# Bloor West Village
# Avenue Study

## Phase 1: Public Meeting #1
## Understanding Bloor West Village

Welcome to this first public meeting for the Bloor West Village Avenue Study. This is the first of many opportunities to engage the team led by the City of Toronto as the overall project moves forward.

This evening we will introduce the project, review the work to date, begin to develop the vision for Bloor West Village and discuss next steps.

### Feedback

We welcome your feedback on our work to date. Please ask for a Workbook from the registration table to record your comments. You can leave it at the registration table tonight or send your feedback by e-mail, mail or fax by Wednesday March 14, 2017.


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# Study Purpose



## Bloor West Village is Changing.

Bloor West Village is one of Toronto's most beloved neighbourhoods. It is home to an already established and vibrant main street, the first Business Improvement Area in the world (1970), residential neighbourhoods of varied building types, and is defined by significant topography and natural features (High Park & Humber River).

In recent years, the area has become the focus of redevelopment interest with the scale of individual projects increasing in size. There is a need to establish a specific planning and design framework to guide change. Bloor West Village was identified by Council and staff as a priority for an Avenue Study.

## Existing Character and Retail Vibrancy are a Big Deal.

While some Avenue Studies seek to stimulate pedestrian life where it has yet to take hold, Bloor West Village is already an established main street, serving local needs with a variety of small-scale commercial businesses and services in traditional storefronts.

As the first Business Improvement Area in the world, Bloor West Village is a success story of community collaboration and place making.

Maintaining the character, quality and local scale of retail is vital to the success of this Avenue's future development.

Future change must further improve this special place in the city, not diminish what makes it great today.

This Avenue Study will direct and guide on-stream and future development with clear standards that ensure a comfortable, convenient, safe and high quality public realm. It will also establish the quantitative requirements for the transportation, site servicing and community services infrastructure to support the existing and future population and employment.

Two Significant Natural Features (High Park + The Humber River)


Existing Village Character

New Development By High Park

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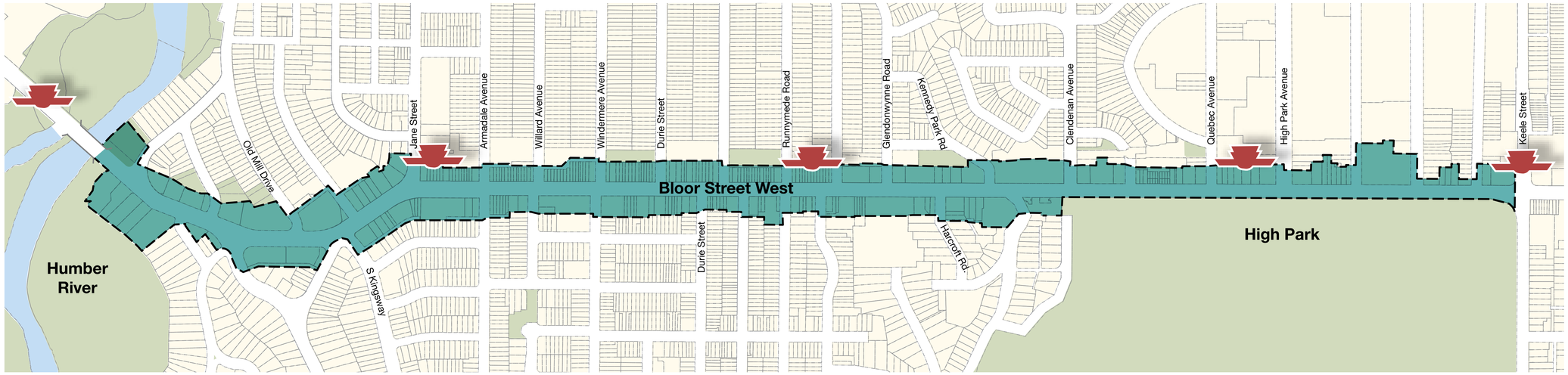
**R.E. Millward Associates** Planning
**WSP/MMM Group** Transportation + Servicing
**Swerhun** Engagement
**Taylor Hazell Architects** Heritage
**JC Williams Group** Retail Advisory

# Study Area and Process



## Study Area

The study area is 2.7 kilometres in length, from the Humber River to Keele Street. There are over 240 properties in the study area, five TTC subway stations, and a BIA with over 400 members.




## Study Process

This Avenue Study will include three (3) phases beginning in January 2017 with study completion in October 2017.

We Are Here

### BACKGROUND OPPORTUNITIES + CONSTRAINTS 01

Jan- March 2017

- **Understand Context and Existing Conditions**
- **City Project Team Meeting (CPMT #2)** (Feb 2, 2017)
- **Councillor Briefing #1** (Feb 6, 2017)
- **Property Owners Meeting #1** Feb 8, 2017
- **Community Stakeholder Meeting** Feb 9, 2017
- **Public Meeting #1** Feb 27, 2017
- **Design Review Panel #1** March 23, 2017

### FUTURE CONDITIONS + DESIGN ALTERNATIVES 02

April - June 2017

- **Design Charrette** (April 8, 2017)
- **Evaluate and Test Design Alternatives**
- **CPMT #3** (April, 2017)
- **Local Advisory Committee Meeting (LAC) #1**
- **CPMT #4** (May 2017)
- **Identify Preferred Alternative**
- **Councillor Briefing #2** (May 2017)
- **LAC #2** (May 2017)
- **Public Meeting #2** (June 2017)

### SYNTHESIS + FINAL AVENUE STUDY REPORT 03

July - Oct 2017

- **Design Review Panel #2** (August 2017)
- **Avenue Study** Draft
- **CPMT #3** (April 2017)
- **Avenue Study** Final
- **Councillor Briefing #3** (Sept 2017)
- **LAC #3** (Sept 2017)
- **Public Meeting #3** (Sept 2017)
- **Community Council Presentation** (Oct 17, 2016)

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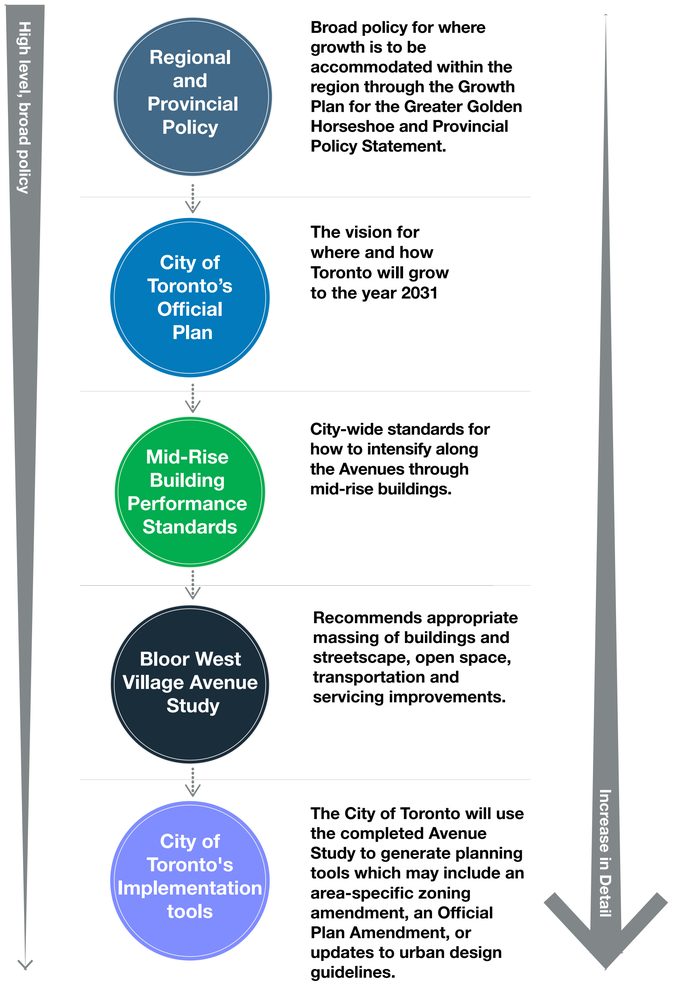
# Planning and Policy Context
## Overview / Province of Ontario



**The planning policy that directs growth and change in Bloor West Village begins at a high-level (Province) and becomes more focused and detailed as it gets closer to the specific Study Area scale (Avenue Study, Area-Specific Guidelines, Re-zoning).**




Planning 101: Overview of the relationship of this Bloor West Village Avenue Study to the Planning policy framework.

**The existing planning framework in the Province of Ontario focuses on reducing auto-oriented travel while increasing use of more sustainable travel modes such as walking, cycling, and public transit.**

### Growth Plan for the Greater Golden Horseshoe

- Provide for a range and mix of housing, including affordable housing, a diverse and compatible mix of land uses, and high quality public open spaces
- Reduce automobile dependency through mixed-use, transit-supportive and pedestrian-friendly development
- Provide convenient access to intra- and inter-city transit and intensify urban areas, particularly around major transit stations
- Ensure an adequate supply of lands for employment in support of a diversified economic base
- Conserve cultural heritage and archaeological resources as intensification occurs

### Provincial Policy Statement

- Plan for the efficient use of land, infrastructure and public service facilities
- Intensify in the context of existing and planned development and infrastructure
- Ensure sufficient land availability for an appropriate range and mix of employment, residential, recreational and open space uses
- Plan public streets, spaces and facilities to meet the needs of pedestrian and cycling movements

### Regional Transportation Plan

- Provide improved transportation choices and convenience
- Promote active and healthy lifestyles
- Reduce transportation carbon footprint
- Implement multi-modal transportation planning

### Ontario Natural Heritage Reference Manual

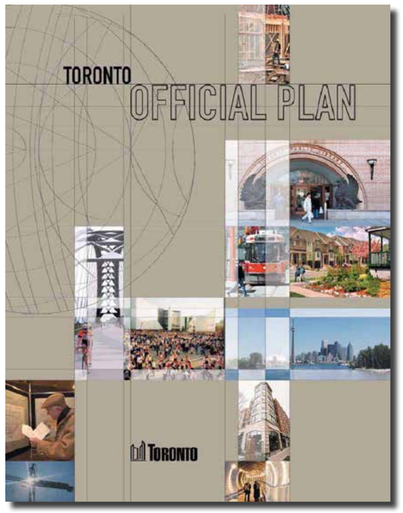
- Provides guidance for implementing the natural heritage policies of the Provincial Policy Statement

# Planning and Policy Context
## City of Toronto



## Official Plan

**The City of Toronto Official Plan provides a long-term vision and framework for developing a successful and sustainable city over the next 30 years.**

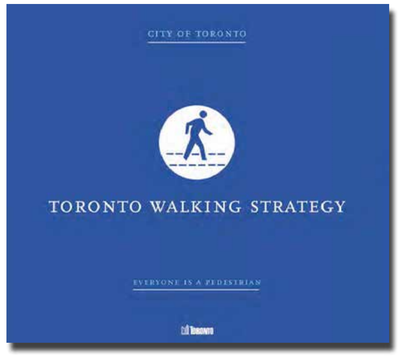



The Official Plan outlines several policies that establish the importance of *Mixed-Use* areas in providing housing, jobs, and street life to communities. It also speaks to the importance of the *Apartment Neighbourhoods* and *Neighbourhoods*, and the need to provide suitable transitions in built form and land use.

The Plan also speaks to improving conditions for pedestrians and non-auto transportation, making better use of existing transportation infrastructure, and creating compact centres and corridors supported by a comprehensive transit system where urban growth is focused.

- Integrate land use and the transportation network
- Maintain the existing transportation network in state of good repair
- Make better use of the existing infrastructure and services
- Plan in 'next generation' terms to make transit, cycling and walking increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system
- Ensure the health and safety of the public and maintain City infrastructure and assets in a state of good repair
- Create a better urban environment, a competitive local economy, and a more socially cohesive city by attracting more people and jobs that are supported by good transit services and other infrastructure
- Protecting, restoring and enhancing natural features

## Other City Plans and Initiatives




### Pedestrian Charter

- Encourage and support walking as a safe, sustainable, and vital mode of transportation
- Provide access to local goods, services and community amenities
- Identify features of the urban environment and infrastructure that will encourage and support walking

### Walking Strategy

Create high quality walking environments and foster a culture of walking in all of Toronto's neighbourhoods.


### TTC Accessible Service Plan

- Improve service and operations to meet demands and attract new users
- Improve access to and from subway stations

### Bike Plan

- Significantly increase cycling as a viable travel mode, while also improving bike safety and reducing bicycle collisions and injuries
- Increase bicycle parking
- Integrate cycling with transit
- Create bicycle friendly streets
- Build a 1,000 km bikeway network
- Promote cycling in the City


### Wet Weather Flow Master Plan

- Toronto City Council adopted the Wet Weather Flow Master Plan (WWFMP) and a 25-Year Implementation Plan in 2003
- The goal of the WWFMP is to reduce and ultimately eliminate the adverse impacts of wet weather flow, which is generated by runoff when it rains or snows, to protect our environment improve the ecosystem health of the watersheds

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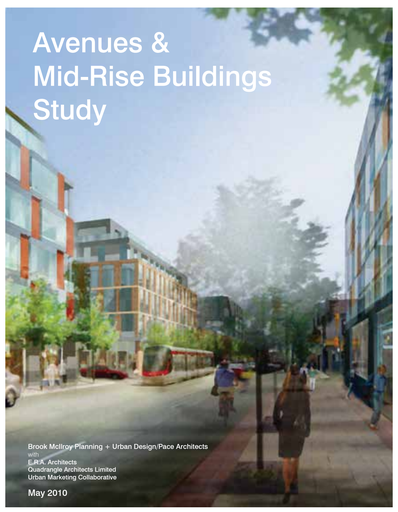
# Planning and Policy Context
## City of Toronto Design Guidance



### Built Form

The Mid-Rise Buildings Performance Standards were developed to inform the appropriate form of intensification along the OP identified *Avenues* in support of the creation of main street environments compatible with adjacent uses.

The City's Townhouse Low-Rise Apartment Guidelines (2016, Draft) are intended to help implement the policies in the Official Plan by achieving the appropriate design of low-rise, primarily residential buildings for a range of building types including townhouses, stacked townhouses, back-to-back townhouses, low-rise apartments and low-rise hybrid buildings.



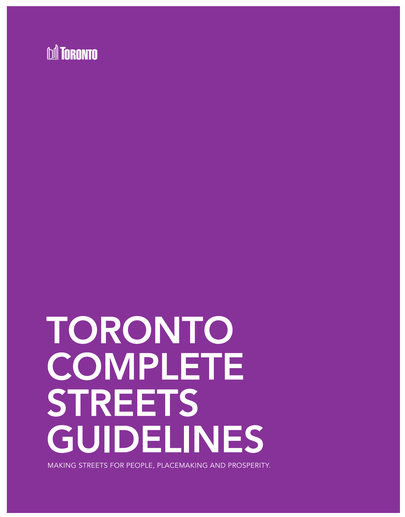

Avenues and Mid-Rise Buildings Study: Performance Standards, 2010, Amended 2016


Townhouse and Low-Rise Apartment Guidelines 2016, Draft

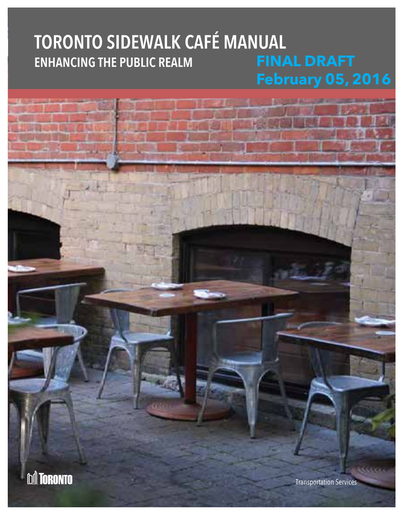
### Street Design and Public Realm

The City of Toronto has developed draft Complete Streets Guidelines to provide a holistic approach for how to design city streets. This effort builds on many of the City's existing policies, guidelines and recent successful street design and construction projects.

The City's draft Sidewalk Café Manual describes the requirements for the design of sidewalk cafés, ensuring that sidewalks are functional, well-designed, and meet the needs of all users.




Toronto Complete Streets Guidelines 2017, Draft




Toronto Sidewalk Cafe Manual 2016, Draft

### Green Design

The City of Toronto is a leader in environmental policies and initiatives.

In 2009, City Council approved the Toronto Green Standard, a two-tier set of environmental performance measures applied during the planning process to create more sustainable developments and help build a resilient city. Also in 2009, Council adopted the City's Green Roof By-law.

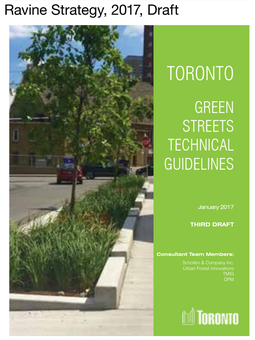
Other leading environmental initiatives include the Green Street Guidelines, Tree Planting Solutions, Bird Friendly Design Guidelines, and Guidelines for Biodiverse Green Roofs.


Green Development Standards, 2017


Ravine Strategy, 2017, Draft


Tree Planting Solutions, 2013


Bird-Friendly Guidelines, 2017




Green Streets Guidelines, 2017, Draft

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# Bloor West Village
## Historic Context



Bloor West Village evolved from its early connections with travel and trade routes associated with the Humber River and waterways connecting with Lake Ontario.

Originally a dirt concession road, Bloor Street West crossed through deep ravines at Keele Street, and between Quebec Avenue and Runnymede Road. Development of the area in earnest began following the paving of the street and arrival of the streetcars in the early 1920's.

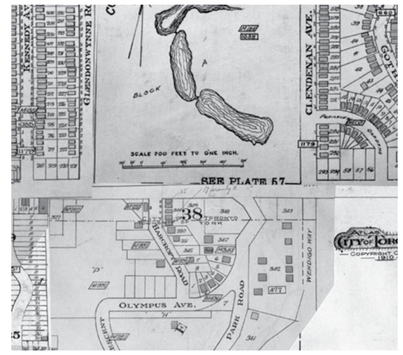
Bloor West Village falls within four former municipalities, annexed by the City at different times. These historic boundaries often correspond to different patterns in the fabric of today's main street.

## Natural History & Pre-Settlement


**1878** / Map showing the historic waterways through the Study Area. (Today's approximate study area is shaded).

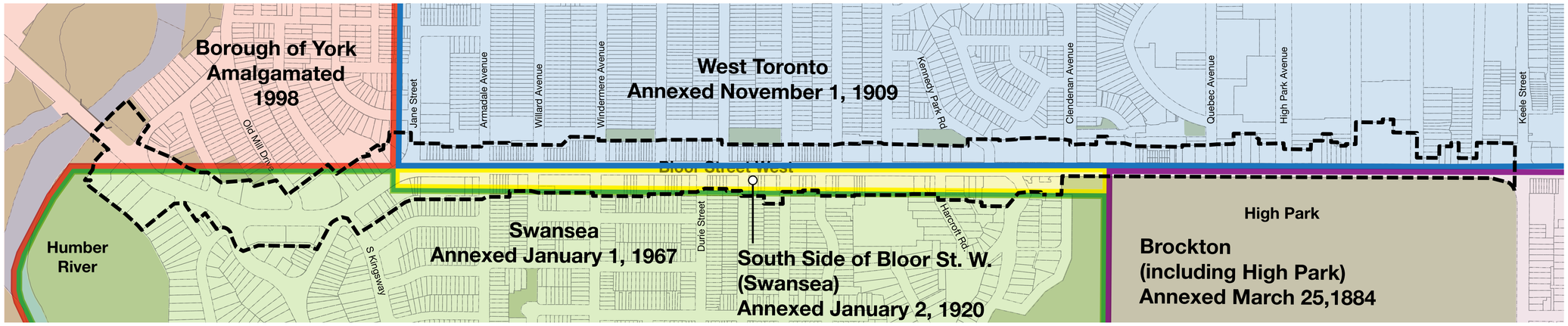

As is the southern portion of the Toronto Carrying-Place Trail, the Humber was used for centuries by aboriginal groups and by European explorers following contact. The portage route likely crossed Bloor near present Armadale. The Humber River is a designated Canadian Heritage River.

**Circa 1914 /** Bloor's grade was raised substantially between Glendonwynne and Clendenan. The road originally dipped down into the valley of a creek connecting ponds north of Bloor with Grenadier Pond.




**1924** / The ponds north of Bloor can still be seen, despite the intensifying development surrounding them. This particular section was subdivided later than much of the area. The properties and roads to the south reflect the local topography.

## Eras of Annexation




## Evolution of Bloor Street

**1914 /** In the 19th century, Bloor Street West was a muddy, unkempt thoroughfare. Local settlement was characterized by estates and country houses on and around Bloor.

**1910 /** The Riverside Subdivision was developed as part of the picturesque subdivision above the Humber Valley, adopting domestic English styles.

**1921 /** In 1921, Street car service was extended to Jane Street and Bloor Street West was no longer a dirt road.

**1923 /** Bloor north of High Park was developed with detached apartment buildings and larger homes.

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# Built Form
## Building Types

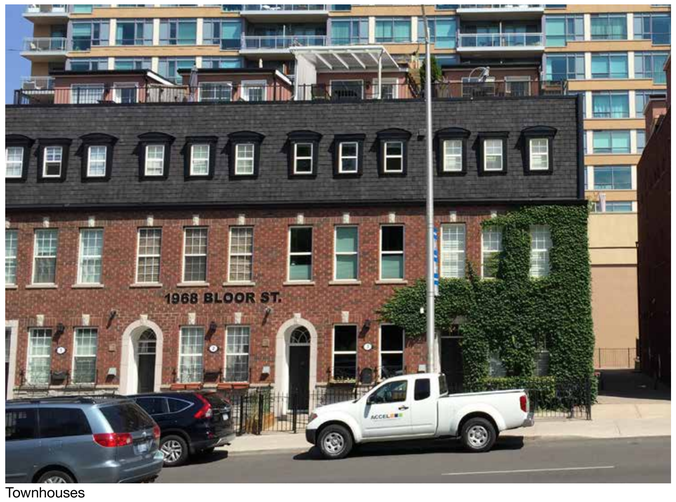


Bloor West Village is characterized by a variety of building forms that reflect historic development patterns, location and uses.

The Village Main Street is primarily low rise continuous storefronts with office or residential above. Larger apartments are located primarily to the eastern and western edges of the study area. House forms are located primarily north and south of the study area.

Differences between the north and south sides of the Avenue, as well as the east and west ends beyond the Village Main Street, offer very different opportunities and constraints for redevelopment.

Heritage / Institutional and Civic




Townhouses

Mid-Rise Apartments


Main Street Mixed Use


Mixed Use Commercial

Taller Buildings

House Forms

Low-Rise Apartments

Taller Buildings

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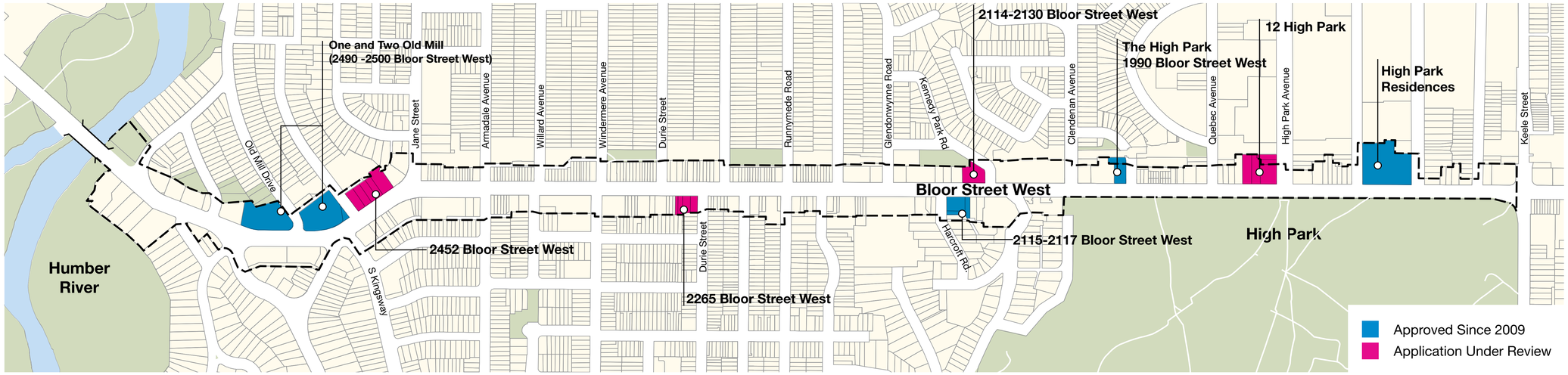
# Planning
## Development Activity



There are a number of recent and active development applications within or near the Bloor West Village Avenue Study Area.

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





One and Two Old Mill (2490 & 2500 Bloor Street West)


The High Park (1990 Bloor Street West)


High Park Residences

Recent Projects


2265 Bloor Street West

2115 Bloor Street West

12 High Park Avenue

Under Review

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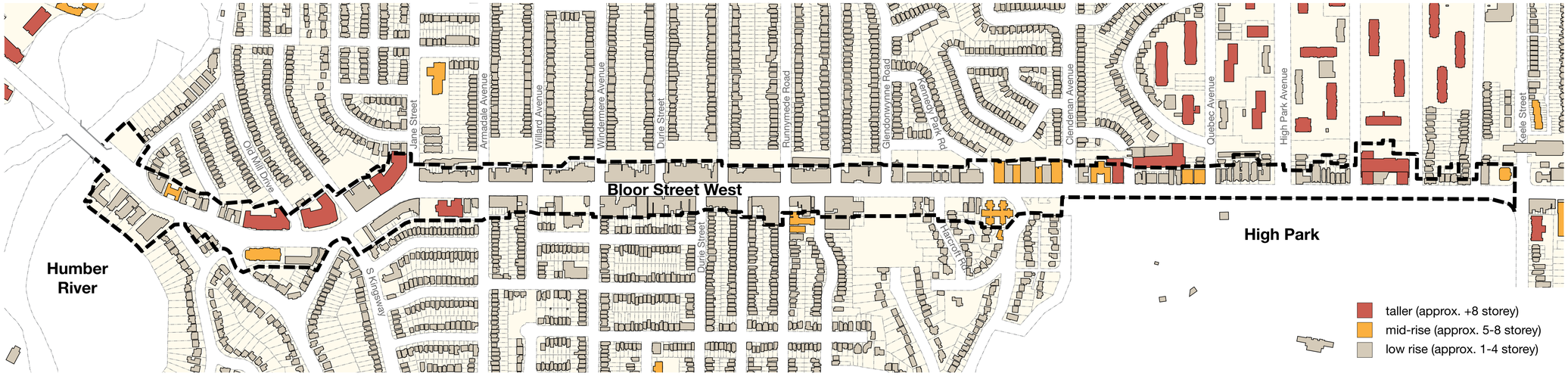
# Built Form
## Maximum Building Height



### Existing Height

Existing buildings between Jane and Clendenan are characterized by buildings one to three storeys in height with taller buildings located west of Jane and east of Clendenan.

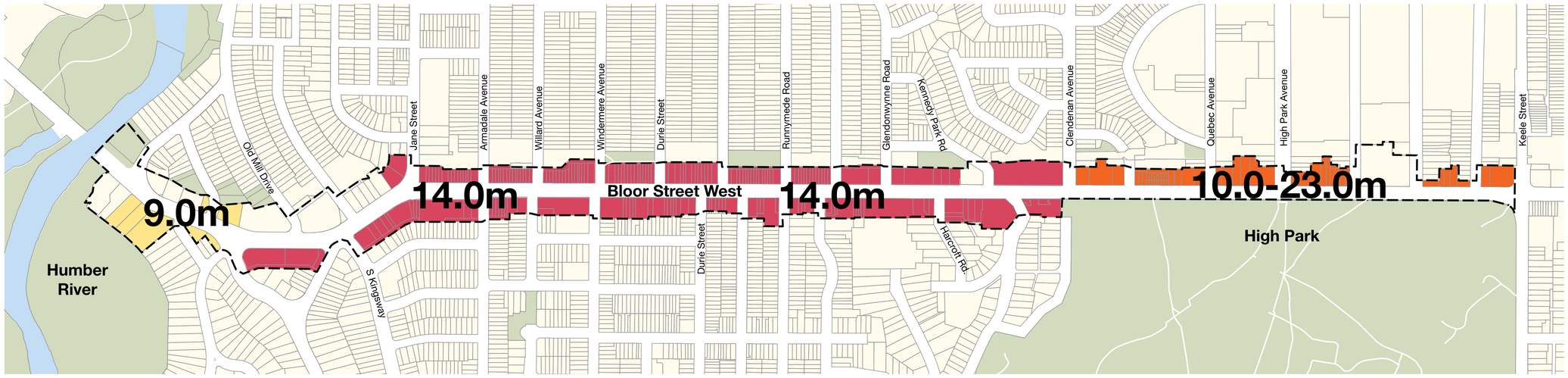



Building Heights: Existing Conditions

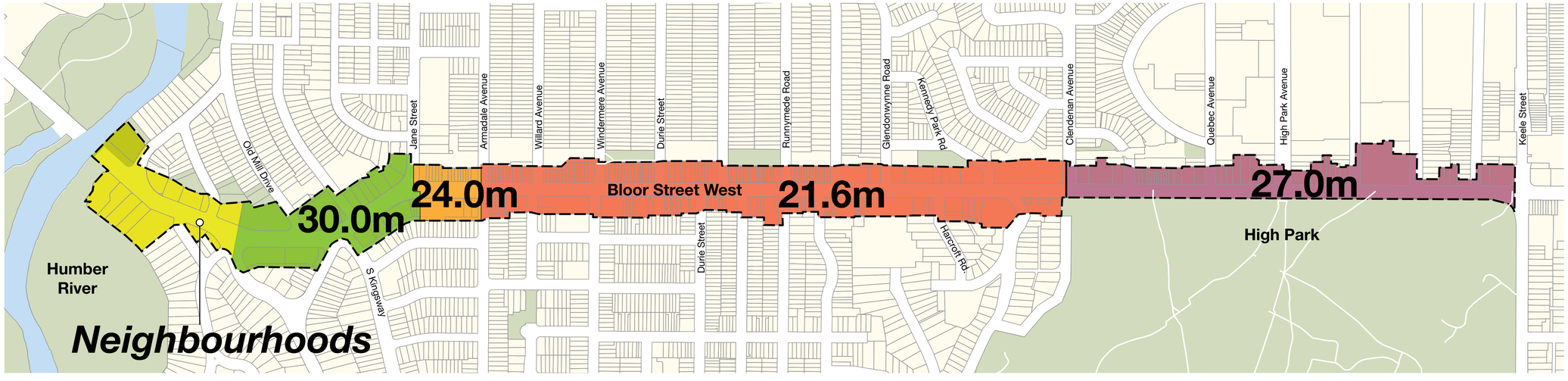
### Potential Height

The existing zoning permissions along the corridor allow for a modest increase over the existing heights. The Avenues anticipate heights greater than current zoning, but in scale with Bloor Street and surrounding neighbourhood.

Much of the recent development in the study area has exceeded the anticipated Avenues maximum heights.




Building Heights: Current Zoning / As-of-Right Maximum Heights




Building Heights: Maximum Anticipated Height on the Avenue as described in the City of Toronto Official Plan

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# Public Realm
## Parks, Open Spaces and Natural Heritage Areas

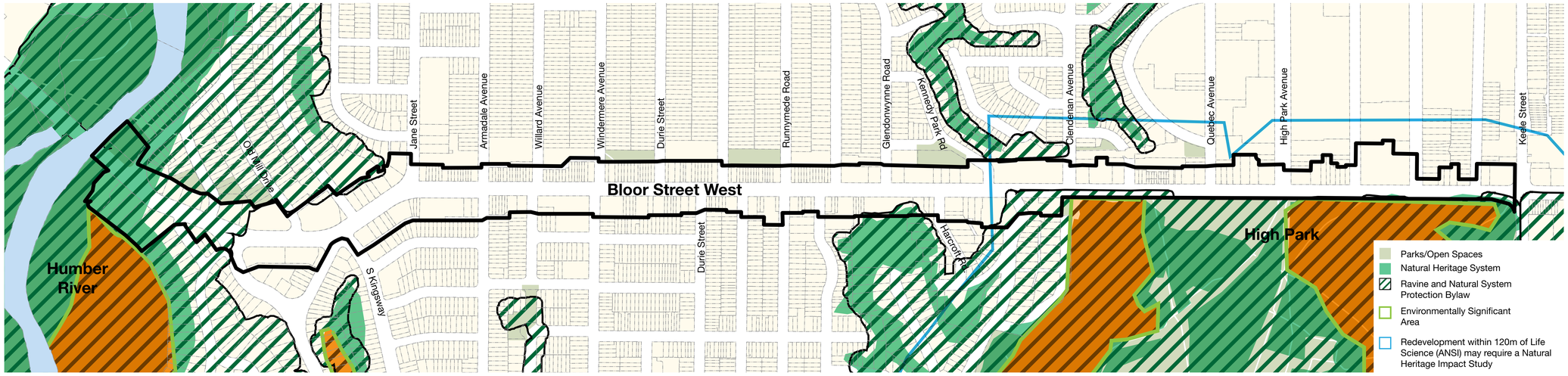


Bloor West Village sits on the ridge above the Humber Bay and links two of the City's largest, most prominent and environmentally significant green spaces - the Humber River Valley and High Park.

One of the many benefits of redevelopment is to create new high quality parks and enhance or expand existing parks.

Areas within residential neighbourhoods adjacent to the Humber or High Park have Natural Heritage protection.

All development on lands adjacent to Natural Heritage features are required to demonstrate there are no negative impacts on the natural features or their ecological functions.




## Humber River

- Designated as a Natural Heritage Area under Ravines and Natural Heritage Protection. Recognized as a Canadian Heritage River.
- An Environmentally Significant Area (ESA) to preserve environmentally significant qualities
- View corridors from both sides of the Bloor Street West Bridge (looking north and south)

## High Park

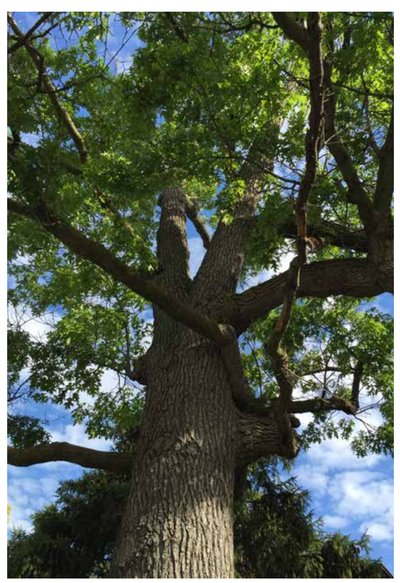
- Designated as a Natural Heritage Area, under Ravines and Natural Heritage Protection
- Toronto's largest public park
- Contains an Environmentally Significant Area (ESA) and a Life Science Area of Natural and Scientific Interest (ANSI) with special protection to preserve its environmentally significant qualities

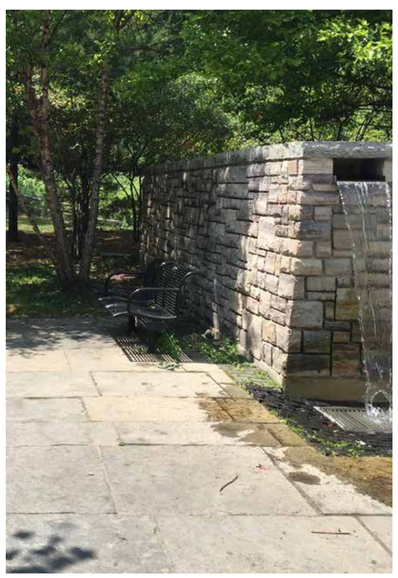
## Public Parks

- High Park is a regional park destination
- Several linear public parks associated with the subway line are located north of the study area


Humber River looking south


Humber River looking north


Existing mature trees


High Park Keele Entrance


High Park Pathways


George Chater Park


Traymore Park playground

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# Public Realm
## Existing Street Character



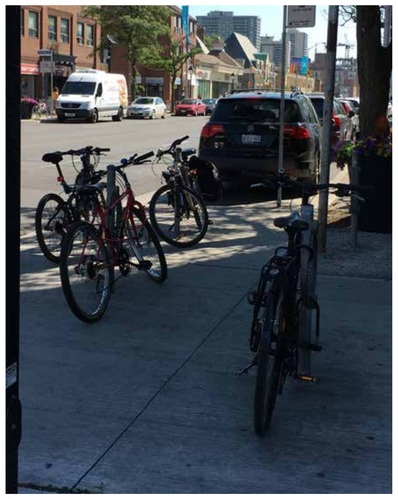
The City's Official Plan identifies Bloor Street West as a 30m Public Right-of-Way from Armadale to Humber and a 27m Public Right of Way from Keele to Armadale.

The streetscape character varies along the length of the Study Area with different pedestrian experiences on north and south sides of street.

Sidewalks on Bloor Street West are typically between 5m to 7m wide (from curb to property line), and include street trees and street furnishings.

Flanking Streets: underutilized

Flanking Streets: Spill out spaces


Bump outs

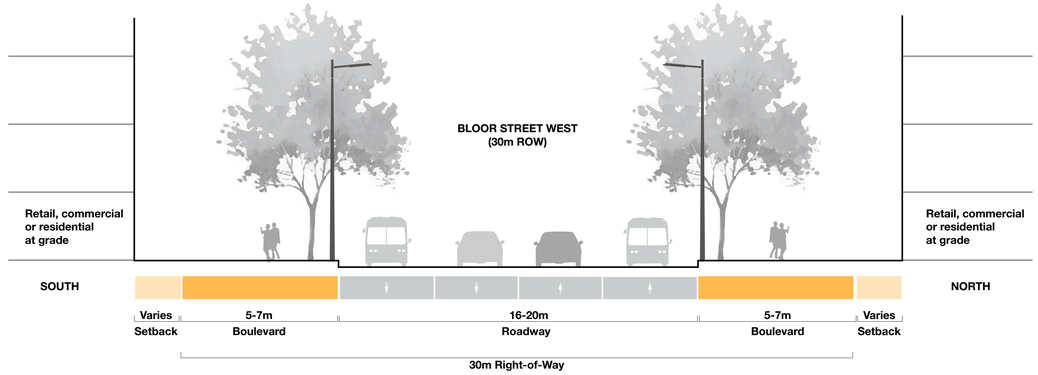

Gaps in street tree planting


Tree surrounds starting to degrade

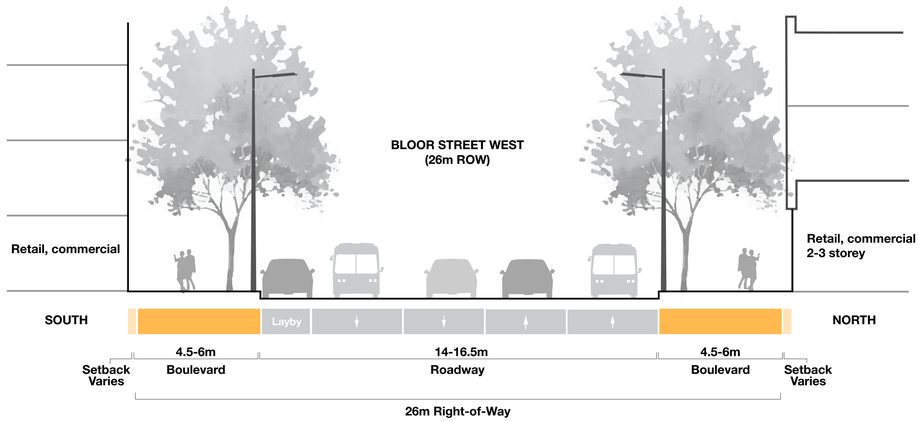
Multiple entrances and canopies

Mid-block connections


Clutter




Armadale to Humber:
30m Right of Way




Keele to Armadale:
26m Right of Way (Defined as 27m in City of Toronto Official Plan)


Typical Sidewalk Components

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# Transportation
## Context

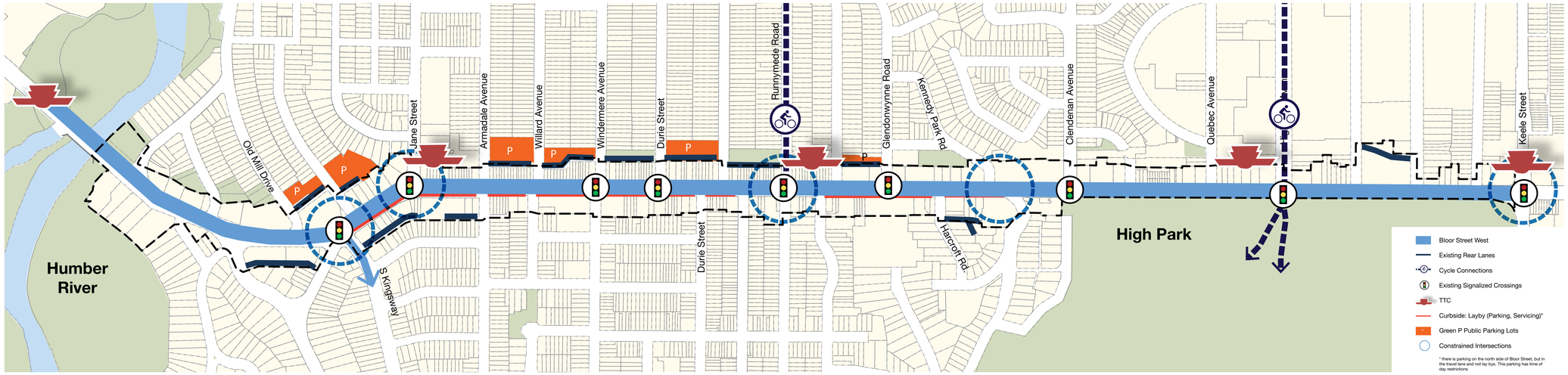


Bloor Street is an important east/west transportation corridor for commuter travel, trips to the retail area of the Village, High Park and other destinations.

The Study Area is well served by public transit with five subway stations and connecting bus lines.

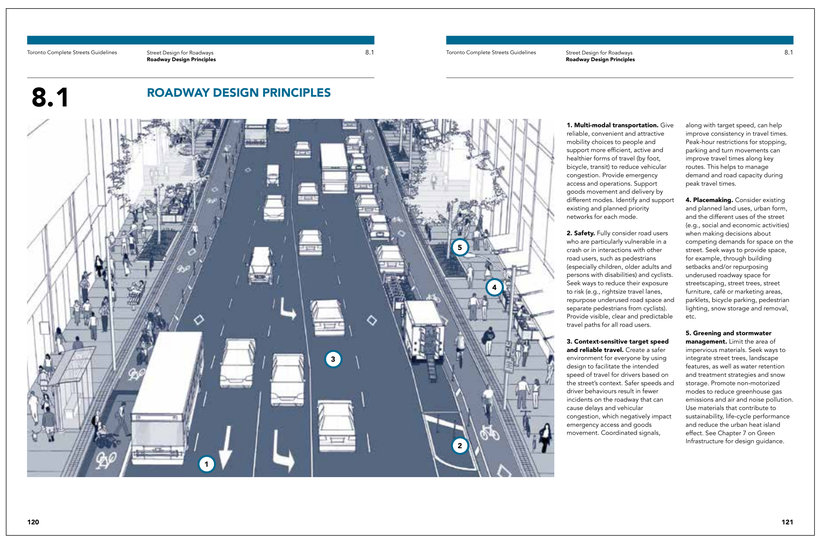
The lack of nearby parallel streets tends to focus auto travel on Bloor Street, but large numbers of people also move by subway, bus and on foot.

The Bloor West Village Avenue Study is examining the constraints and opportunities for transportation by all modes, reflecting potential development along Bloor Street.




## Aspiration: A More Complete Street

The transportation goal of this study is to provide a more balanced network that equitably provides for all modes of travel. In doing so, we will help create a community that is safer for travel and a public realm that enhances the sense of place in Bloor West Village.


Toronto Complete Streets Guidelines — Street Design for Roadways — **Roadway Design Principles** — 8.1

**8.1 ROADWAY DESIGN PRINCIPLES**

**1. Multi-modal transportation.** Give reliable, convenient and attractive mobility choices to people and support more efficient, active and healthier forms of travel (by foot, bicycle, transit) to reduce vehicular congestion. Provide emergency access and operations. Support goods movement and delivery by different modes. Identify and support existing and planned priority networks for each mode.

**2. Safety.** Fully consider road users who are particularly vulnerable in a crash or in interactions with other road users, such as pedestrians (especially children, older adults and persons with disabilities) and cyclists. Seek ways to reduce their exposure to risk (e.g., rightsize travel lanes, repurpose underused road space and separate pedestrians from cyclists). Provide visible, clear and predictable travel paths for all road users.

**3. Context-sensitive target speed and reliable travel.** Create a safer environment for everyone by using design to facilitate the intended speed of travel for drivers based on the street's context. Safer speeds and driver behaviours result in fewer incidents on the roadway that can cause delays and vehicular congestion, which negatively impact emergency access and goods movement. Coordinated signals, along with target speed, can help improve consistency in travel times. Peak-hour restrictions for stopping, parking and turn movements can improve travel times along key routes. This helps to manage demand and road capacity during peak travel times.

**4. Placemaking.** Consider existing and planned land uses, urban form, and the different uses of the street (e.g., social and economic activities) when making decisions about competing demands for space on the street. Seek ways to provide space, for example, through building setbacks and/or repurposing underused roadway space for streetscaping, street trees, street furniture, café or marketing areas, parklets, bicycle parking, pedestrian lighting, snow storage and removal, etc.

**5. Greening and stormwater management.** Limit the area of impervious materials. Seek ways to integrate street trees, landscape features, as well as water retention and treatment strategies and snow storage. Promote non-motorized modes to reduce greenhouse gas emissions and air and noise pollution. Use materials that contribute to sustainability, life-cycle performance and reduce the urban heat island effect. See Chapter 7 on Green Infrastructure for design guidance.

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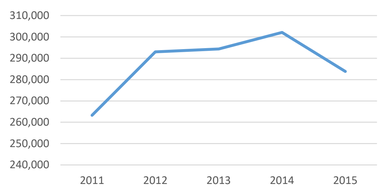
## Transportation is Changing in Toronto

The way people get around Toronto is changing. Recent City of Toronto trends show a decreased dependency on the personal automobile and an increase in transit usage and cycling trips.

### Auto Use and Shared Mobility

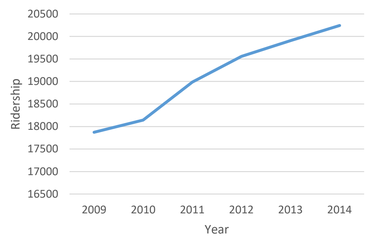
**New Passenger Cars Sold in Ontario**




- One in five Toronto residents used an Uber service in 2015
- Car-share services are widely available in Toronto

### Transit Use

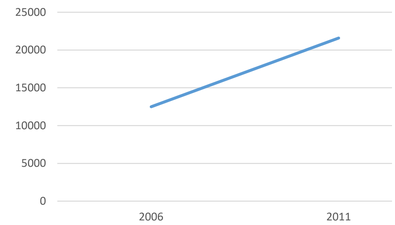
**Annual TTC Ridership**




- Transit ridership city-wide is increasing steadily every year

### Cycling

**Increase in Bike Use**




- The Transportation Tomorrow Survey shows bicycle trips increased from 12,500 to 21,600 (73%) between 2006 and 2011 in the BWV Planning District

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# Transportation
## Existing Conditions



## Pedestrians

- Considerable pedestrian activity, especially near subway stations
- Sidewalks are continuous and generally have a minimum pedestrian clearway width of 2.1m
- Sidewalks are narrow on north-south streets leading to subway stations – pedestrians are constrained

## Cyclists

- Numerous post and ring bike racks
- Only Runnymede Rd. (bike lanes) and High Park Ave. / Colborne Lodge Dr. (sharrows) have bike facilities. Subway stations have bike racks and bike repair stations.
- Planned expansion of Bike Share Toronto stations

## Transit

- Subways are heavily loaded during the weekday peak hours, in the peak direction. No issue on weekends.
- Numerous subway riders coming by bus
- Pedestrian movements at peak times strain capacity of the narrow bus platforms at Jane and Runnymede
- Lack of subway signage on Bloor – TTC signs at Jane but not at other stations (Runnymede is planned for signage)
- New bus services are planned but constrained by space limitations and bus turning requirements – changes to road design must reflect bus access needs

## Traffic Operations

- Traffic operates at acceptable levels of service during weekday and weekend peak periods at most intersections
- Existing intersections with more activity: Jane, Runnymede, and Keele
- Parking demand is being assessed for on-street spaces and off-street lots, using current surveys and Toronto Parking Authority data
- Demand for parking is high during peak times, both on and off-street. Demand is highest in the Village mixed-use area. There is unused parking in other areas
- The study will better understand and consider important curbside activities such as waste management, servicing and deliveries


Cyclist on Bloor Street near High Park


Pedestrian at Bloor Street and High Park Ave


Westbound subway train at Runnymede Station


Pedestrians at Jane Station during the weekday a.m. peak period

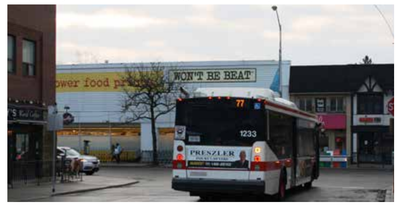

Westbound left turning traffic on Bloor Street at the South Kingsway intersection during the weekday a.m. peak period


Looking west at the intersectionof Bloor Street and Jane Street in the weekday a.m. peak period


Pedestrians crossing Runnymede Road at Bloor Street during the weekday a.m. peak period


Sharrows crossing Bloor Street at High Park Avenue, bringing cyclists into High Park


Eastbound platform at Keele Station during the weekday p.m. peak period



Bus preparing to onto Bloor Street from Kennedy Avenue during the weekday a.m. peak period

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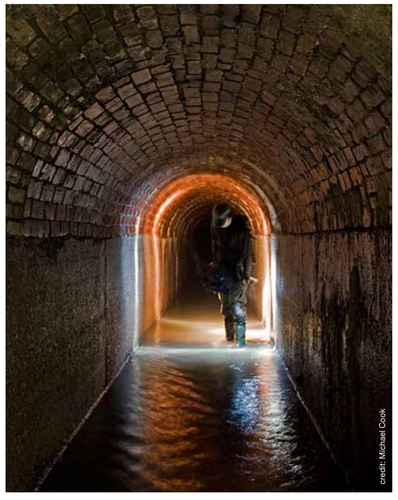
# Servicing Infrastructure
## Context / Existing Conditions



**The existing local servicing capacity is challenged with the need to accommodate intensification.**

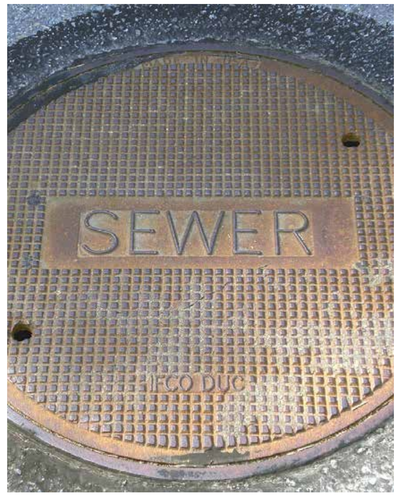
The study area is currently serviced by a combined sewer system, a storm system, a sanitary system, plus the watermain supply network. The combined system is much more vast than the sanitary system.

A comprehensive approach to planning infrastructure improvements is required to coordinate with the mix, density and timing of additional development in order to properly serve the growing demands.




### Combined Sewer

- The legacy combined sewer system provides an outlet for wastewater and stormwater runoff from the tributary areas.
- These areas may not have separated sanitary and storm sewer systems.
- The City of Toronto is reducing its reliance on the combined sewer system. New developments in combined sewer areas are required to ensure no net increase in total flows into the system, such that there are no additional risks to sewer overflows.




### Sanitary Sewer

- The sanitary sewer system provides an outlet for wastewater flows from residential and industrial/ commerical/institutional properties.
- Wastewater flows generated within the study area are discharged into sanitary sewers and is routed via local pumping stations and trunk sewer systems.
- Any additional wastewater flow from intensification is expected to be safely conveyed through the existing or upgraded sanitary sewer system without increasing the risk of sewer overflows or backup.


### Storm Sewer

- The storm sewer system provides an outlet for stormwater runoff generated during design storm events from contributing drainage areas (i.e., mostly road Right-of-Way) and portions of private properties)
- New development is required to follow the City's Wet Weather Flow Management Guidelines in order to meet water balance, quality and quantity control targets through the use of Stormwater Management measures (including Green Infrastructure) at the site level and as well as the road Right-of-Way.

### Watermains

- A network of municipal watermains provides potable water to local households and businesses.
- Watermains are used for domestic purposes as well as fire suppression (hydrants).
- Any intensification in the area will have to ensure that water demands and supply are adequate as per the City's design criteria.

### Green Infrastructure

- Green infrastructure refers to natural and human-made elements that provide ecological and hydrological functions. In addition to these functions, green infrastructure contributes to making streets more pleasant, comfortable and sustainable.
- Green infrastructure is vital to achieving the City's environmental goals and is as integral to the City as other infrastructure.
- The use of Green Infrastructure is encouraged where opportunities exist within the road Right-of-Way as well as the site level.

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# Community Services and Facilities
## Background



### What Are Community Services And Facilities?

Community Services and Facilities (CS&F) are the building blocks of vibrant, strong and complete communities. Community facilities are non-profit, publicly accessible places such as libraries, child care and recreation centres where City divisions, school boards and community agencies deliver their programs and services. Community facilities act as focal points in neighourhoods where people can play, learn, work and socialize.

### Why Have A Community Services And Facilities Study?

The CS&F Study will review the services and facilities currently serving the area and examine the particular needs of the community, now and in the future, to determine what services and facilities are needed to support a growing population. The study will examine area demographics and identify needed service improvements and locations for new facilities. The Bloor West Village Avenue Study will include a strategy for integrating service improvements into the urban design vision for the area.

**5** Public Libraries

**4** Community Centres

**1** Arena

**41** Child Care Centres

**17** TDSB Schools

**4** TCDSB Schools

**31** Human Services Agencies

### CS+F STUDY AREA DEMOGRAPHICS

- Just over 70,000 people live in the CS&F study area
- 61% of families have children
- 34% of the area's 8,265 seniors (aged 65 and over) live alone
- 52.7% of dwellings are owned, and 47.3% are rented
- 31.3% of study area dwellings (10,055 units) are in apartments of 5+ storeys
- The study area's immigrant population is 32.5%, with the U.K., Poland, Ukraine, Europe and the U.S. as the top places of origin
- 56.5% of study area population aged 25 to 64 years have a university degree
- The estimated average 2010 family income ($135,512) was above the City of Toronto average ($105,526)
- 13.5% of households are considered low-income, versus 19.3% City-wide

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# Community Services and Facilities
## Context



### Help Us Learn About Community Services And Facilities In This Area!

**STEP ONE**

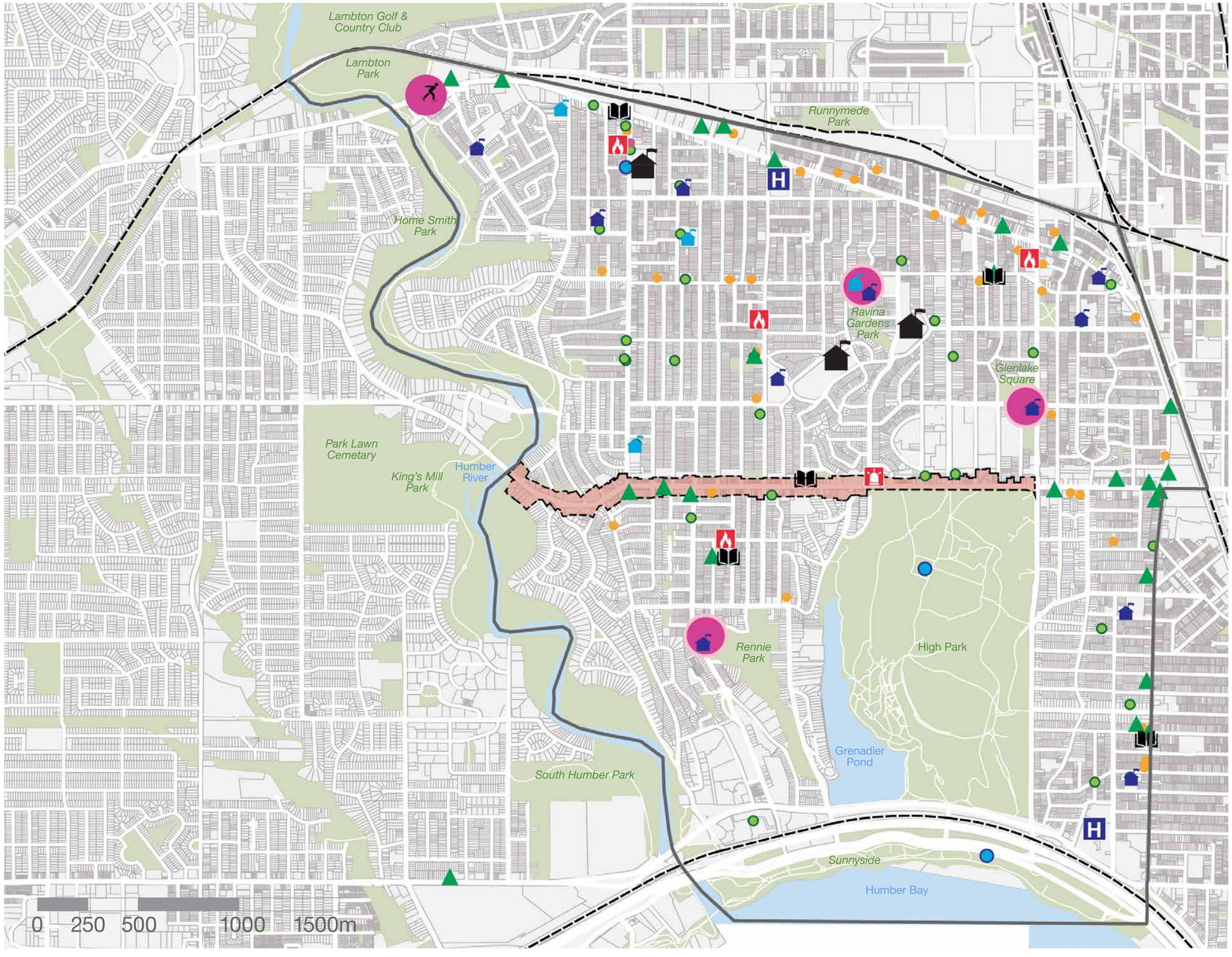
- What CS&F do you use in this area?
- Which services and facilities work well? Where can they be improved?
- What, if any, additional CS&F are needed in this neighbourhood?

**STEP TWO**

- Grab a sticky note and write down why you use it or why it should be improved.

**STEP THREE**

Put it up on the map! If your comment applies to the area in general, please put it in the box below:

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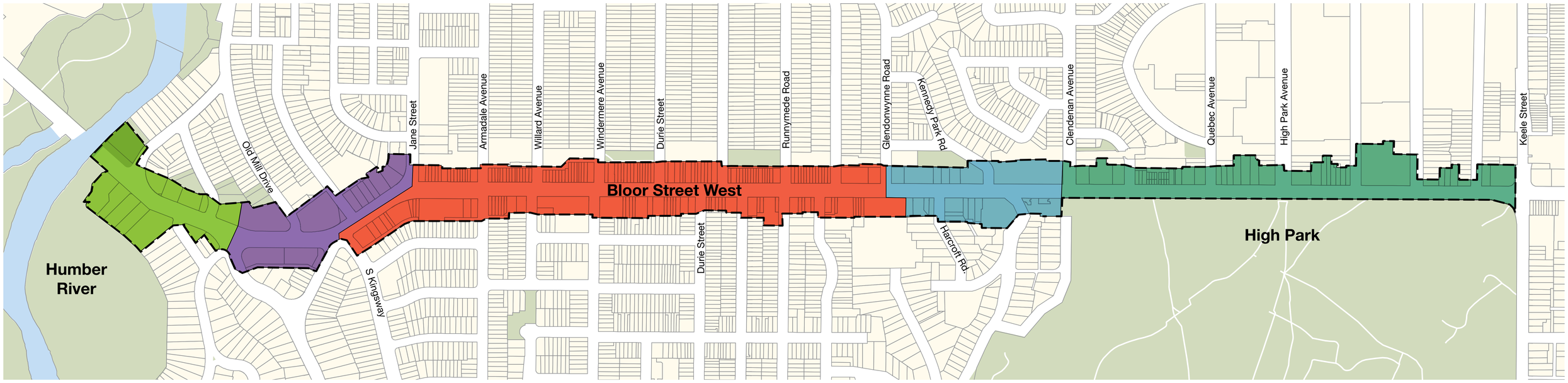
# Bloor West Village
## Draft Character Areas



**Five draft character areas have been identified on the basis of prominent uses/activity, prevailing built form, heritage and public realm.**

**The draft character areas are helpful to structure discussion and future Avenue Study recommendations. The specific boundaries for each character area are subject to change.**




Humber Gateway

West Village

Village Main Street

East Village

High Park Frontage

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