish habitat through a series of underwater shoals, log cribs and root wads.
An Environmental Assessment study was conducted for Ellis Ave./Grenadier Pond stormwater project 2006.

4. URBAN DENSITY AND LOCAL SUSTAINABILITY – A CASE STUDY IN FINLAND

189TH ANNUAL PACIFIC-RIM REAL ESTATE SOCIETY CONFERENCE
MELBOURNE AUSTRALIA, 13-16 JANUARY 2013

EEVA SÄYNÄJOKI1, JUKKA HEINONEN and SEPPO JUNNILA
Aalto University
http://www.prres.net/papers/Saynajoki_Urban_Density_And_Local_Sustainability.pdf

ABSTRACT
According to the United Nations, cities are responsible for 75% of all energy consumption and for 80% of all greenhouse gas emissions globally. Urban planning and land use policies therefore play a major role in the mitigation of climate change. High urban density is often promoted as a sustainable land use policy. However, the environmental and social sustainability of dense urban structures can be challenged. **Even though higher urban density may correlate with the increased carbon-efficiency of transportation and housing services, recent research has demonstrated that, in several cases, urban density is not a valid indicator for overall carbon-efficiency, let alone sustainability.**

The purpose of this study is to examine the extent to which local objectives for environmental and social sustainability can be achieved through the promotion of urban density in a predominantly rural case area. The analysis is conducted as a case study, where qualitative case-specific data is collected mainly from public proceedings. Quantitative data from multiple past case studies, some of which is case-specific, is used for carbon footprint calculations. The main finding of the study is that even though higher urban density is promoted in the case area as an environmentally-, socially- and economically sustainable use of land, increases in construction and consumption are actually likely to water down the potential carbon-efficiency gains. It is also found that the area's policies in pursuit of increased urban density have had negative social impacts.

INTRODUCTION
According to the United Nations, cities are responsible for 75% of all energy consumption and for 80% of all greenhouse gas (GHG) emissions globally. Given this, urban planning plays a major role in the mitigation of climate change (Ash et al. 2008). Where urban planning is used to promote economical,

social and environmental sustainability, higher urban density is often seen as an effective land-use strategy (e.g. VandeWeghe and Kennedy 2007; Fields 2009). In regions that require space heating for part of the year, high-density residential areas with high-density buildings have an inherent advantage of lower energy use, in that they have a reduced area of external wall and less indoor space per person (Satterthwaite 2011). In addition, conventional wisdom holds that dense cities have great potential for limiting the use of motor vehicles and their associated GHG emissions (e.g. Ewing and Cervero 2010; Satterthwaite 2011). Thus there seems to be remarkable potential to reduce the carbon footprints of the many millions people moving to cities for the first time, who are able to live in well-built, energy-efficient apartments, with efficient appliances, that are well served by public transport (Satterthwaite 2011).

However, the environmental sustainability of high urban density can be challenged. Although higher urban density may correlate with the increased carbon-efficiency of transportation and housing services, consumption-centred lifestyles in the cities tend to repeal the benefits achieved. **Recent research has demonstrated that, in several cases, management and planning strategies that aim to increase urban density seem to counteract environmental objectives for regional GHG emission reductions (Heinonen 2012). Cities and towns can be regarded as the demand and consumption centres of the global economy, and also as the hot spots of waste generation (Ramaswami et al. 2008; Grimm et al. 2008).**

Satterthwaite (2011) sums up that "in terms of future worries about resource constraints and GHG emissions, it is not the growth in population but the growth in consumption that is the primary concern". When it comes to social sustainability, high urban density is not necessarily something that is desirable to populations.

Dense urban structures do for example worsen the negative impacts of particle emissions on human health (Tainio et al. 2009; Apte et al. 2012). According to Bramley and Power (2009), compact urban areas worsen neighbourhood problems and dissatisfaction, despite improving access to services. In addition, a study by McCulloch (2012) shows a negative relationship between housing density and neighbourhood satisfaction that is largely independent of individual and household characteristics. Families with young children especially would prefer to live in neighbourhoods with lower housing densities (McCulloch, 2012). According to Vallance et al. (2005), density-centred urban planning is not.

5. Health, Happiness, and Density
by Dr. Tony Recsei 09/19/2013

Dr Tony Recsei has a background in chemistry and is an environmental consultant. Since retiring he has taken an interest in community affairs and is president of the Save Our Suburbs community group which opposes over-development forced onto communities by the New South Wales State Government.
A significant health issue relates to the scourge of Mental Illness. There is convincing **evidence showing adverse mental health consequences from increasing density.**

A monumental Swedish study of over four million Swedes examined whether a high level of urbanisation (which correlates with density) is associated with an increased risk of developing psychosis and depression. Adjustments were made to cater for individual demographic and socio-economic characteristics. **It was found that the rates for psychosis (such as the major brain disorder schizophrenia) were 70% greater for the denser areas.** There was also a 16% greater risk of developing depression. The paper discusses various reasons for this finding but the conclusion states: "A high level of urbanisation is associated with increased risk of psychosis and depression".

Another analysis, in the prestigious journal Nature, discusses urban neural social stress. **It states that the incidence of schizophrenia is twice as high in cities.** Brain area activity differences associated with urbanisation have been found. There is evidence of a dose-response relationship that probably reflects causation.

There are adverse mental (and other) health consequences resulting from an absence of green space. After allowing for demographic and socio-economic characteristics, a study of three hundred and fifty thousand people in Holland found that the prevalence of depression and anxiety was significantly greater for those living in areas with only 10% green space in their surroundings compared to those with 90% green space.

High-density advocates seem most oblivious to the needs of children. Living in high-density restricts children's physical activity, independent mobility and active play. Many studies find that child development, mental health and physical health are affected. They also find a likely association of high-rise living with behavioural problems.

An Australian study of bringing up young children in apartments emphasizes resulting activities that are sedentary. It notes there is a lack of safe active play space outside the home – many parks and other public open spaces offer poor security. Frustrated young children falling out of apartment windows can be a tragic consequence. Children enter school with poorly developed social and motor skills. Girls living in high-rise buildings are prone to increased levels of overweight and obesity.

A British study found that 93% of children living in centrally located high-rise flats had behavioural problems and that this percentage was higher than for children living in lower density dwellings. Anti-social behaviour often results. An Austrian study showed disturbances in classroom behaviour higher for children living in multiple-dwelling units compared to those living in lower densities.

There is also evidence of other potential health impacts on children living in higher density housing. **These include short-sightedness due to restricted length of vision, and diminished auditory discrimination and reading ability due to exposure to noise.**

Air pollution increases with density. This results from higher traffic densities together with less volume of air being available for dilution and dispersion. Nitrogen oxides in this pollution have adverse respiratory effects including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. There is consistent evidence that proximity to busy roads, high traffic density and increased exposure to pollution are linked to a range of respiratory conditions. These can range from severe conditions (such as a higher incidence of death) to minor irritations. Moreover, these respiratory health impacts affect all age groups.

Several studies relate low birth weight to air pollution. A South Korean report, for example, found the pollutants carbon monoxide, nitrogen dioxide, sulfur dioxide, and total suspended particle concentrations in the first trimester of pregnancy pose significant risk factors for low birth weight.

Air pollution particulates are associated with killing more people than traffic accidents. Pollutants such as those emitted by vehicles are significantly associated with an increase in the risk of heart attacks and early death.

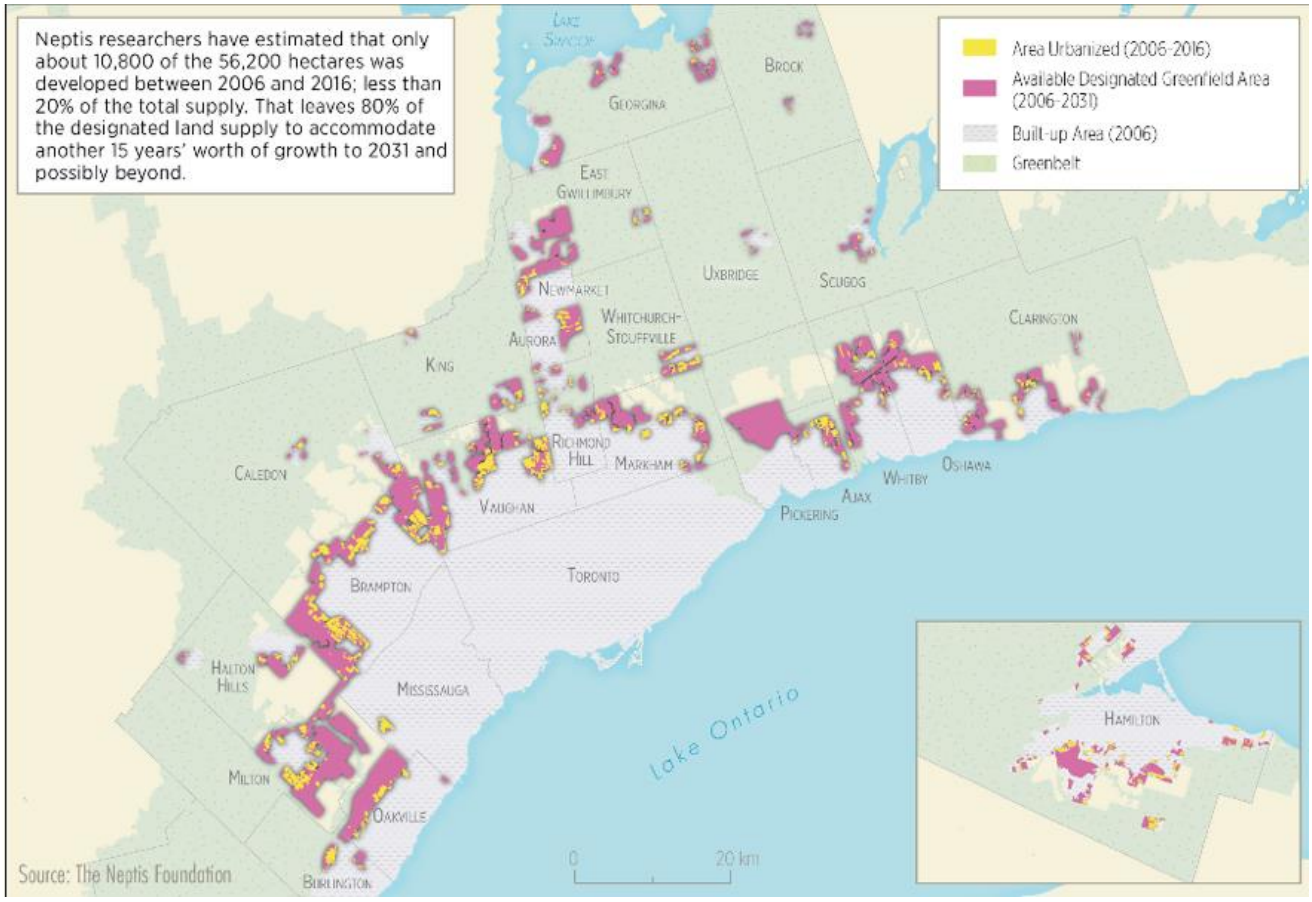
Cancer is a major health scourge and a relationship between increased colon cancer, breast cancer and total cancer mortality with population density has been found.

There is an association between overall Human Happiness and density. Professor Cummins' Australian Unity Wellbeing Index reports that **the happiest electorates have a lower population density.** A United States study finds the satisfaction of older adults living in higher density social housing reduces as building height increases and as the number of units increases. By contrast, in lower densities there are higher friendship scores, greater housing satisfaction, and more active participation. This does not apply only to single family houses: Residents of garden apartments have a greater sense of community than residents of high-rise dwellings.

6. Map of the land available for development till 2041, source The Neptis Foundation

http://www.neptis.org/sites/default/files/land_supply_briefs_2016/landsupply_20161004_jpeg300dpi_rgb-01.jpg

Map of the land available for development till 2041



The Neptis Foundation
http://www.neptis.org/about-neptis

About Neptis

The Neptis Foundation is an independent, privately capitalized charitable foundation located in Toronto, Ontario, Canada.

Neptis conducts and disseminates nonpartisan research, analysis and mapping related to the design and function of Canadian urban regions. We aim to inform and to improve policy- and decision-making around regional urban growth and management.

Our research program is based on identified gaps in information. When a research project is framed, Neptis staff work with the researcher(s) to develop the key questions that need to be answered. Although staff provide comments on initial drafts of the project, Neptis does not control the outcome of the research. All projects are subject to peer-review by leading scholars or specialists.