

Bloor West Village Avenue Study

Meeting Summary — February 2017 Community Stakeholder Meeting

Thursday, February 9, 2017

6:30 – 9:00pm

Swansea Town Hall, Rousseau Room

95 Lavinia Avenue

Overview

On Thursday, February 9, the City of Toronto hosted a meeting with a group of Community Stakeholders in the Bloor West Village area. The purpose of the meeting was to introduce the Bloor West Village Avenue Study project and process, review the project team's preliminary analysis, and seek feedback on issues to be considered through the study.

Approximately 20 stakeholders attended the meeting, including representatives of residents' associations, historical groups, businesses, and natural environment groups (see Appendix A — Participant List). City of Toronto staff, members of the consulting team (including DTAH and MMM/WSP), and Councillor Sarah Doucette also attended and participated in the meeting.

The meeting began with a welcome from Councillor Doucette and an overview of the overall objectives of the Bloor West Village Avenue Study from Allison Reid and Greg Byrne from the City Planning division. After the welcome and overview, Brent Raymond from DTAH and Jim Gough from MMM/WSP gave presentations focused on different aspects of the study, including the historic context, planning & design, transportation, and servicing. After each presentation, participants asked questions shared issues they would like to see considered through the study. (see Appendix B — Meeting Agenda),

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

Key messages

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

High Park's distinct contributions and environment need to be studied and considered. There needs to be a study of the cumulative impact of future development on High Park (especially from a hydrological perspective). High Park also contributes to the unique character of Bloor West Village as a place that feels open, is visited for its many features and is an important part of community life.

Congestion and parking are key issues to be considered in the study. Many participants said that congestion in the area has gotten worse and that it is increasingly difficult to find parking, especially on side streets.

Balance growth with the area's village feel and its infrastructure constraints. Participants said that future growth should be designed to enhance or complement (rather than override) the area's village feel. Future development needs to articulate and/or manage its impact on community infrastructure, especially natural heritage, transportation, servicing, parks, and community services. It will be important to understand how other Avenue Studies have helped the City manage growth.

Detailed summary of feedback

Over the course of the meeting, participants asked questions of clarification and shared feedback about natural heritage, the historic context, planning & design, transportation, servicing, the Study process and other feedback. The detailed summary below organizes participants' feedback within these different topics. Participants also shared other feedback in email and in writing, which has been incorporated in the summary (see Appendix C — Written Feedback).

1. Questions or Clarification

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

- What do you mean when you say the study will “consider” neighbourhoods? *The team will consider the surrounding neighbourhoods to inform its understanding of the area's context, but will not recommend changes to these neighbourhoods.*
- Are the parking lots on the north side of Bloor in the study area? If not, how will they be addressed? *The parking lots are not in the study area, but that they are being taken into consideration, especially in the transportation component of the study.*
- Will this study present a reasonable, fair, expected amount of growth that this area will be required to take? Will there be any hard growth numbers associated with the study? *The study will describe what can be accommodated in terms of transportation, servicing, and built form. It will not define a specific number, but will strive to balance accommodating growth with providing the infrastructure needed to support it.*
- Will you look at the backs of buildings on Bloor? *Yes, the team will be looking at the backs of buildings, especially in terms of transitions to neighbouring properties.*
- How do you go about answering the question, “what is the place that Bloor West Village wants to be?” *It's not the consultants or City's role to decide what the area wants to be, but to listen to the many perspectives in the community (including residents, businesses, and others) and translate those aspirations into an Avenue Study.*

- What is the width of Bloor Street? *The Official Plan says it's 27 meters; the team's current measurements put it closer to 26 metres.*
- What happens between now and when a study gets completed if a developer comes in with a proposal? *If an application comes in today, the City is legally required to review that application against its current policies. The City would work with a developer to let them know of the study and its emerging directions to inform the application review.*
- Does the Servicing component of the study consider schools and open spaces? *No, schools and open spaces will be part of the Community Services & Facilities Study. This part of the study will be discussed at future meetings.*

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

Brent Raymond presented an overview of the project team's current understanding of the historic context of the study area and asked participants to suggest any other historic issues they'd like to see considered in the study.

Historic context

Participants said they would like the old Kingsway Pharmacy at the corner of Mossom and South Kingway to be considered. Other suggestions included the Chess House in High Park, the Ukrainian festival, the St. Joseph's Halloween fest, Marlboroughs, and the Humber Odeon. Participants also said the area's social and indigenous heritage should be considered.

Following the plenary discussion there was a strong concern from a participant about the potential for the heritage study to limit the property owners' ability to redevelop their properties.

Natural heritage and High Park

Some stakeholders were very concerned that the study did not appear to be considering the unique role and environmental sensitivity of High Park. The park has provincial significance as a natural heritage site and "the whole area is running with aquifers" that have had a major impact on buildings in the area. The developers of the Brule condo near the Humber, for example, spent months pumping water out during construction. Another concern was that development along the north edge of the park is limiting the ability to do prescribed burns.

Participants said it was very important for the City to study how further development near High Park will impact the park's natural heritage, stressing that any development scenarios need to be based on an understanding of cumulative impacts, not just individual developments. Participants strongly suggested the City undertake a study (and possibly a hydrological study) to examine these impacts, either in this Avenue Study or in a separate study.

Studying cumulative impacts on High Park is currently beyond the scope of the Avenue Study, but the study can provide a framework to indicate there are unique considerations like High Park and recommend areas for further study. The Avenue Study includes a Technical Advisory

Committee composed of representatives of agencies and organizations interested in environmental impacts. This feedback will be shared with them to inform a response.

3. Feedback about planning and design

Following the discussion about historic context and natural heritage, the team shared a presentation about the planning and design context. Participants shared general feedback about planning and design and feedback about built form, retail, parks and open spaces, and draft character areas.

General feedback about planning and design

Some participants said they would like to see the team consider removing the Avenue designation from certain parts of Bloor — specifically north of High Park and north of the Humber River. Participants also said they wanted to see the study provide absolute certainty that policies will be respected since many other guidelines (including mid-rise guidelines and a 2005 study of the area) do not have enough teeth. *There is no such thing as absolute certainty in Ontario planning because developers have the right to appeal planning and Council decisions to the Ontario Municipal Board (OMB). The Avenue Study will help make the City's policies stronger, which helps discussions with developers and if decisions go to the OMB.*

Some participants insisted that the provisions of the BWV Avenue Study be encased in both an Official Plan Amendment (OPA) and Zoning By-Law amendment to ensure and secure the level of certainty that the Community requires to deter appeals to the OMB. Participants referenced the previous Bloor West Area Study of 2005 which they felt went nowhere because it was not incorporated into either an OPA or Zoning By-Law amendment.

Character and character areas

There was concern about streets having one character area on one side and a different character area on the other. The team should explain what is informing its decisions about character area boundaries. *There are some streets where different character areas on different sides of the same street make sense (like Bathurst Street, which is a boundary between policy areas in the Official Plan), but it is not always necessary to do so.*

General feedback about the character of Bloor West Village highlighted the need to carefully consider the scale and spacing of storefronts, building heights, and architectural features. Protection of a “small village feel in a city setting” and fine-grain retail were also suggested as important. The Avenue Study should reflect the “open concept” character and avoid turning Bloor into a strip of buildings that block the view from High Park.

Other suggestions about the Character Areas were:

- Consider separating 1 and 2 Old Mill into a separate Character Area
- Consider identifying the area west of Old Mill as a “green space” area (to prevent buildings from reducing the amount of green space there)

Built form

Participants asked the team to consider commenting on the appropriateness of the built form of existing developments (like 1 and 2 Old Mill) since they are being used as precedent for other applications in the area. There was also a suggestion to consider vistas looking both north and south through the area; the 1 and 2 Old Mill developments are dubbed “the wall” by some since they block the view north from South Kingsway. *The team will not comment on those buildings, but the Avenue Study is creating a revised framework, so new buildings will need to be reviewed against the new framework, not just against precedents.*

Other built form feedback included:

- A suggestion to limit and/or extend building heights to six storeys (19 metres with no wrap-around Gross Floor Area around the mechanical room) on Bloor with architectural features that support the village feel
- A suggestion that the Bloor West Village area have Mid-Rise “Lite” Guidelines, which include buildings with serious set-backs at the 3rd or 4th story, and again at the 5th or 6th story to minimize the impact at street level.
- A suggestion that future buildings should rely on high-quality architecture and materials (like brick masonry and mortar) that protect the look and feel of the village

Parks and open spaces

Participants suggested limiting shadows from new developments on Neighbourhoods, Parks and Open Spaces, and Natural Areas to 7 - 9 hours (above the current 5 hour limit). There was also a suggestion to use Section 37 money to upgrade existing parks and to require developers to contribute parkland instead of contributing cash-in-lieu.

Retail

Some participants cautioned the team against stretching retail too far east or west, since spreading retail too thin across a big area can create vacant storefronts and “dead areas” (for example, west of Clendenan). Another suggested retail consideration was that the retail character of the area has changed; it used to consist mostly of small boutiques, but now there are more banks and drug stores. The area has long drawn customers from a wide area and should continue to do so.

4. Feedback about transportation

After a presentation highlighting the preliminary analysis of transportation in the study area, participants shared feedback about transportation issues.

Congestion and traffic

Participants said congestion is a big concern and said they were skeptical that congestion has not worsened. New developments are contributing more traffic and the OMB does not seem to be concerned about traffic impacts on the neighbourhood. Jane and Bloor as well as Runnymede and Bloor were intersections participants said are particularly congested. Feedback

about how to address congestion and traffic included a suggestion to prohibit trucks and garbage vehicles during rush hour and a suggestion to undertake a full traffic study from the lake to St. Clair to measure the feasibility of one-way streets through Bloor West Village.

Participants suggested other transportation-related issues the study could explore:

- **Parking.** Consider requiring publicly-accessible parking in new development. Explore changing parking restrictions to keep Bloor parking-free for longer periods (for example, 4:00 - 7:00pm). A lack of side street parking is a problem that's getting worse.
- **Pedestrian and cycling safety.** Revisit the design and marking of certain intersections. Around South Kingsway, Mossom, and Riverview Gardens, the recent redesigns have made it difficult to make a left-hand turn. Shifting the pedestrian crosswalk east or west of its current location could improve pedestrian safety. The environment should be comfortable, human-scaled, and include a focus on pedestrians, bikes, and transit. Pedestrian activity is essential to the vibrancy of the street and planning must enhance its walkability.
- **Transit.** Consider adding more bus service on Saturday and Sunday; new development on Southport Street is going to increase the need for more bus service. Runnymede station needs an elevator and all bus stops should have shelters.

As the Avenue Study establishes a development vision for the area, the team will do a traffic analysis and study to see what can be accommodated in the area. The team will look at parking rates, fee structures, and enforcement strategies to come up with ideas on how to make parking more available and to reduce parking congestion on residential streets; there needs to be a carefully considered balance of on- and off-street parking. Extending off-peak parking periods can have impacts on businesses, so the team needs to consider all users in its recommendations.

Participants also suggested the team consider the Jane LRT in the plan in case it becomes a priority again. *Councillor Doucette said the Jane LRT is planned on a longer timeframe (30-40 years) than this study is planning for (20 years).*

5. Feedback about servicing

Participants suggested the study identify specific servicing studies that have to be done for any development. Another suggestion was to make sure that any Section 37 agreements should recognize the need for servicing infrastructure. Finally, there was a suggestion to mandate businesses to clear snow; after a big storm, pooling water is a big problem on Bloor.

6. Process and other feedback

At the end of the meeting, participants shared other feedback and feedback about process:

- **Explain this Avenue Study's influence.** The City could provide examples of how other Avenue Studies have helped address specific issues in other areas.

- **Clarify the relationship between this stakeholder group and the Local Advisory Committee.** *The Local Advisory Committee will be composed of representatives of a range of organizations. All the organizations in this stakeholder group meeting will be invited to apply to participate on the Local Advisory Committee, and all individuals will be invited to public meetings.*
- **Clarify what the team is taking to the Design Review Panel.** *The team is trying to establish a clear sense of direction for the Avenue Study and will be seeking general design-related advice from the Panel at the first meeting. The second time the team goes to the Design Review Panel, it will share and seek feedback on a preferred option.*

Next steps

The City and consulting team thanked the group for their feedback and committed to sharing a draft summary of feedback in the coming weeks. The City also committed to sharing the Local Advisory Committee Terms of Reference and Application Form. Participants were encouraged to come to the February 27 Public Meeting, which will cover similar content.

Appendix A. Participant List

Stakeholders

Area Resident. Viola Varga
Bloor West Village BIA. Graeme Aldridge
Bloor West Residents' Association. Diane Brassolotto
Bloor West Village Residents' Association. Jay Zimmerman
Bloor West Village Residents' Association. Jamie Isbister
Bloor West Village Residents' Association. Steve Dewdney
High Park Natural Environment Committee. Leslie Gooding
High Park Resident' Association. Allan Killin
High Park Residents' Association. Lorraine Cramp
High Park Tenants Association. Marc Senderowitz
High Park Tenants Association. Drew Harvie
Swansea Area Ratepayers Association. William Roberb
Swansea Area Ratepayers Association. Nick Singh
Swansea Area Ratepayers Association. Veronica Wynne
Swansea Historical Society. Linda Sym syk
Swansea Historical Society. Susan Zalepa

City of Toronto and Consulting Team

City of Toronto City Planning. Sarah Henstock.
City of Toronto City Planning. Greg Byrne
City of Toronto City Planning. Allison Reid
City of Toronto Heritage Preservation Services. Ragini Dayal
DTAH. Brent Raymond
DTAH. Chris Veres
MMM/WSP. Jim Gough
Swerhun Facilitation. Ian Malczewski
Swerhun Facilitation. Matthew Wheatley

Appendix B. Meeting Agenda

Bloor West Village Avenue Study
Community Stakeholder Meeting 1
Thursday, February 9, 2017
6:30 – 9:00 pm
Swansea Town Hall, Rousseau Room
95 Lavinia Avenue

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

Proposed Agenda

6:30 Welcome & introductions
City of Toronto

6:35 Review agenda and Terms of Reference
Swerhun Facilitation

6:45 Presentation: Study Overview & Historic Context

7:05 Discussion: Study Overview & Historic Context

1. Are there any other heritage issues you would like to see considered in the study?
2. What areas, events, institutions, or organizations do you feel have historical and/or cultural value?

7:25 Presentation: Planning + Design

7:45 Discussion: Planning + Design

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

8:05 Presentation: Existing Transportation

8:15 Discussion: Existing Transportation

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

8:35 Presentation: Existing Servicing

8:40 Discussion: Existing Servicing

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

Appendix C — Feedback submitted after the meeting

- Letter from Swansea Area Ratepayers Association
- Letter from Leslie Gooding

Avenue Study for the Bloor West Village & Surrounding Neighbourhoods 2016
Swansea Area Ratepayers Association Blue Sky Issues and Rationale
(Veronica Wynne, SARA/SARG V-P and William H Roberts, SARA/SARG Director)

The Avenue Study is to:

- Guide the development of the Avenue so that it provides the community with a reflection of the community's values and character
- Ensure that the Avenue will be a welcoming and desirable place for the pedestrian with a long term vision and plan to that effect.
- Provide welcoming and desirable place to be when socialising, shopping, banking or consuming other services, walking the dog or getting a coffee and a newspaper, passing through to go to work, going to the cinema, church or the parks or just people watching.
- Engineer Development to provide such an excellent experience.
- Include issues of circulation and parking in keeping with the character and needs of the Avenue.
- Give priority to respecting the OP, Swansea Secondary Plan and neighbourhood zoning regulations etc. over the provisions of the Mid Rise or any other guidelines in the form of an OPA By-Law

Features	Blue Sky Issues	Rationale
Character	<ul style="list-style-type: none"> • Scaling and pacing of the store fronts to be carefully calibrated to enhance the existing Village atmosphere to tie the area together and so give it a sense of place. • Scale and height of the buildings and architectural features must be carefully designed to contribute to the character and feel of the Avenue. • Connection to the community is important, the study should consider means of transport whether on foot, by bicycle, in a baby carriage, car or otherwise. • The provision and protection of green space environment and parks • Protection of the small village feel in a large city setting • Consideration of enhancing the Village core for pedestrian, transit and cyclist use • Encourage fine grain scaling & private ownership for store fronts to enhance the pedestrian perspective and a diversity of uses 	<p>*Bloor West Village is consistently defined as a vibrant, walkable and complete neighbourhood</p> <p>* BVW – the Village - is characterized by its incremental small-scale retail and mixed use activity from High Park to the Humber River</p> <p>* Its unique proximity to two major urban natural systems. These factors attract local residents and visitors as constant pedestrian & vehicular traffic</p>

Scale & Height	<ul style="list-style-type: none"> • A six storey height limit on Bloor Street with generous set-backs front & rear • Protection of the pedestrian feel of the village with 4-6 storey levels • Setbacks, corniches etc. design features to enhance the old to new look of the Village. • At street store design to promote boutique effect look for large and small stores. • Design issues: Angular planes, transition, height etc. 	These design features will support the transition to new development while supporting the Village style boutique look
Materials & Construction	<ul style="list-style-type: none"> • architectural styling on new buildings that respects local context and durability of bricks, mason and mortar rather than metal and glass • Step-backs, balconies, corniche effects to add to the character of new developments • Interesting boutique look to store fronts rather than the large box effect. • Improved quality assurance of environmental and building sustainability. Such sustainability, contemplated by City policy and provincial regulation, must have an effective enforcement and monitoring metrics. 	Bricks Mason and Mortar used with creative and innovative design will marry the historic aspect with new development
Business Hub	<ul style="list-style-type: none"> • The examination of the balancing of commercial & retail businesses • Consideration of the designation of the Village as a District or Community hub for retail businesses • Review the prospect of sidewalk leisure and business activity and its permissions 	The Village has always drawn customers from the wider District area. Businesses need to have the ability to continue to attract this flow of customers
Infrastructure & Utilities	<ul style="list-style-type: none"> • Services and infrastructure e.g. sewers, drains, underground gas and hydro piping, close to capacity levels, need urgent scrutiny. • Ensure that all new developments shall require an Infrastructure Services Study impacting in the Swansea/Bloor West neighbourhoods • Consider service needs in the BWV to be set out in an Area Policy that would identify specific studies that must be done as part of any complete action as well as the standard OP Segment or Site Study • Section 37 in Development applications should always reference Infrastructure/Services Studies for the immediate area. 	<p>*Reports of Sewer System at near capacity in the District Area</p> <p>*Power outages hit our area most frequently and for the longest period of time.</p> <p>*Underground drains at 100 years of use.</p> <p>*Flooding SW Swansea post development</p>

Transit	<ul style="list-style-type: none"> • As the Subway System nears capacity, include expanded service within the developmental plan for the area • Improvement to bus routes coming in and out of the Subway System into the neighbourhood • Examples: Adding a bus route on South Kingsway, going to the Jane Subway • Consideration of an LRT along the Lakeshore to alieve transit overload • Increasing the frequency of the Swansea bus route south from 11 to 5 mins in extended rush hour times 	<p>*Subway has pressure of near capacity</p> <p>*Need more busses because of long line-ups at the bus stops leading towards the subway.</p> <p>*People wait for second bus because are full ½ way up to subway.</p>
Traffic	<ul style="list-style-type: none"> • Improvement to intersections impacted by development including rear lane way upgrades • Ensuring that servicing is not adjacent to low rise developments • Design and working viability of intersections such as South Kingsway/Mossom/Riverview • A FULL Traffic Study of the area from the lake to St Clair Ave. should be done e.g.: <ul style="list-style-type: none"> ➢ The feasibility of one way streets in and out of the Village and examination of the traffic flow through the Village and the streets and arteries feeding BWV/TTC ➢ Trucks and Loading/Garbage vehicles prohibited time periods e.g. am and pm rush periods ➢ Traffic overload on arteries to the Gardiner/Lakeshore 	<p>*Ad Hoc Vehicular traffic planning is choking the value of the Village as a Pedestrian Main Street.</p> <p>*Clogged streets leading to the Gardiner & Lakeshore</p> <p>*Intersections appear designed as exits for new developments rather than to improve traffic flow</p>
Parking	<ul style="list-style-type: none"> • Many customers arrive from outside the area, at street level parking is important for the viability of both retail and offices • Large sites -- "No Frills parking lot", Turner and Porter Parking -- if redeveloped should be required to provide public parking including leasing/selling parking spaces to Green P @ street level • Review the neighbourhood permit parking and the District street parking required by the Village businesses. • Review the by-laws to allow parking pads in neighbourhoods single family dwellings 	<p>*As a District Hub for retail businesses, the Village would benefit from the continued use of street level parking open to all businesses. Discourage underground parking for specific sites.</p>

Green/Open Spaces	<ul style="list-style-type: none"> • Section. 37 should be used to upgrade existing parks, especially those east of Runnymede and west of Jane • Sunlight is essential to providing a good pedestrian experience as well. • Shadows and impacts -- increased requirements for more than 5 hours on Neighbourhoods, Parks and Open Spaces , Natural Areas • Suggest 7 or 9 hours as a requirement including the indication of early morning and late afternoon -- not for example from 7 to 2 or to 5 -- especially on north side where parks are used later in the day. Sunlight and shadowing should be given more importance and respect in Development Applications in this context • Developments adjacent to parks should be required to add land to parks, not cash in lieu • Additional public open spaces such as view platform overlooking Grenadier Pond from present parking lot adjacent/near to No Frills. • Consider the surrounding and connecting tissue of the Avenue • Parkland, laneways, view-points, view corridors, sightlines, and pathways all need attention. • Require appropriate study of High Park and related water shed prior to issuing building permit for related development 	<p>* Highly valued natural areas under stress from over-access and inadequate off-leash controls</p> <p>*Shadowing and Sunlight have a detrimental impact on the on-street café and businesses of the BWV especially on the north side of the street</p> <p>*Developers are escaping the obligation of providing green space on their sites. They are providing cash in lieu of and diminishing the green space canopy of trees and open park area</p>
Geo-Tech & Structure	<ul style="list-style-type: none"> • Geo-Technical soil Testing for all surrounding neighbourhoods within a 100 metre radius of the Village • Feasibility of underground levels of parking construction and its impact on the neighbourhood 100 year old single family dwellings adjacent to potential developments. 	<p>History:</p> <p>*Implosion of single family dwelling in TO</p> <p>*\$1 ½ m. in damages to Condo High-Rise in Swansea</p>
Pedestrian Perspective	<ul style="list-style-type: none"> • Provision of appropriate pedestrian-perception step-backs and angular plains at the street level • Fine grain scaling and boutique aspect as pedestrian level • Consider a pedestrian centric section in the Village allowing for bicycle and Transit traffic and excluding other vehicular traffic. 	<p>*Wide, well-used, heavy pedestrian activity on sidewalks characterize the retail/commercial strip</p>

KEY TO PLATES



ETOBICOKE TOWNSHIP

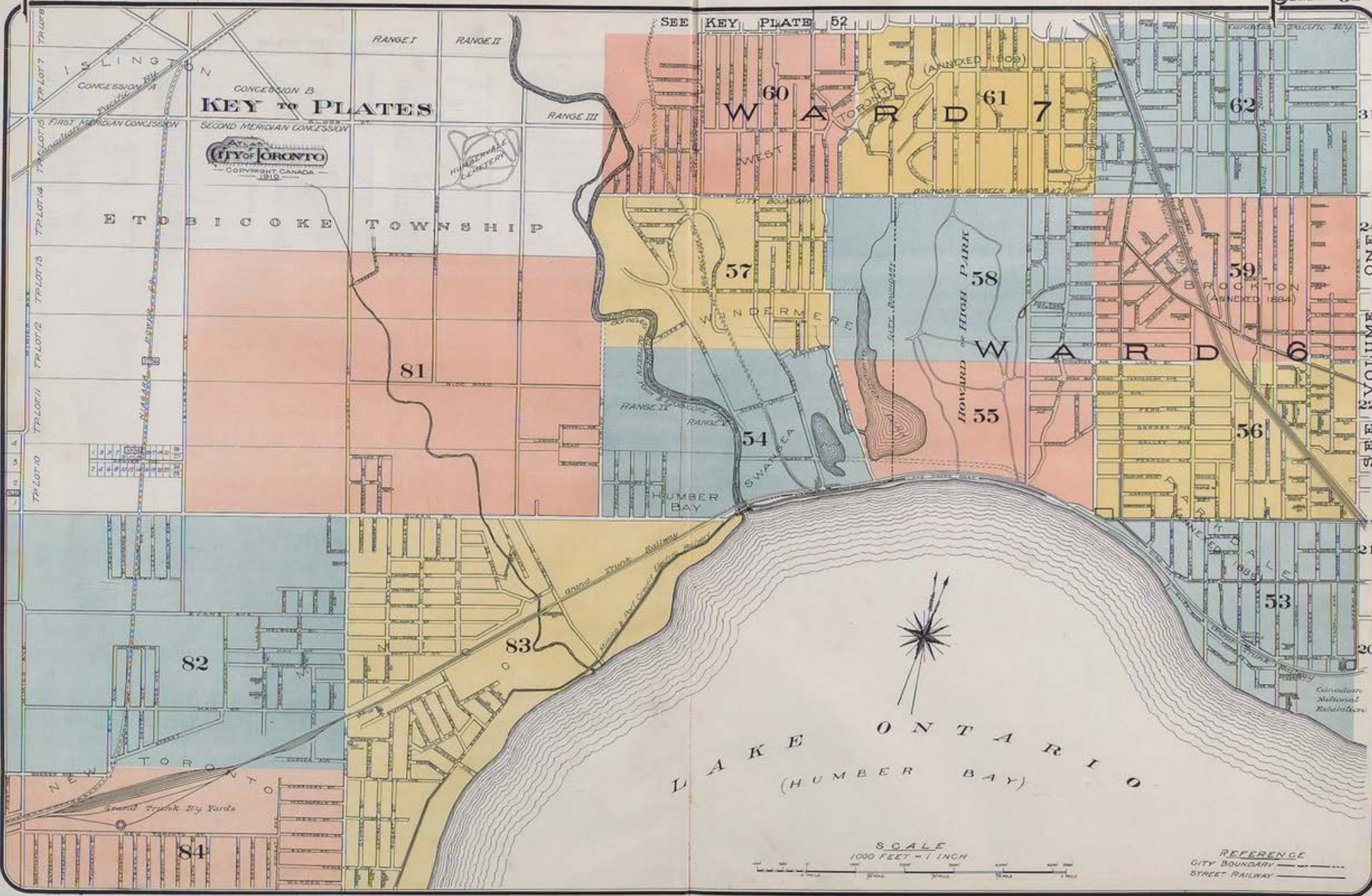
WARD 7

WARD 6

L A K E O N T A R I O
(H U M B E R B A Y)

SCALE
1000 FEET = 1 INCH

REFERENCE
CITY BOUNDARY
STREET RAILWAY



SEE VOLUME ONE

Bloor West Village Avenue Study

Community Stakeholder Meeting on February 9th – Feedback – Leslie Gooding
March 6th, 2017

A Secondary Plan such as an Avenue Study provides an opportunity to evaluate the negative impacts of single, multiple or successive development on the adjacent natural heritage feature or area. Planning documents provide that there should be no change in existing land uses in areas adjacent to a natural heritage feature unless there is a study that demonstrates that proposed developments are consistent with preserving the natural heritage.¹

Planning reports are regularly written to recognize planner expertise to balance competing interests. Some policies, in contrast, set out positive directives while others set out limitations and prohibitions.² Protecting significant natural heritage is covered by such a policy. Its protection overrules provisions of a Growth Plan.³

Context

The unusual diversity of High Park's plants was recognized as early as 1819.⁴ An important inventory was taken in 1989.⁵ As a result of that report and subsequent work, approximately half of High Park, including all of Grenadier Pond and much of the North side of the park, is designated the High Park Oak Woodlands provincially significant Area of Natural and Scientific Interest (ANSI).⁶ Most of the ANSI is also designated an Environmentally Significant Area (ESA) under the Official Plan (OP).⁷ The park's Oak

¹ NHRM Section 12.3.2 "... Official plan policies should restrict permitted uses in these areas (and adjacent lands) to existing uses and/or those uses that are compatible with the long-term protection of the natural heritage areas.

² Provincial Policy Statement 2014, Part III "...Some policies set out positive directives, such as "settlement areas shall be the focus of growth and development." Other policies set out limitations and prohibitions, such as "development and site alteration shall not be permitted." Other policies use enabling or supportive language, such as "should," "promote" and "encourage." The choice of language is intended to distinguish between the types of policies and the nature of implementation. There is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition...."

³ Growth Plan for the Greater Golden Horseshoe, 2006, Section 1.4: "...As provided for in the Places to Grow Act, 2005, this Plan prevails where there is a conflict between this Plan and the PPS. The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails...."

⁴ John Goldie, quoted in S. Varga, A Botanical Inventory and Evaluation of the High Park Oak Woodlands Area of Natural and Scientific Interest, Ontario Ministry of Natural Resources, 1989. Page 1.

⁵ S. Varga, *Ibid*

⁶ Toronto Maps v2, ANSI overlay, http://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2

⁷ Toronto Maps v2, ESA overlay, http://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2

Woodlands is a globally and provincially rare ecosystem.⁸ Provincially significant ANSIs are rare; another one, the Rouge, is a National Park.⁹

As an ANSI, much of High Park falls under the provisions of the natural heritage section of the PPS.¹⁰ The City also protects the natural areas of High Park through the Official Plan¹¹ and the Parks Plan 2013-2017.¹²

Although identified for its plant communities, the natural areas serve a variety of ecological functions. The ESA study noted It provides habitat for a number of birds, a few mammals, an amphibian and six species of reptiles, as well as migratory stopover habitat for birds.¹³ Since that study, the Park has also been identified one of fourteen sites for viewing butterflies.¹⁴ This summer, as a result of a bat monitoring program, three species of bats were found to use the park.¹⁵

The Oak Woodlands ecosystem is fire-dependent.¹⁶ As part of its restoration program, the City conducts prescribed burns annually.¹⁷ This practice is almost unheard of within a major municipality.¹⁸

⁸ High Park ESA Fact Sheet, City of Toronto, p. 2. Posted <http://www.highparknature.org/wiki/uploads/RestoreAndResearch/38%20High%20Park%20ESA%20June%202012.pdf> “The park contains a sizeable remnant of black oak savannah, a globally and provincially rare plant community.”

⁹ Toronto Maps v2, ANSI overlay, http://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2

¹⁰ Section 2.1 of the PPS protects natural heritage.

¹¹ OP Policy 3.4.13 “... Development or site alterations with the exception of trails, where appropriate, and conservation, flood and erosion control projects, is not permitted on lands within the natural heritage system that exhibit any of these characteristics (ie ESA criteria). Activities will be limited to those that are compatible with the preservation of the natural features and ecological functions attributed to the areas...”

¹² Parks Plan 2013-2017 City of Toronto Recommended Action 4.1 “Implement a program to strengthen the management of sensitive natural areas to ensure that environmentally significant areas are protected and continue to function and flourish for the long term. Parks, Forestry and Recreation will establish a program that uses Environmentally Significant Area (ESA) mapping to identify, select and prioritize management areas and develop practices for their management and maintenance in order to support the consistent and long-term management of natural areas. This program will ensure that Parks, Forestry and Recreation and its natural area management partners operate with a shared framework that identifies natural area management objectives, establishes short and long-term priorities, assigns clear roles and responsibilities, identifies management strategies and supports monitoring.”

¹³ High Park ESA Fact Sheet, *op. cit.* pages 2 and 3

¹⁴ Peter Hall, Colin Jones, Antonia Guidotti and Brad Hubley, *ROM Field Guide to the Butterflies of Ontario*, 2014. “...Sites were...chosen to ensure that the various vegetation regions and habitats were represented and that most of the resident species are present at the combined sites.” page 42.

¹⁵ Bat monitoring program coordinated through High Park Nature Centre.

¹⁶ High Park Woodland & Savannah Management Plan, City of Toronto Section 9.1 Posted <http://www.highparknature.org/wiki/uploads/Resources/HighParkMgmtPlan-s.pdf> “...many [species] are dependent on periodic burning for their continued survival....”

¹⁷ Contract with Lands and Forests Consulting to Carry Out the Prescribed Burn Program, City of Toronto Staff Report, 2015. <http://www.toronto.ca/legdocs/mmis/2015/pe/bgrd/backgroundfile-76300.pdf>

¹⁸ City restoration staff, personal communication

High Park's boundaries are ecologically porous. High Park is surrounded by a matrix of backyards, some of which have pre-settlement oak trees.¹⁹ A glance at Google Earth shows a matrix of treed backyards leading north from Bloor Street. For some years the High Park Stewards, together with the City, have been selling surplus plants grown from native High Park seeds to ecologically expand the boundaries of the ANSI.²⁰ There is some evidence the ecological functions of the ANSI extend into the neighbourhoods as well. For example, since 2012, Cooper's hawks have nested in High Park or in the wooded backyards north of Lithuania Park, but not both.²¹ Hoary bats and eastern red bats, both found in the park for the first time this summer, migrate through or disperse to those same backyards.²² The backyards host many species of butterflies. It provides stopover habitat for migrating birds.²³ Since the vegetation communities within High Park itself are of higher quality, being larger and more diverse, it is likely that the backyards provide important habitat for lower status birds.²⁴ Foxes have been seen there.

High Park is hydrologically dependent to the surrounding areas. In 1995 Grenadier Pond (part of the High Park ANSI) was found to get half its water from groundwater.²⁵ Groundwater can include rainwater or snow melt that percolates through the ground from surrounding lands. Groundwater also makes its way to Spring Creek and supported plant communities.²⁶

¹⁹ "High Park's 200-year-old black oaks should be saved," *Toronto Star* December 1, 2012. https://www.thestar.com/opinion/editorials/2012/12/01/high_parks_200yearold_black_oaks_should_be_saved.html

²⁰ High Park Stewards Plant Sale Brochure

http://www.highparknature.org/wiki/uploads/Resources/plant_sale_brochure_2016_edit.pdf

²¹ Photos of clutches 2012-2015 inclusive for backyards available on request. Some public records (especially High Park) available through individual sighting reports on the citizen scientist site eBird. <http://ebird.org/content/ebird/>

²² Hoary bats and eastern red bats, as well as the expected big brown bats, were found in the backyards in the late summer (September) of 2015 and 2016. Data collected by the author using a bat monitor borrowed through the High Park Nature Centre.

²³ Since 1990 the author has recorded 80 species in the backyards. Data available on request.

²⁴ Dougan & Associates, City of Toronto Migratory Birds Study, 2009. Section 2.2.2.1 "Young birds (especially during fall migration, when they are only a few months old) are particularly susceptible to a lack of or reduced quality of stopover habitat. Young birds are less competitive than older birds (due to a lower social status) and are forced into marginal habitats if there is not enough available...."

²⁵ Gartner Lee, *Proposals for the Rehabilitation of Grenadier Pond, Wendigo Creek, and Associated Wetlands*, 1995. Posted http://www.highparknature.org/wiki/uploads/Resources/GartnerLee1995-report-textonly_Part1.pdf "The water budget analysis undertaken for this study for the Department of Parks and Recreation estimated that ground water, which is clean, cool and flows consistently throughout the year, contributes about 50% of the total water flow to the pond. Historically we have calculated the contribution may have been closer to 65% of the total inflow to the pond. Field studies carried out by Gartner Lee in 1993/94 confirm that ground water is actively entering through the sides of the pond but the data suggested that fine sediments may be preventing the full volume from entering. Some further hydrogeological work is needed in this area of study to quantify ground water contributions." page 2.

²⁶ High Park Woodland & Savannah Management Plan, *op. cit.* Section 7.4.2 "Small areas of meadow marsh intermixed with shrub-rich marsh are found in bottomlands along the west side of Spring Road Ravine between Deer Pen Road and Spring Road, and along a tributary stream on the east side which feeds into Spring Road Ravine. Grasses and sedges are absent along west Spring Road Ravine because

Policy documents

Toronto is covered by the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Provincial Policy Statement 2014 (PPS), the technical guideline to natural heritage protection the Natural Heritage Reference Manual (NHRM)²⁷ and the City's Official Plan (OP). The Growth Plan advises municipalities where to direct growth; the PPS requires that the natural heritage be protected for the long term.²⁸ The Growth Plan provides that policies protecting the natural heritage shall prevail in the case of conflict.²⁹

The Growth Plan identifies much of Bloor Street including the portion north of the park as meeting criteria for intensification. For example, it is a transit corridor and there are

of high disturbance resulting from stormwater scouring. These wetlands are maintained by water seepage from the base of ravine slopes...."

²⁷ NHRM Section 1.1 "The second edition of the Natural Heritage Reference Manual (the manual) provides technical guidance for implementing the natural heritage policies of the Provincial Policy Statement, 2005 1 (PPS) (see section 2). The manual represents the Province's recommended technical criteria and approaches for being consistent with the PPS in protecting natural heritage features and areas 2 and natural heritage systems in Ontario.

"While the manual provides information and approaches to assist in implementing PPS policy, it does not add to or detract from the policy. Additional ways to achieve the desired outcomes required by the PPS may exist, but if approaches other than those recommended in this manual are used, the onus is on the proponent of those approaches to demonstrate that they are consistent with the PPS...."

²⁸ PPS Section 2.1.1 "Natural features and areas shall be protected for the long term."

²⁹ Growth Plan for the Greater Golden Horseshoe Section 1.4. "...As provided for in the Places to Grow Act, 2005, this Plan prevails where there is a conflict between this Plan and the PPS. The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails. ... Detailed conflict provisions are set out in the Places to Grow Act, 2005."

subway stations (High Park and Keele), which form the centre of a 500m radius for intensification.³⁰ These stations are approximately 100m from the ANSI.³¹

The PPS prohibits development within lands adjacent to a provincially significant ANSI unless the lands have been evaluated and it has been demonstrated that there will be no negative impacts.³² Negative impacts are defined to include the impacts from single, multiple or successive development.³³ The NHRM suggests 120m³⁴ as the extent of adjacent lands³⁵ within which negative impact is likely, or municipal measures which have the same effect.

The NHRM provides guidance on identifying negative impacts. Cumulative negative impacts must specifically be addressed.³⁶ Indirect impacts must also be considered.³⁷

³⁰ Growth Plan for the Greater Golden Horseshoe Section 2.2.5.1 "*Major transit station areas* and *intensification corridors* will be designated in official plans and planned to achieve –

- a. " increased residential and employment densities that support and ensure the viability of existing and planned transit service levels
- b. a mix of residential, office, institutional, and commercial development wherever appropriate.

Where:

Intensification corridors are "*Intensification areas* along major roads, arterials or *higher order transit* corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels."

Higher order transit is "Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way."

A major transit station area is "The area including and around any existing or planned *higher order transit* station within a *settlement area*; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk."

³¹ Google maps

³² PPS Section 2.1.8 "*Development and site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 2.1.4, 2.1.5, and 2.1.6 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*."

³³ PPS, Section 6; "Negative impacts: means ...

d) 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.

³⁴ NHRM Table 4-2

³⁵ PPS, Section 6: "Adjacent lands: means...b) for the purposes of policy 2.1.8, those lands contiguous to a specific *natural heritage feature or area* where it is likely that development or site alteration would have a *negative impact* on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives"

³⁶ NHRM Section 13.2 "To determine negative impacts on a significant natural heritage feature or area, the cumulative negative impacts from development or site alteration activities (e.g., impacts that adversely affect the stability of the feature and its ability to continue) must be considered against the integrity of the feature. The current and future ecological functions of the natural feature or area as they relate to the surrounding natural heritage system (e.g., connectivity) must be considered as well."

³⁷ NHRM Section 13.5.2.7 "Impacts can also be classified as direct (e.g., woodland cutting/clearing) or indirect. Examples of indirect impacts include reduction in forest interior habitat due to fragmentation or loss of forest edge; the potential for increased access because of road creation; human disturbance; the

To date the adjacent lands have not been evaluated. Without an evaluation it is not possible to show there is no negative impact from development. The provisions of the PPS, protecting the natural heritage, and those of the Growth Plan are in conflict in these lands. The provisions of the PPS prevail. Currently, permitting development would violate the PPS and Growth Plan.

Possible Impacts

The study process should use the NHRM to determine a comprehensive list of potential negative impacts. A couple of potential negative impacts are provided to illustrate what effects may occur and to provide some considerations that could assist with mitigation. Adequacy of mitigation can only be determined with a comprehensive study of the adjacent lands.

Negative impacts may arise from direct and indirect pressures on the ANSI.³⁸ One source of indirect pressure may be increased park use from nearby residential or commercial development. In addition to affecting recreational capacity, increased usage is likely to affect the natural heritage.³⁹ The NHRM recommends addressing these pressures through fencing⁴⁰ and increased bylaw enforcement⁴¹, although a study may identify other means of mitigation.

Negative impact may arise from intensification that compromises the ability to conduct prescribed burns. There are only a few days a year when conditions are suitable for burns.⁴² If buildings opposite the park along the north of Bloor adversely affect winds, the opportunity may be lost. Mitigation may be possible through consultation with a qualified burn boss on building design.⁴³

introduction of predators such as cats; invasion by non-native species; and the effects of noise on wildlife."

³⁸ *Ibid.*

³⁹ NHRM Section 3.4.6.2 "... Permitted uses in such a natural heritage system should be limited to those that support low-impact activities (e.g., walking, nature study, conservation). ..."

⁴⁰ NHRM Section 13.5.4.6 "... Fencing helps prevent access to natural features in locations where access " is undesirable (e.g., where access leads to the development of ad hoc trails), funnels people to points of access planned as part of trails and recreational and educational programs, and restricts access from " rear yards, thus reducing encroachment activities (e.g., dumping of grass clippings and yard waste, " cutting of firewood, location of garden plots and accessory buildings). ..."

⁴¹ NHRM Table C-1, Activities Associated with Development, "... enforce "no dumping" rules and proper " trail use" "

⁴² Park restoration staff, personal communication. "

⁴³ There is one contractor qualified to conduct the High Park burn. See Contract with Lands and Forests " Consulting to Carry Out the Prescribed Burn Program, City of Toronto Staff Report, 2015. "

<http://www.toronto.ca/legdocs/mmis/2015/pe/bgrd/backgroundfile-76300.pdf> "

Negative impact may arise from depriving Grenadier Pond and Spring Creek of groundwater. This can probably be mitigated by requiring that all stormwater be returned to the ground, perhaps through slow release, rather than through a sewer.

Negative impact may arise from isolating High Park from its hinterland. There is some evidence the hinterland extends the ANSI's ecological functions. The effect of development on the connection between the ANSI and its hinterlands has yet to be studied. To achieve a comprehensive approach to protecting natural heritage, connectivity should be addressed in a Secondary Plan.⁴⁴ Connectivity is particularly important in Southern Ontario.⁴⁵ Connectivity may be the most important consideration in protecting natural heritage in an urban area.⁴⁶ If connectivity is not addressed, the Secondary Plan should expressly prohibit change in land use.

As part of the Avenue Study, the City currently has a technical committee to specifically study High Park. This demonstrates a commitment to protecting the City's valuable natural heritage. The NHRM recognizes that this is important but no longer adequate to address the complex needs of natural heritage.⁴⁷

There is no guarantee that it will be possible to mitigate the negative impacts. If not, the proposal should not proceed.⁴⁸ A study is necessary, but a study doesn't guarantee that development will be possible.⁴⁹ To the extent that the negative impacts can be mitigated, protecting the natural heritage features may limit the form or extent of

⁴⁴ NHRM Section 3.2 "... Identifying and planning for natural heritage systems ideally are achieved through a comprehensive approach provided that the approach is consistent with the PPS definition for "natural heritage system." An approach consistent with the PPS involves the inclusion of the fundamental components and characteristics (e.g., diversity and connectivity; long-term ecological function and biodiversity; linkages with natural heritage and water features) outlined in section 3.4.

⁴⁵ NHRM Section 3.4.1 "... in southern Ontario areas where human disturbance has resulted in fragmentation and a loss of connectivity among remnant natural features, planning for a natural heritage system is largely an exercise to maintain or develop a connected natural system. ..."

⁴⁶ NHRM Section 3.4.6.1 "... Efforts in such cases should concentrate on protecting the remaining significant features and their functions and connecting features or improving them wherever possible, through redevelopment and infilling opportunities, rehabilitation of existing open areas or other land stewardship opportunities, as may be appropriate. ..."

⁴⁷ NHRM Section 3.3 "... Historic planning approaches to protecting natural heritage have been limited to trying to preserve remnant individual features in a reaction to development pressure. At a landscape level, this approach has led to isolated and fragmented natural features and areas. Compared to features that were part of a connected system, isolated features have lower ecological functioning...."

⁴⁸ NHRM Section 5.3.1 "... If potential negative impacts of the proposed development or site alteration cannot be addressed through redesign or mitigation measures, the proposal should not proceed...."

⁴⁹ NHRM Section 3.5 "... An impact assessment does not ensure that development proposals will be approved;..."

development.⁵⁰ A study of the natural heritage features should be started early in the planning process.⁵¹

Conclusion

The proposed areas of intensification on the North side of Bloor opposite the park are adjacent to the High Park Oak Woodlands ANSI. There is a presumption that development in the adjacent areas will have a negative impact on the natural heritage features. The Growth Plan indicates that the conflict between preserving the natural heritage and development is resolved in favour of protecting the natural heritage. The PPS allows that a comprehensive study of the lands adjacent to the ANSI may disprove negative impacts or identify means of mitigating them. To meet the objectives of the Growth Plan, such a study should occur early in the process.

⁵⁰ NHRM Section 12.3.2 "... Official plan policies should restrict permitted uses in these areas (and adjacent lands) to existing uses and/or those uses that are compatible with the long-term protection of the natural heritage areas ..."

⁵¹ See, for example, NHRM Section 3.4.6.2 "...As part of a comprehensive planning process, it is recommended that a preliminary natural heritage system be identified before any other planning interests are considered. This will allow an opportunity to assess the natural heritage features and ecological functions up front and to determine the best way to connect them. A preliminary natural heritage system may need to be refined later in the planning process to incorporate other planning objectives. Any refinements contemplated for the final system will need to be assessed to ensure the original natural heritage objectives are met. The integration of a natural heritage system with other planning considerations is an iterative process in which the public and decisions makers, supported by appropriate experts, develop workable and achievable plans for urbanizing areas through the development of comprehensive official plan policies and land use designations."

Bloor West Village Avenue Study

Meeting Summary — Community Consultation Meeting 1

Monday, February 27, 2017

6:30 – 9:30pm

St. Pius X Catholic School

71 Jane Street

Overview

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

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

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

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

Key messages

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

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

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

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

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

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

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

Detailed summary of feedback

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

1. Questions or Clarification

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

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

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

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

Historic context

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

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

Natural heritage and High Park

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

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

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

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

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

3. Feedback about planning and design

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

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

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

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

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

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

Character and character areas

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

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

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

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

4. Feedback about transportation

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

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

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

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

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

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

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

5. Feedback about servicing

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

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

6. Process and other feedback

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

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

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

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

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

Next steps

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

Appendix A. Meeting Agenda

Bloor West Village Avenue Study

Community Consultation Meeting 1

Monday, February 27, 2017

6:30 – 9:30 pm

St. Pius X Catholic School, 71 Jane Street

Meeting Purpose

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

Proposed Agenda

6:30 Open House

7:00 Welcome & Introductions

City of Toronto

7:05 Review engagement process and agenda

Swerhun Facilitation

7:10 Presentations:

7:10 Study Overview & Historic Context

7:30 Planning + Design

7:50 Existing Transportation

8:00 Existing Servicing

Questions of Clarification

8:15 Discussion

Focus Questions:

Historic Context

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

Planning + Design

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

Existing Transportation

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

Existing Servicing

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

8:55 Report Back

9:25 Wrap & Next Steps

9:30 Adjourn

Appendix B. Worksheet Feedback

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

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

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

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

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

Planning & Design

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

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

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

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

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

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

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

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

Existing Transportation

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

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

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

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

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

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

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

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

Existing Servicing

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

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

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

Any other thoughts or comments?

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

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

Appendix C — Feedback submitted after the meeting

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

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

Submission 1, February 27

Notes from Table 3

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

Bloor West – ‘Avenue’ Study

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

A Transport

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

B Services

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

C Planning

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

D Other

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

E Three Points to be Highlighted

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

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

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

St. Pius X School

1 Historic Context

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

2 Planning & Design

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

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

3 Thoughts on 'Character Areas'

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

4 Existing Transportation

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

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

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

Enforce the prohibition of bikes on sidewalks

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

Add traffic lights – Ellis Park,

5 Long Term Transportation Issues

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

6 Existing Services

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

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

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

7 Other

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

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

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

Submission 3, March 1

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

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

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

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

Submission 4, March 4

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

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

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

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

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

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

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

We look forward to the next Consultation Meeting.

Submission 5, March 6

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

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

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

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

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

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

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

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

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

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

Submission 6, March 6

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

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

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

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

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

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

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

Submission 7, March 6

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

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

Threatened Species in BWV

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

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

I would request that:

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

Building Materials

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

Planning & Design

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

Existing Transportation

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

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

Thank you for the opportunity to contribute.

Submission 8

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

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

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

Submission 9

Bloor West Village Avenue Study - Community Consultation

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

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

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

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

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

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

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

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

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

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

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

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

Submission 10

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

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

Submission 11

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

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

Submission 12

Toronto Official Plan

The City's significant natural heritage

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

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

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

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

Introduction

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

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

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

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

and

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

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

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

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

Redesigned Grenadier Square Planned Near High Park

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

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

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

March 3, 2017 3:26 pm

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

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

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

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

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

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

Discussion

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

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

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

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

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

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

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

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

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

About High Park's Natural Heritage:

Did you know...?

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

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

Environmentally Significant Areas (ESAs)

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

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

What Makes Environmentally Significant Areas Special?

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

How are Environmentally Significant Areas Identified?

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

How are Environmentally Significant Areas Protected?

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

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

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

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

End of excerpt

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

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

ENVIRONMENTALLY SIGNIFICANT AREAS (ESAS)

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

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

6.0 ANALYSIS OF SITE CONDITION AND MANAGEMENT NEEDS

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

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

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

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

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

7.0 SUMMARY AND CONCLUSIONS

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

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

End of excerpt

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

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

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

2.0 THE TORONTO REGION 2.3 ISSUES, CHALLENGES AND OPPORTUNITIES

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

End of Excerpt

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

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

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

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

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

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

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

Read the 2016 Report

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

End of excerpt

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

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

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

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

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

End of excerpt

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

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

Excerpt:

2.0 THE TORONTO REGION

2.3 ISSUES, CHALLENGES AND OPPORTUNITIES

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

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

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

“Stormwater flows

Minor change to infiltration for site, no impact likely

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

Additional Park use not an issue

Objections to prescribed burns now minimal

Not recommended for additional mitigation

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

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

There are two areas that do deserve comment.

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

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

End of excerpt

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

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

TRCA Report Card 2016

Excerpt:

“THE CURRENT SITUATION

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

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

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

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

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

and

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

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

Conclusion

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

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

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

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

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

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

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

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

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

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

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

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

Submission 13

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

Is the proposed condo height potentially impacted by your study?

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. The 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

Focus Questions:

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 streetscape 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 Roncesvalles 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 4th 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 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 infilling 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:

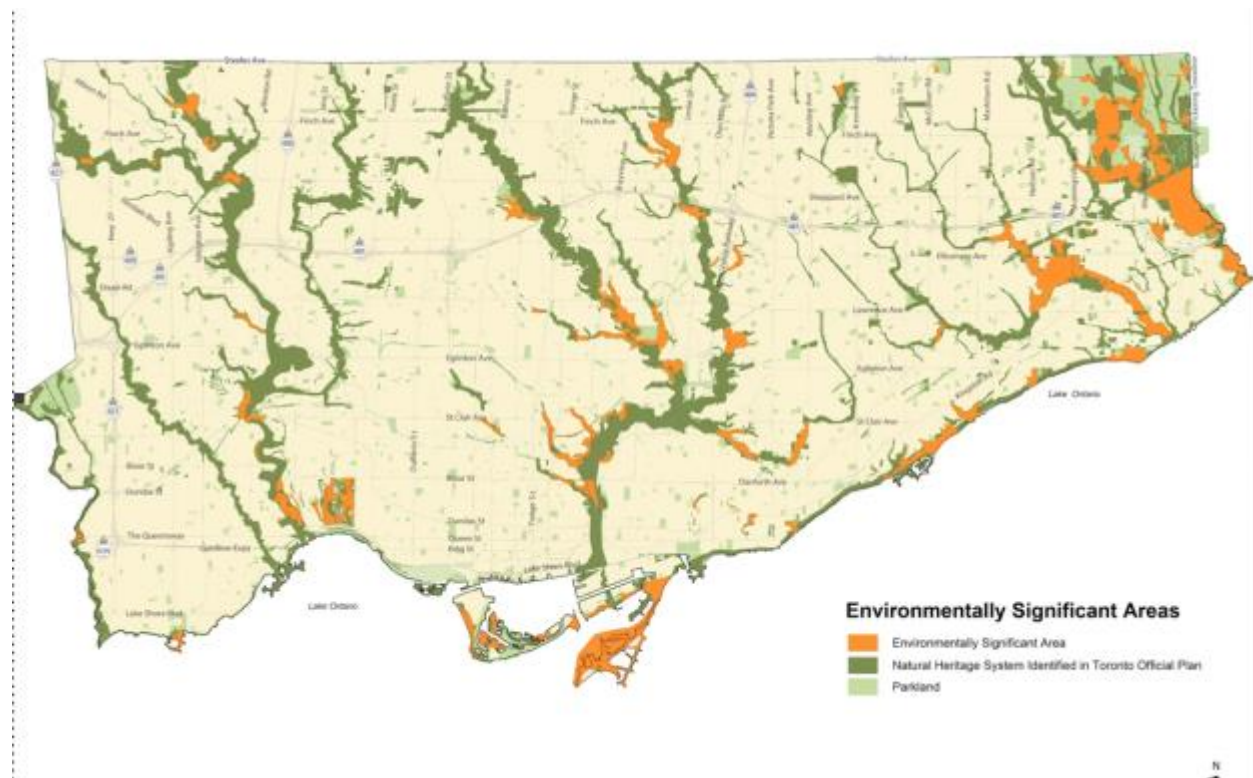
1. ESA Map

<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 assessment. 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.

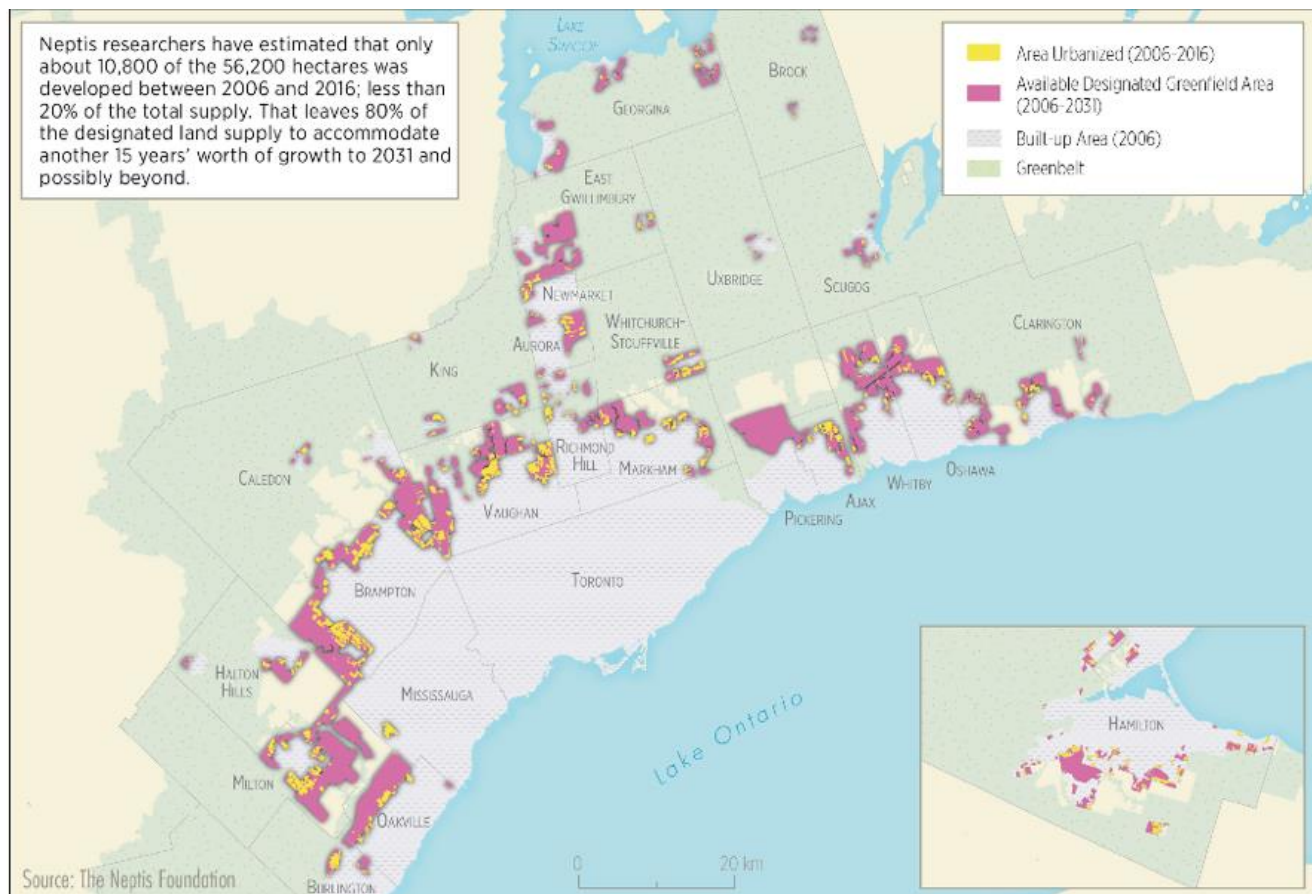
Cancer is a major health scourge and a relationship between increased colon cancer, breast cancer and total cancer mortality with population density has been found.

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.

Meeting Summary — Community Consultation Meeting 3

Monday December 4, 2017

6:00 – 9:00pm

Runnymede United Church – Memorial Hall

432 Runnymede Road

Overview

On Monday, December 4, 2017, the City of Toronto hosted the third and final Community Consultation Meeting for the Bloor West Village Avenue Study. The purpose of the meeting was to present and seek feedback on the draft recommendations for the Bloor West Village Avenue Study.

Approximately 70 people attended the meeting. The City of Toronto staff, members of the consulting teams, and Councillor Sarah Doucette also attended and participated in the meeting.

The meeting consisted of: a welcome and land acknowledgement from Jeffrey Schiffer, the City's new Indigenous Affairs consultant; an overview presentation describing the process followed for the Avenue Study; four rotating facilitated discussion focusing on Built Form, Land Use, Natural Heritage and Hydrogeology, and Street Design and Transportation, and; a plenary report back (see appendix A – Meeting Agenda).

Matthew Wheatley, Ian Malczewski, and Khly Lamparero, third party facilitators with Swerhun Facilitation, 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.

Additional work is needed to understand impacts on water and natural heritage. Many participants shared a wide variety of concerns about impacts on water and natural heritage. They said additional work is needed to develop strategies to not only to understand and mitigate impacts but also to enhance the natural environment, especially in High Park. Participants were pleased to hear the city is considering further study on these issues, beyond the Avenue Study.

Building height is a key issue. Participants shared a variety of opinions about the recommended heights, both in specific character areas and across the entire avenue. Some participants felt the draft recommendations allow for too much height, especially in the High Park Frontage Character Area. Others said the recommended heights are generally appropriate, a few said they are too restrictive.

Protecting office and employment uses are good recommendations. Many participants were pleased to see a specific recommendation to restrict the conversion of office uses.

Support for retaining the character of small shops. Participants supported the recommendation to restrict retail shop sizes in the Village Main Street character area with some suggesting this recommendation be extended to other character areas.

Any future bike lanes should prioritize safety and efficient traffic flow. Many participants supported the exploration of future bike lanes. They said bike lanes should be designed to create a safe environment for all road and sidewalk users and avoid creating traffic congestion.

The study and proposed recommendations should demonstrate consideration of indigenous rights and knowledge, especially in terms of water and natural heritage. Some participants at the meeting raised concerns that there wasn't recognition of the United Nations Declaration on the Rights of Indigenous Peoples or the Truth and Reconciliation Commission in the proposed recommendations.

Questions of Clarification

Following the overview presentation, participants asked questions of clarification. Responses from the City and/or study team, where provided, are noted in *italics*.

1. Will the meeting materials be posted online? *Yes, the City will post them online within a week. It can take time to post materials because the City needs to ensure they are compliant with the Accessibility for Ontarians with Disabilities Act (AODA).*
2. What is meant by "soft intensification?" *Soft intensification refers to additions to existing buildings that are small; for example, a one-storey addition on three-storey building. It is a form of intensification that is encouraged along Avenues.*
3. Is the hydrogeology study done? Are there no more chances to understand water impacts on High Park? *The City is going to continue to the review of water and natural heritage in High Park. Additionally, every project/proposed development has to demonstrate that it will not negatively impact water in the area.*
4. I'm not hearing reference to the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) passed by the City and an over-arching indigenous lens. How did the City engage indigenous communities as part of this process? *As part of this process City Planning worked with Heritage staff on outreach with Indigenous communities. City Planning sent three letters to three Indigenous groups and received one response asking about the study area boundary. Jeffrey Schiffer (City of Toronto's Indigenous Affairs Consultant) added that he was at the meeting to listen to and learn from this participants about the City's Indigenous engagement process.*

Detailed summary of feedback

After the questions of clarification, participants moved to one of four facilitated discussions, each focused on a different topic, including: Built Form; Land Use; Natural Heritage and Hydrogeology; and Street Design and Transportation. There was a total of four rotations allowing participants to attend all four topic areas. Each rotation lasted thirty minutes, with approximately ten minutes dedicated to an overview of the proposed recommendations and twenty minutes to discussion.

The detailed summary below organizes participants' feedback within the topics listed above. The summary also includes a section summarizing process and other feedback received.

1. Feedback about Built Form

Building heights and setbacks. Participants shared avenue-wide as well as area -specific feedback about building heights.

Avenue wide feedback.

There was a range of opinions shared about the recommended building heights. Some participants felt the recommendations allow for too much height, some said they seem appropriate for the avenue, and a few said they are too restrictive. Some said the recommended heights should be based on the existing height of buildings, not the current as-of-right heights. Some participants said they support intensification near subway stations, especially if it includes units that people could more easily afford.

High Park Frontage.

There were different opinions about building heights and setbacks along the High Park Frontage character area, including:

- Some participants felt 8 and 9 storeys are too tall for the High Park Frontage. Others felt that 6 storeys should be the maximum height allowed with maximum street wall of 4 storeys. There was a suggestion to allow additional intensification in the other character areas and restrain intensification in the High Park Frontage.
- Participants also expressed appreciation for the recommended landscaped setbacks, green fingers, and separation between buildings in the High Park Frontage.
- There was concern that taller buildings would require deep underground structures that would negatively impact underground water flow through High Park.

Village Main Street.

- Some participants felt that 6 storeys would be too tall and preferred a 4 storey height limit with a 3 storey maximum streetwall.
- One participant said the majority of buildings are currently 2 to 3 storeys tall and that, by allowing 6 storey buildings, the perceived change would be too intense.

Rear transitions / angular planes. Some participants said the recommended rear transitions are appropriate. There was a suggestion to start the rear angular plane measurement at 10 metres for properties on the south side of Bloor St. Others noted that not all properties on and behind Bloor St are flat and that changes in slope/grade can increase the impacts of rear transitions and therefore should be taken into account when calculating rear transitions.

Concerns about precedents and built form demonstrations. Participants referenced existing buildings they feel are inappropriate for the area and should not be used as a reference for future development (e.g. 1844 Bloor St West and 1990 Bloor St West). There was also a concern that the "aggressive approach" taken for the built form demonstrations normalizes overdevelopment. *The study team said they took an aggressive approach so as to not underestimate potential change and that not every site will be redeveloped.*

Interest in seeing a variable streetwall. Participants said there should be a variety of building heights, separations, and setbacks along Bloor St to prevent creating a uniformed/unbroken streetwall. There was a suggestion to use the proposed “green fingers” to break up the street wall along Bloor St.

2. Feedback about the land use and community services and facilities

Support for office and employment use retention. Participants supported recommendations to restrict the conversion of office uses in the West Village and Village Main Street Character Areas.

Future greenspace and “green fingers.” Participants liked the idea of protecting some existing parking lots for future parks and “village greens.” There was particular support for having a village green next to the No Frills building. Participants also liked the proposed “green fingers,” with some saying they should be entirely green without commercial uses. Some participants said they would like to see rooftop gardens/greenspace and more street trees to further expand greenspace in the village.

Support for site-specific Avenue Overlay removals. Several participants supported recommendations to remove the Avenue Overlay from the Humber Gateway and the south side of the High Park Frontage.

Protecting and encouraging small retail. Participants supported the recommendation to “restrict retail shop sizes” in the Village Main Street Character Area with the desired effect of “retaining the character of small shops”. There was a suggestion to extend this recommendation to the East Village Character Area. Some said maintaining small retail and services (e.g. banks, dentists, shops) is important because they allow the Village to remain “self-sufficient”.

Concerns about commercial use near High Park. Participants raised concerns about the recommendation to “consider allowing some commercial uses on key sites framing the entrance of High Park.” Participants felt that allowing commercial uses near High Park, specifically within the High Park Frontage Character Area, would facilitate increased use and additional strain on High Park.

Schools, child care, and other facilities. Some participants said there are many children in the neighbourhood and raised concerns about low vacancy rates in schools and child care facilities. Other participants suggested schools be used outside of regular hours for additional uses and raised the idea of following the Community Hubs model. There was a suggestion to include a recommendation of what population-to-facility ratios are appropriate to help prevent over- or under-population of facilities.

Increasing affordable housing and seniors housing. Some participants said there is a need for more affordable housing in the area, especially rental housing, to make the area more accessible to people of different income levels. Others said there is a need for more senior residences to accommodate the aging population.

Other ideas & concerns. Participants shared other ideas and concerns related to land use, including:

- Participants shared comments about parking. Some participants said they are concerned that if there are reductions to minimum parking requirements that on-site visitor parking could be lost resulting in more people parking on neighbourhood streets. Others raised concerns that underground parking could have impacts on underground water, especially around High Park.
- Suggestion to consider dog-off leash areas in new parks. One participant said there are not any in the area except for one in High Park, which they felt should not be there.
- Concern about the impacts of glass buildings regarding energy use.
- Some participants said they want to see the No Frills grocery store protected, noting that it is a vital community resource. A few participants said the No Frills currently has a negative impact on the existing streetscape and suggested if a grocery store is redeveloped it should help promote the “village feel” of the area.
- Suggestion to develop policies to prohibit bright signs in the area.
- Desire to see community gardens / “village vegetable gardens” in the community.

3. Feedback about the transportation and street design

Cycling & Bike lanes. Several participants showed support for considering opportunities to introduce cycling infrastructure when reconstruction takes place. Participants said many people currently ride bikes on sidewalks and hoped that bike lanes could alleviate this issue. Participants also said safety for all users and traffic flow should be top priorities, with several indicating a preference for Redesign Exploration 1. Some participants suggested introducing a pilot project for bike lanes. Others said increased enforcement is needed to ensure cyclists follow the rules of the road.

Traffic flow & parking. Participants said that improving traffic flow, especially at busy intersections during rush hour, should be a priority for any future redesign. Other concerns and ideas expressed included:

- Concern that intensification occurring outside of the study area is increasing traffic congestion at major intersections at Bloor St (e.g. Runnymede Rd, Jane St, South Kingsway)
- Concern that any reductions in on-street parking could result in increased parking in the surrounding neighbourhoods.
- Concern that any removal of parking lots behind buildings on the north side of Bloor St could result in reduced customers for small businesses.
- Concern that any new left hand turning lanes could impede traffic flow.
- Suggestion to increase parking and loading enforcement rules along Bloor St to improve traffic flow and safety for pedestrians.
- Suggestion for the City to buy the ESSO gas station on the south-east corner of South Kingsway and Bloor St to resolve the “traffic nightmare” at this intersection with Riverview Gardens. A participant said that this could also help fulfill the recommendation in the Avenue Study to create more green space opportunities.

Increased focus on public transit. Participants said they would like to see more emphasis on improving/increasing access to public transit. Some participants said that car use is diminishing and/or is becoming less sustainable in the city, which will require increased planning for public

transit infrastructure. There was a suggestion to increase signage for TTC stations because some entrances are not directly on Bloor St.

4. Feedback about natural heritage and hydrogeology

The discussions at the natural heritage and hydrogeology station included a number of specific questions of clarification as well as feedback and advice. The questions asked are included below along with responses provided by the study team in *italics*. A summary of the feedback and advice follows the questions and responses.

Questions of Clarification about natural heritage and hydrogeology

- What did the hydrogeology desktop study include and what have you done to look at on-going, cumulative impacts? *The desktop study included a review of previous development applications, academic papers, and other studies. The consultants recommended restraining future development so that it doesn't create any risk of pressure to the aquifer. The concern about cumulative impacts is a valid point and merits a further, big picture conversation.*
- Is there any long-term monitoring of the aquifer? *No, there is no long-term monitoring.*
- What is the rock type above the aquifer? *It is an aquitard made of clay.*
- Did the study review / use the Gartner Lee Study? *Yes.*
- Is there an baseline study of High Park's aquatic biodiversity? *No, the team is not aware of any aquatic biodiversity baseline study.*
- Can a developer appeal the recommendation to not go below the water table to the Ontario Municipal Board (OMB)? *A developer cannot appeal Toronto Water's policies — they must adhere to them. Toronto Water does not issue a building permit if its policies are not adhered to.*
- Have you considered protection of adjacent neighbourhoods as a result of water extraction and sand? *We are recommending that development not touch the water table.*
- Will you be recommending "bathtub technology" that requires buildings to manage water on-site? *Yes, the Hydrogeology study is recommending new development use this technology.*

Feedback and Advice

Concerns and suggestions related to water. Several participants shared specific concerns and suggestions related to the protection of water both at and below the surface. Participants were concerned about the risk of breaking clay above the underground aquifer and about the management of storm run-off. Participants shared other suggestions they would like to see considered about hydrogeology and water:

- Consider the ecological integrity and ecological function of natural resources and how they impact human health.
- Ensure that groundwater infiltration is neutral, (i.e. have no removal or diversion of ground water). Reductions in groundwater could negatively impact Grenadier Pond and Spring/Wendigo Creek because they rely on ground water.

- Embed the requirements of the Hydrogeological Study as part of every development with the emphasis on testing soil and underground water conditions. This requirement would help investigate impact of development on adjacent 100-year-old homes.
- Prohibit underground parking.
- Follow the City's Green Streets Technical Guidelines to help soak up water and make sure these guidelines are adopted by the Province as well.
- Compare the findings of the Hydrogeology Study to the previous Gartner Lee Study on High Park.
- Explain what impact (if any) the City's downspout disconnection program had on the area.

Concerns and suggestions related to natural heritage. Some participants were concerned that the recommendations did not demonstrate there is no cumulative impact from development on High Park. Participants shared suggestions related to natural heritage:

- Take an urgent and proactive approach to protecting High Park's natural heritage to prevent reaching a "tipping point" when mitigation may no longer be effective. Consider identifying High Park's carrying capacity.
- Make sure the Avenue Study identifies High Park as a special area and recommend that hydrogeology and natural heritage be considered at a higher standard than in other parts of the city.
- Include a recommendation to enhance and restore natural heritage, not just mitigate further impacts.
- Develop a recommendation that considers invertebrate biodiversity.
- Develop a baseline study of High Park's biodiversity — could be easily done by volunteers.
- Strengthen the recommendation about bird-friendly guidelines by requiring "bird-safe" design.
- Identify measures to mitigate tree canopy loss and protect high value mature trees.
- Add a recommendation requiring all new developments along Bloor Street to have Chimney Swift habitat.
- Put less emphasis on High Park as a recreational area.
- Establish a Design Review Panel for any development proposed within 500 metres of natural areas, similar to the panels for the Waterfront and Toronto Community Housing.

Concerns and suggestions related Indigenous rights and knowledge. Some participants were concerned that there is no recognition of the United Nations Declaration on the Rights of Indigenous Peoples or Truth and Reconciliation Commission in the recommendations. They shared suggestions:

- Indigenous rights should be the starting point for recommendations — an Indigenous worldview would exceed environmental standards.
- The recommendations should focus on restoring environments, not just mitigating or minimizing impacts.
- Consider programs for indigenous youth for baseline data collection studies.
- The recommendations should encourage the nurturing of Indigenous plants, medicines, and collective knowledge about local food.

5. Other feedback

Appreciation for work being done. Participants expressed appreciation for the work being done by City staff and the consultant teams as part of the Avenue Study and for paying attention to crucial issues in Bloor West Village.

Consideration of human health impacts. There was a suggestion that impacts on human health should be given greater consideration in order to create and maintain good human health as well as environmental health.

Ongoing work is needed, especially for natural heritage and hydrogeology. Participants were pleased to hear the City is considering further study natural heritage and hydrogeology. They said this work will be crucial to understanding cumulative impacts of existing and future development. There was also a suggestion that more consultation is needed around the Avenue Study's recommendations.

Next steps

The City and consultant team thanked participants for their feedback and continued participation in the process and committed to sharing a draft summary of feedback in the coming weeks. The Study Team committed to putting the materials online and asked for any additional feedback be shared by Monday December 18th.

Appendix A. Meeting Agenda

Bloor West Village Avenue Study

Community Consultation Meeting 3

Monday, Dec 4, 2017

6:00 – 9:00 pm

Runnymede United Church – Memorial Hall

432 Runnymede Road

Meeting Purpose

To present and seek feedback on the draft recommendations for the Bloor West Village Avenue Study.

Proposed Agenda

6:00 Welcome & introductions

Councillor Sarah Doucette

City of Toronto

6:05 Agenda review

Swerhun Facilitation

6:15 Overview presentation

DTAH

City of Toronto

Questions of Clarification

6:45 Facilitated discussion: workshop

Four rotating, interactive stations focusing on draft proposed recommendations for Built Form; Land Use & Community Services & Facilities; Transportation & Street Design; Natural Heritage & Water.

Focus questions

1. What do you like about the draft proposed recommendations?
2. What parts of the draft proposed recommendations are you concerned about, if any? What suggestions do you have to address those concerns?
3. Do you have any other advice?

6:50 Rotation 1

7:20 Rotation 2

7:50 Rotation 3

8:20 Rotation 4

8:50 Plenary Discussion & Next steps

9:00 Adjourn

Appendix B. Worksheet Feedback

Participants provided written feedback at the meeting by completing worksheets. The worksheets included questions about the Built Form, Natural Heritage and Water, Land Use and Community Services & Facilities, and Transportation and Street Design Draft Recommendations and any other feedback or advice. The feedback provided has been transcribed and aggregated by topic and question.

Built Form

What do you like about the draft recommendations?

- Protecting parking lots for future park development; new village green by No Frills.
- I like soft intensification. Make sure new stories have to be stepped back from existing facades. This would allow protection of existing streetscape and would accommodate heritage and character supporting facades.
- Respects central Bloor West current properties.
- Good approach to mixed use and building mix in different zones.
- Soft intensification is preferable to high rise; putative need for each project.
- Lower use building adjacent to TTC's and condos; context to maintain existing sky view as much as possible; not going to rezone apartment neighbourhood to accommodate retail; Clendenan – keeping buildings no more than double the depth in retail area and minimize having to create new buildings; maintain deeper setbacks of buildings; creating more public greenspace.
- 3 metre step back is appreciated; transition between zones is good; rear angular planes seem appropriate
- High Park Frontage – landscape set back and green fingers; separation between buildings. All rear transition plans are good.
- Village Green – yes.

What concerns do you have, if any, about the recommendations?

- Aggressive sampling for redevelopment normalizes overdevelopment.
- In the whole street wall and one all heights make sense; make sure you keep 3 metre step back – very important.
- Near High Park building heights are taller and setbacks are smaller. How is that respectful of the park and the residential homes?
- Would propose that new buildings north of High Park area.
- mid-rise construction always better than high rise. High rises require deep underground structure which will impede the flow of High Park.

- Building structures between buildings on existing green and infill space shouldn't be allowed not only due to zoning, but due to space, shadows, wind, light and human physical and mental health.
- I believe intensification pressure is being under estimated. Even so, I believe in the Main Village that the economic ecosystem will be endangered by allowing six stores.
- High Park Frontage – 6 to 8/9 storeys (20-27m) seems too high; inappropriate to reference 1844 Bloor St. West (Daniels) – it should not have been built; same with 1990 Bloor Street West.
- Additions of rooftop gardens; trees on streets; cultural diversity; response to local economic need; maintaining green spaces.

What refinements, if any, would you like to see considered?

- I would like to see a limit on frequency of high developments.; I would like to see rooftop greenspace mandated on new developments.
- Need to find a way to break up new massing where lots are being incorporated and new building is much larger- in street – need to protect “fine grain” character through further design guidelines.
- Bigger/higher buildings should have larger setbacks/greenspace. Area near High Park is more residential – building heights should be constrained.
- Trade-offs between zones to reduce impact on High Park area. Ie allow for more intensification in zones that don't affect High Park.
- Maintain existing sky view and green on the ground and on top of buildings or as well as top of buildings, depending. Ensure minimal wind tunnels, shadows and crowding of buildings between buildings; focus on impact on human health – mental and physical; negative impacts on High Park.
- Do not allow lack of site step backs on narrow lots. Maintain the present four-storey maximum in the Main Village; scenario #4 should match the existing parts. Should only allow three stores at ground as in #2.
- High Park Frontage – at the very least, do not increase from 23m if it exists. If you want to be generous, go with 4st. (14.0m) street wall and 6 st. (20.0m) maximum height (with same setback). Should also be bird safe (better than bird friendly).
- Question: fortification (intensification of the original structures)? Eg. Plumbing, renovations, building code, etc.

Natural Heritage & Water

What do you like about the draft recommendations?

- Enhanced protection for 'high-value' trees; enhance TGS (Toronto Green Standard) to make bird-friendly facades; implementing green solutions e.g. tree pits; cleaning ponds
- Sensitivity to bird and mammal habitat is good. Tree and green canopy sensitivity appreciated. Green roofs in planning are excellent, as well as green street provisions.

- Rare plant and animal left identified; findings i.e. general water quality not currently adequate (stormwater). Focus on wildlife (plant and animal) protection and ongoing maintenance; 7 bay points identified; identification of the aquifers and the 4 ponds and how water feeds them.
- Green roof for green street enforcement are appreciated.
- Consideration of: 1. “Area of Influence” as important support for High Park; 2. Slope (even if existing policy)
- Pervious pavements, more “soakable” surfaces, tree pits.

What concerns do you have, if any, about the recommendations?

- Not strict enough recommendations for protecting water
- Impacts on High Park hydrology must be minimized, especially given existing towers and intense density north of High Park; high percentage impervious built environment. Waterfowl may be at risk of degraded H₂O.
- Protection of aquifer is key to any proposal. These consequences of miscalculation in this area can be irreversible to damage to Oak Savanna in High Park.
- Is there a baseline study and continued monitoring? I.e. use of breaking thru water table; concern for water quality of clean and chemically reduced water for animals, plants, including humans; no focus on human impacts – physical health in particular and mental health, which is impacted by physical health.
- There isn’t enough protection of the Laurentian aquifer (though this is more the apartment area than the Avenue Study area) this needs to be addressed; should be no further diversion of ground water sources.
- Only considering bird friendly should be mandating bird safe.

What refinements, if any, would you like to see considered?

- Stricter policies on monitoring developers impact; more stringent consultation with local First Nations
- More thorough investigation of long term effect of construction on ground water table. Especially on older sites where guidelines may not have been in place.
- Total replenishing of aquifer?; What’s limit to impervious percentage preparation?; Plans to limit %?; Bio-retention zones, slow absorption of H₂O and managing runoff to mitigate impact on quality in High Park and ponds.; set policies to limit increase of impervious % as much as possible.
- I hear guidelines, but what is to prevent developers from going to the OMB to overturn on city recommendations however stringent?
- Need to focus on the impacts all of these items on human beings. I.e. physical and mental health, as well as that of the wildlife; needs to be Federal, Provincial and City good participation once these matters; recommend High Park and Humber River for Federally protected site.

- Should be monitoring of Laurentian aquifer flow into Spring Creek; why were there no mention of First Nations insight on any of this? Should be bird safe, not bird friendly.
- Need to identify and empower an individual with power and authority across the city (and TRCA) departments whose primary mandate is protecting and enhancing High Park's Natural Heritage.
- Also, please consider collecting traditional Indigenous knowledge re: traditional/natural medicines. Ensuring knowledge of local plants are protected. Share this wisdom too with public. Incorporate Indigenous voice and knowledge in assessment of local ecosystems.

Land Use and Community Services & Facilities

What do you like about the draft recommendations?

- Remove avenues overlay; restrict retail shop size; considering child care space
- Like restructuring retail shop sizes to retain character of small shops like approach for High Park area.
- Like the addition of green space/parks
- Pleased to see plans are aiming to minimize development impact to compensate for Daniels precedent.
- Effort to keep the diversity of BWV intact; preserving small shops concept and low residential buildings; High Park no development on south side by the path.
- Strongly agree with keeping large retailers out of the Main Village; support removal of Humber Gateway from Avenue Study.
- Protecting office usage; restricting retail size in Main Village; reduce parking on transit corridor.
- Considerations of local needs and services, and fluid response to local demographics.

What concerns do you have, if any, about the recommendations?

- Not enough focus on lower income residents
- Concern that East Village will not have fine grained small retail store fronts. Should try to extend character of Main Street.
- Concern that existing parking at 2155 Bloor will not be accommodated in new Land Use Policy. Need to provide flexibility for parking lot and other interim uses over the short to medium term.
- But where are shoppers going to park?
- No retail on High Park Avenue.
- Subway trains bypass High Park TTC station driving rush hour and makes it appear that there is no one boarding at High Park station; developers efforts to have high rise buildings versus low rise concepts; call of schools, childcare, health services, police, ambulance, hospital and fire services.
- Daniels building should not be a baseline for anything.

- Concerned about facilitating increased use of High Park by providing more commercial near High Park. (Keele already well served, consider very limited at High Park, perhaps on TTC property.)

What refinements, if any, would you like to see considered?

- Taking public service buildings and having their uses shift as demographic changes; consider expanded services to lower income residents; independent café at High Park station.
- Need to protect for existing uses vital to community (ie No Frills) that may not fit under proposed retail GFA (gross floor area) cap in Village Main Street. In the event the No Frills lands are redeveloped, a grocery store should be allowed to be re-introduced to the site upon completion of development, and any new store should not be subject to a GFA cap.
- Encourage transit and cycling by reducing/transforming parking lots and encouraging few if any parkade.
- If the fastest growing population are children and seniors, why does the city allow developers to build 1600 condos and need more senior residences.
- Keep retail out of High Park community; keep the low rise historical contents minimal. Focus on public health – physical and mental – of the village with independent retail stores vs chains and leaves No Frills in the Village where it is; City Hall needs more control over our destinations; focus and get input from the people who live in the area for all community development.
- Allowing east and west village to be taller will put pressure on main village – restrict them to 6 storeys too.
- Due care converting guidelines to official policy (risk of aggressive developer interpretations that are not city's intent).
- Open up neighbourhood to lower income families? E.g. apartments at lower rent (affordable housing). Open door for all people to experience life near High Park.

Transportation & Street Design

What do you like about the draft recommendations?

- Cycling infrastructure support; improving safety and mobility; redesign 1
- Concerns if parking lots are removed behind north side of Bloor. This will result in decrease in customers to small businesses on Bloor.
- Prefer plan to have off peak parking on both sides. Redesign 1
- Good plan for bike lanes and pedestrian friendly access
- Opportunity 1 – less disruptive and appear to public safety much more than opportunity 2 and 3
- Favour redesign 1 for balance of traffic flow and bike infrastructure in the bulk of the village; definitely need to remove planters to create full 5 metre pedestrian space.
- Traffic: redesign Opportunity 2 works for me, isolating left turn lanes, and is probably easier to keep consistent at Jane and Runnymede. Feels similar to Bloor bike lane experiment, where floor is actually better with one lane (in my experience).

- Key: Cycling infrastructure. Issues with road space? Invest in public transport; eco-friendly approach; as population increases, so does congestion – makes sense for better transit infrastructure!

What concerns do you have, if any, about the recommendations?

- Not enough focus on optimizing public transit accessibility and mobility
- Redesign 2 – not clear how centre lane for turning only would be used midblock where there is no place to turn; need more design for pedestrians crossing midblock-very common at No Frills (jay walking)
- Car use is diminishing. Must not assume need for same number of parking spaces.
- Safety isn't emphasized. Re: pedestrians on side walls, cyclist and traffic and safety or vehicles parking, opening doors and hitting other cars etc.
- I don't see any mitigation of the congestion in the Jane – Kingsway movement on the bicycle danger in this area. No dog off-leash area (especially after necessary closing of High Park dog off leash).
- Travel by car is non-sustainable in the City of Toronto, long-run population is on the rise, infrastructure for public transport must be taken into consideration for long-term planning.

What refinements, if any, would you like to see considered?

- Focus on increasing accessibility and mobility of public transit.
- Which is safer for cyclists? Pedestrians? 1. Parking cars on the right. They cross bike lane and drivers "door" cyclists – also drivers park on stop o bike lane forcing cyclists into traffic. 2. Bike lane with parking on left. Car passengers open doors and have to cross bike lane.
- In Montreal, the bike lanes are on one side of roadway. Bikes travel on both directions in these lanes. Bike lanes have their own traffic light to allow vehicles to make turns and pedestrians to cross.
- Suggest have bike lanes in retails area as a pilot study – due to concerns re: congestion, current lack of licensing. Cyclist respect for pedestrians and driving rules and enforcement for cyclists.
- There doesn't seem to be any accommodation for ride-sharing/self-driving vehicle pick-ups and drop-offs; consider one lane traffic each direction and expanding sidewalk beyond 5 metres; need to account for priority bus movements.
- For bike lanes: please use an actual divider. Paint/markings are inefficient for cyclist safety. "explorations" slide – prefer "redesigns". Redesigns has better safety for cyclists.

Other Feedback or Advice

- Community garden developments; more green space! Indigenous consultation re: developments around High Park; strict monitoring of developer's potential impact; regenerative approach, to not just protect but expand endangered habitats.
- Is this work open to people of all economic background? E.g. integrity of gentrification process to be open to all Toronto citizens – not only "up-scale", expensive building development, but remaining open to all people; Accessible residents, stores, etc.

- What legacy do we want to have? We have potential, infrastructure and technology for powerful, sustainable innovation. Shoot for the stars!
- Limiting cars on Bloor Street. Look to London, England case – increase of toll \$ as congestion rose in the city, investment in transit.
- Please take on this project with intention of creating the most sustainable, eco-friendly planning forward. We have the potential and capacity to be global forerunners in developing sustainable solution – with incredible innovative possibility. Please think of our future generations and the wealth of the Earth.

Appendix C — Feedback submitted after the meeting

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

- Submission 1, November 29
- Submission 2, December 4
- Submission 3, December 5
- Submission 4, December 7
- Submission 5, December 11
- Submission 6, December 15
- Submission 7, December 15
- Submission 8, December 16
- Submission 9, December 18
- Submission 10, December 18
- Submission 11, December 19

Submission 1, November 29

Hey,

I have just become aware of the Bloor West Village Avenue Study, and I want to express conditional support.

I remember coming to High Park from North Toronto in the seventh grade for a cross-country race, and as soon as I left the subway station the neighborhood felt unique. Even as a kid the age and character of the buildings was palpable.

Now I live in the neighborhood, and though it has changed (giant condo at 1838 Bloor) many of the buildings that created that feeling are still there. When you enter or exit High Park, or look out from between the trees, the old homes and apartments that line the road are a part what makes the place feel special. They should be protected. As should a few other exceptional buildings within the study.

But the rest of this proposal is anti-housing bullshit. It is an obvious scheme cooked up by local homeowners to preserve what they have and keep others from getting it.

This city needs housing more than it needs to protect a enormous stretch of chain restaurants, pet stores, and magical healing clinics. Any sort of blanket heritage designation that suppresses intensification will be a slap in the face for the thousands of families who can't afford housing in this city.

Submission 2, December 4

Hi all,

Let me stress how much I appreciate seeing the City planners and other staff, paying the attention to this crucial issue.

This is a critical time for High Park, a Jewel of Toronto's Park System and one of the most significant ESA/ANSI and wildlife habitats citywide.

It seems now that we could be arriving to the situation described in the document below from 1994 as "what was left over after development took its course" - Metropolitan Waterfront Plan, prepared by Metropolitan Planning Department, Feb 1994:

"Too often in the past, we have considered green space as an afterthought, what was left over after development took its course. We now realize that if any natural spaces are to remain, we must take a pro-active approach to saving them."

We are running out of time here in terms of rapidly rising pressures on Ecological Integrity of High Park Natural Heritage.

This process resulting in degradation and undermining of ecological functions is accelerating cumulatively and incrementally with more local residents using park on daily basis. Each 100 new local residents will introduce to the area potentially 40 plus pets (less than 25% of those will be properly licensed).

There are other heavy recreational uses placing stress on wildlife habitats and vegetation (fishing, bicycling, walking off trails, foraging, trampling, fragmentation of habitat. etc.) and incompatible uses with ESA/ANSI (cherry blossom, skating, big sport events, etc.)

Results from 2014 Parks User Survey of Toronto Parks corresponds to and Physical Activity in a Sample of Public Parks in the City of Los Angeles

"Most park users (81%) live within one mile of the parks, and only 19 percent of park users live more than one mile from the park. This is a key finding"

Natural Heritage does not have resiliency, as some may believe, to withstand pace of recent development, intensification and increasing recreational pressures. Once the degradation reaches "tipping point", mitigation may not be possible even if attempted and funded.

The proactive planning decisions are the first in the forefront of the City's various agencies decisions crucial to preserving the Natural Heritage in GTA, including High Park, for a long term and future generations.

Those from us, who are concerned about Protection of Natural Heritage of High Park not being addressed adequately so far, including myself, would like to learn more specific information on "Next Steps for High Park"

("City staff and TRCA are integrating the information on hydrogeology, surface water and natural heritage and exploring opportunities to improve the ecosystem in High Park")

Are we going to be able to participate? What would be timing and potential scale of these efforts? How would be connected to current and potential future development?

In my opinion, we really need to establish strong policies here along this BWVA Study to be as inclusive of the existing protection policies (PPS, NHRM, The City Official Plan, etc.) as possible.

Thank you for all your efforts.

Please, see attached docs :

1. BWVA Study_LAC#4 FINAL_Nov 27_additional information1

This finding generally corresponds to included findings from 2014 Parks User Survey:

"Most park users (81%) live within one mile of the parks, and only 19 percent of park users live more than one mile from the park. This is a key finding"

BWVA Study_LAC#4 FINAL_Nov 27_additional information1

High Park has been lately under increasing pressures from growing number of visitors and heavy recreational use. This situation has impacted the natural heritage (ESA/ANSI) of the park and the visitor's experience.

According to Natural Heritage Desktop Investigation Study by Dougan and Associates which is a part of Terms of Reference for BWVA Study, there is

“a high level of disturbance in respect to all Key Sensitivities: Prairie Habitat, Wildlife & Wildlife Habitat, Species at Risk, Urban Canopy, Steep slopes, Wetlands and Aquatic Habitat.

“3. Most indirect and cumulative impacts are regional (local) in nature, and already occurring

-increased population increases trampling / disturbance impacts”

Over the past 2 years, the area along the Bloor St. (beginning with Keele St. and ending with Jane St. at the west end) and partially fronting with High Park, **added about 2,500 people**. Some of these developments are yet to be completed. **This number does not include 51 Quebec Ave, recently under construction, that will add 586 units and about 1,200 people by next summer 2018.**

Moreover, if the developments along **the High Park Apartment Neighbourhood Character Study** were built as proposed, there would be **another 1700 units and about 5,000 more residents in immediate High Park proximity** (adjacency). This area is not included in BWVA Study.

It is being suggested by Preliminary Recommendations along Natural Heritage Desktop Investigation Study by Dougan and Associates, part of BWVA Study, that some of the impacts from development can be mitigated by Enhanced Best Management, Resource Management Planning, Monitoring and Adaptive Management.

Nowhere in this Natural Heritage Desktop Investigation Study is suggested “acceptance of an existing state of decline”, rather repeated conclusion of high level of disturbance and recommendation of mitigation measures. This Study also does not conclude in any way that these mitigating measures even if followed up rigorously would mitigate degradation ensuing from overuse and excessive recreational use of the park.

Only Environmental Impacts Study done properly along PPS, NHRM, TRCA Guidelines and other supportive guidelines could determine all of this after finding out needed data.

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

NATURAL HERITAGE REFERENCE MANUAL, 2010 for Natural Heritage Policies of the Provincial Policy Statement, 2005

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.

According to the Provincial Policy Statement and The City Official Plan, the Natural Heritage is to be preserved for a long term; all activities are to be compatible with designated areas ecological function and designated natural features. Development proponents need to prove that there will be no negative impacts on the natural heritage and designated natural features. This also includes impacts of multiple developments and cumulative impacts of increased use by local residents.

It seems that the planning decisions regarding development proposals adjacent and/or in vicinity of High Park so far have not taken into consideration cumulative impacts on the natural heritage ensuing from increased use by rapidly growing numbers of local residents, dogs and other recreational activities.

FYI:

https://www.rand.org/content/dam/rand/pubs/technical_reports/2006/RAND_TR357.pdf

Park Use and Physical Activity in a Sample of Public Parks in the City of Los Angeles

"Most park users (81%) live within one mile of the parks, and only 19 percent of park users live more than one mile from the park. This is a key finding"

From 2014 Toronto Parks User Survey follows:

<https://www1.toronto.ca/wps/portal/contentonly?vgnextoid=6fe078c1c8c1e410VgnVCM10000071d60f89RCRD&vgnextchannel=8e28dada600f0410VgnVCM10000071d60f89RCRD>

Parks are important to my quality of life - (2,010 response) 89.8% Strongly agree

How often do you visit parks? (2,224 responses)

26.3% Every day

24.7% 4 or more times/week

28% 2 4 times/week

Why do you visit parks?

(11,184 responses)

14.9% Walk or hike

14.1% Enjoy nature

9.2% Unstructured activity

8.8% Meet friends

8.7% Passing through

7.8% Cycling

7.2% Picnic

6.7% Special event

6.6% Walk the dog

6% Playground/ splash pad / wading pool

5.2% Organized activity

3.5% Other reason

1.3% Volunteer

What are the best features of your local park?

(9,285 responses)

16% Trees

14.6% Naturalized areas

6.7% Special event

6.6% Walk the dog

6% Playground/ splash pad / wading pool

5.2% Organized activity

3.5% Other reason

1.3% Volunteer

How did you learn about this park?

(2,765 responses)

63.8% Live close to the park

BWVA Study_LAC#4 FINAL_Nov 27_additional information2

It seems now that we could be arriving to the situation described in the document below from 1994 as *"what was left over after development took its course"* - **Metropolitan Waterfront Plan, prepared by Metropolitan Planning Department, Feb 1994:**

"Too often in the past, we have considered green space as an afterthought, what was left over after development took its course. We now realize that if any natural spaces are to remain, we must take a pro-active approach to saving them."

This is a critical time for High Park, a Jewel of Toronto's Park System and one of the most significant ESA/ANSI and wildlife habitats citywide.

Background Information:

<http://trca.on.ca/trca-user-uploads/MetropolitanWaterfrontPlan.pdf>

Metropolitan Waterfront Plan, prepared by Metropolitan Planning Department, Feb 1994

Excerpt, pg17

Ecosystem Approach

An ecosystem is a network formed by the interaction of living things, including humans, with one another and with their habitat. The waterfront planning process takes an ecosystem approach that recognizes the dynamic and complex interactions of natural and human communities and processes, on a scale from microscopic to the global. This approach to planning implies the recognition of natural boundaries, necessitating a greater degree of inter-governmental collaboration. It also requires policies that recognize a broader spectrum of issues and which take into account connections between the various components of the ecosystem.

In the urban context, the planning priority is to ensure that we benefit from the natural system while not unduly impairing natural processes. The state of the ecosystem's health is vitally important to Metropolitan Toronto. Water quality, for example, influences public health and recreational opportunities for residents. Public works facilities play an essential role in safeguarding a high quality of life.

Too often in the past, we have considered green space as an afterthought, what was left over after development took its course. We now realize that if any natural spaces are to remain, we must take a pro-active approach to saving them.

The ecosystem approach requires us to look beyond a particular site to what is happening in the next bay and in the whole watershed, and to have regard for cumulative impacts. A new structure in the lake at one site may destroy the beaches at another. Factors outside the shore area, such as upstream activities, have a major impact on the quality of the shoreline environment. All elements of the community have complex and changing relationships that require coordination and consideration.

Submission 3, December 5

Good Day

Bloor West Village has been a very successful community which is why, so many developers are focused here. One of the reasons for success is that it is a community which is what is missing in the suburbs. We are self-sufficient in the Village as one can access all our daily needs within walking distance. To name a few services, banking, dentist, fill-up, vegetable market, groceries and or even a blood lab. The bigger properties which are attractive to developers will be under pressure for redevelopment. This might include the gas station or our No Frills. These are essential parts to the community and if we do redevelop we will still need these services, so we must find a way to keep these utilities in any future proposals. I know this self-sufficient community idea is a little removed from planning philosophy as to the placement of certain businesses in a community, but it fits with climate concerns and walkability trends. If many residents will be living in condos or apartments without cars, then the walking option is essential. So, I wish planners would stop salivating over big spaces for redevelopment without considering the self-sufficiency of the COMMUNITY. One last point while I'm on self-sufficiency, a village vegetable garden might make a nice addition to the village inventory.

BWV, it really is a village and we need more of them not less.

Submission 4, December 7

Please reconsider the building heights you are recommending along the entire avenue. In my opinion, allowing building heights to be 3x the current height will be extremely detrimental to the look and feel of our neighborhood, regardless of setback from the street and the stepped feature of the top 2 levels. Our street is not wide enough to make this palatable.

To give you perspective, please look at this picture from Bloor, and try imagining buildings 3x the height.

<https://www.google.ca/maps/place/2300+Bloor+St+W,+Toronto,+ON+M6S+1P2/@43.6504579,-79.4795018,3a,75y,246.82h,85.44t/data=!3m6!1e1!3m4!1su2o1uFJWvoKcQT7XMYl0og!2e0!7i13312!8i6656!4m5!3m4!1s0x882b3687afa046fb:0x33c2ba494096a823!8m2!3d43.6505848!4d-79.4793603?hl=en>

As a reference, here is a picture from Yonge St., north of Eglinton. As you know, Yonge is a much busier and wider street (with much less character), yet even there the buildings are 2 or 3 stories.

<https://www.google.ca/maps/@43.7145769,-79.399964,3a,75y,348.74h,76.8t/data=!3m6!1e1!3m4!1sJAjmX4ww7zbZzmcbNlz6Eg!2e0!7i13312!8i6656>

Lastly, please see this picture of the movie theatre with the billboard on top. Now imagine a building that is more than twice that height in its place. You'll be ruining one of the best views of the sky at sunset.

https://www.google.ca/maps/place/2300+Bloor+St+W,+Toronto,+ON+M6S+1P2/@43.649858,-79.4819479,3a,75y,239.09h,97.37t/data=!3m6!1e1!3m4!1s2O76Mxke2_RizzpWSu641g!2e0!7i13312!8i6656!4m5!3m4!1s0x882b3687afa046fb:0x33c2ba494096a823!8m2!3d43.6505848!4d-79.4793603?hl=en

I ask that you seriously reconsider your recommendations.

Thank you

Submission 5, December 11

I plan to send more complete comments next week. Just a couple of quick comments / questions this morning:

I almost feel that we need another three or four meetings. With each meeting we achieve incremental changes and improvements, but we are not "there" yet.

What happens after the last comments are submitted on December 18? Will there be any opportunities for continued communication until we reach the "fine tuning" phase?

Submission 6, December 15

Changing rules on OMB and the Bill 139 will influence BWVA Study as well.

For my own sake I put together Compiled information -Transition from the Ontario Municipal Board to the Local Planning Appeal Tribunal under BWVA Study_LAC#4 FINAL_Dec15_additional information3

I would like to share it in case that people find the information useful.

BWVA Study_LAC#4 FINAL_Dec15_additional information3

Compiled information -Transition from the Ontario Municipal Board to the Local Planning Appeal Tribunal.doc

Excerpt from the article **Developers racing to OMB ahead of new provincial planning rules**

By Jennifer PagliaroCity Hall reporter

Mon., **Nov. 27, 2017**

"For far too long, the OMB has decided how Toronto's neighbourhoods will grow without any regard for our residents' quality of life, said Matlow. We need to address overcrowded schools, packed subways, a lack of affordable childcare and other social supports that make a community livable before new condos are approved in areas like Yonge and Eglinton."

For the entire article SEE text below.

Included Topics:

1. Statement on Transition from the Ontario Municipal Board to the Local Planning Appeal Tribunal

December 7, 2017 12:41 P.M

<https://news.ontario.ca/mma/en/2017/12/statement-on-transition-from-the-ontario-municipal-board-to-the-local-planning-appeal-tribunal.html>

2. Proposed new regulation under the Planning Act to prescribe transitional provisions for the Building Better Communities and Conserving Watersheds Act, 2017 (Bill 139)

<https://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzODk5&statusId=MjAzNjY4&language=en>

Proposed new regulation under the Planning Act to prescribe transitional provisions for the Building Better Communities and Conserving Watersheds Act, 2017 (Bill 139)

3. Bill 139 Receives Royal Assent

Dec 12, 2017

By Patrick Harrington

<http://www.airdberlis.com/insights/publications/publication/bill-139-receives-royal-assent>

Our last two updates outlined the proposed amendments to the Planning Act and the Ontario Municipal Board under Bill 139.

Today, Bill 139 received Royal Assent and came into force as the Building Better Communities and Conserving Watersheds Act, 2017.

While the Act itself came into force today, the Schedules to the Act (which contain the legislative amendments) come into force on a day to be named by proclamation of the Lieutenant Governor. There is currently no firm date for proclamation. Indications from the Ministry of Municipal Affairs is that proclamation will occur once the rules and regulations applicable to the new Local Planning Appeals Tribunal (the LPAT, which replaces the Ontario Municipal Board (OMB) are finalized. A recent Ministry press release anticipates that this exercise will be completed in spring 2018.

A key issue will be the transition between the current planning appeals system under the jurisdiction of the OMB to the new planning appeals system under the jurisdiction of the LPAT. Last week, the Province posted a summary of its proposed transition regulations on the Environmental Registry and commenced a 45-day public comment period. The Minister of Municipal Affairs and the Minister of the Attorney General also issued a helpful statement on transition.

Assuming the transition regulation is ultimately issued as proposed, and based on the joint-Ministry statement on transition, the following is offered by Aird & Berlis LLP's Municipal & Land Use Planning Group as a simplified summary:

For Planning Act applications:

If you have appealed to the OMB before today, your appeal will stay at the OMB.

If you have filed a complete application before today and you file an appeal before proclamation, your appeal will stay at the OMB.

If you file a complete application from this point forward, your appeal will go to the LPAT after proclamation.

If you file any appeals after proclamation (decisions or non-decisions), your appeal will go to the LPAT.

The following restrictions will apply where a decision on the relevant instrument is issued after proclamation:

No appeals of Ministerial Zoning Orders.

No ability to appeal an Interim Control By-law (ICBL) for one year.

No ability to apply to amend an approved Secondary Plan.

With respect to appeal and approval timelines:

The extended appeal timelines (210 days for OPAs; 150 days for ZBAs; 210 days for a combined OPA/ZBA) will apply to complete applications filed from this point forward.

The approval authority's timeline in which to approve an adopted OP/OPA is 210 days from this point forward.

Municipal authorities, ratepayer groups, consultants and landowners with questions about Bill 139 and the proposed transition from the OMB to the LPAT are encouraged to speak directly with a member of our Municipal & Land Use Planning Group. We can help simplify what promises to be a complex and at times unclear process of transition.

4. -Developers racing to OMB ahead of new provincial planning rules

https://www.thestar.com/news/city_hall/2017/11/27/developers-racing-to-omb-ahead-of-new-provincial-planning-rules.html

By Jennifer PagliaroCity Hall reporter
Mon., **Nov. 27, 2017**

Excerpt from the article. See for the entire article below.

"But the current limbo that has existed for more than a year, councillors and community groups say, has put additional pressure on areas currently buckling under unprecedented growth a reason they say the reforms were needed in the first place.

For far too long, the OMB has decided how Toronto's neighbourhoods will grow without any regard for our residents' quality of life, said Matlow. We need to address overcrowded schools, packed subways, a lack of affordable childcare and other social supports that make a community livable before new condos are approved in areas like Yonge and Eglinton."

5. - Toronto tells province that clear planning reforms are needed as soon as possible

https://www.thestar.com/news/city_hall/2017/10/16/toronto-tells-province-that-clear-planning-reforms-are-needed-as-soon-as-possible.html

By Jennifer PagliaroCity Hall reporter
Mon., **Oct. 16, 2017**

"Toronto city officials told a Queen's Park committee Monday that reforms to the OMB, the province's powerful planning tribunal, can't come soon enough, as the city continues to grow at an unprecedented rate and new development applications pour in at an increased pace.

On Monday, the city's acting chief planner Gregg Lintern and Councillor Josh Matlow both praised a government plan to overhaul the long-controversial Ontario Municipal Board, which has not seen substantial reform for more than 100 years.

But there remain concerns about the limbo between new and old legislation as developers unhappy with the changes may be rushing to beat the government's timeline to enact the new bill by the end of the year, a committee heard.

"These reforms have been a very long time coming," Matlow told the standing committee on social policy."

6. <https://www.thestar.com/opinion/editorials/2017/05/16/planning-changes-go-in-the-right-direction-editorial.html>

Editorials

Planning changes go in the right direction: Editorial

By Star Editorial Board
Tues., May 16, 2017

7. - Bill 139_Top10 Things You Need to Know About Bill 139

<http://www.airdberlis.com/insights/publications/publication/municipal-planning-law-bulletin---top-10-things-you-need-to-know-about-bill-139->

Excerpt:

" **Secondary Plan Two-Year Freeze.** Once approved, no one would be able to request an amendment to a new secondary plan before the second anniversary of the secondary plan coming into force, absent permission from the municipality."

8. - Toronto Star's ongoing series on development in Toronto please visit:

<http://on.thestar.com/2kTZPpl>

Some of included articles in more depth:

<https://news.ontario.ca/mma/en/2017/12/statement-on-transition-from-the-ontario-municipal-board-to-the-local-planning-appeal-tribunal.html>

Statement on Transition from the Ontario Municipal Board to the Local Planning Appeal Tribunal

December 7, 2017 12:41 P.M.

Ministry of Municipal Affairs

The following statement was issued today by Bill Mauro, Minister of Municipal Affairs, and Yasir Naqvi, Minister of the Attorney General:

"The proposed Building Better Communities and Conserving

Watersheds Act 2017 , Bill 139, would, if passed, overhaul the province's land use planning appeals system, giving communities a stronger voice and ensuring people have access to faster, fairer and more affordable hearings. Once in force, the act would establish **the Local Planning Appeal Tribunal** to replace the Ontario Municipal Board. It would also give the Minister of Municipal Affairs and the Attorney General the power to make regulations to deal with matters affected by the act coming into force.

Today, our government posted proposed transition regulations that set out rules for planning matters in process at the time of proclamation (i.e. "transition") if Bill 139 is passed. The proposed transition regulation would mean that:

- 1. - appeals that are already before the Ontario Municipal Board as of the date of Royal Assent of Bill 139 would be subject to the existing rules and would be heard by the Ontario Municipal Board;**
 2. - appeals made after the new rules come into force would be subject to the new rules and heard by the new Local Planning Appeal Tribunal;
 3. - appeals of matters between the date of Royal Assent and the date that the new rules are proclaimed into force: would be heard by the Ontario Municipal Board if the planning matter began (e.g. the complete application was received) before the date of Royal Assent; and would be heard by the Local Planning Appeal Tribunal if the planning matter began after the date of Royal Assent.
-

https://www.thestar.com/news/city_hall/2017/11/27/developers-racing-to-omb-ahead-of-new-provincial-planning-rules.html

2. Developers racing to OMB ahead of new provincial planning rules

By Jennifer PagliaroCity Hall reporter
Mon., Nov. 27, 2017

As Toronto awaits new rules that will shift the balance of power long held by the Ontario Municipal Board, uncertainty over how to transition from the old system to the new has city officials and communities warning of a rush of problematic applications.

The soon to be created Local Planning Appeal Tribunal will change the way local planning decisions are made. It is expected to be approved by Queen's Park before the end of the year.

The soon to be created Local Planning Appeal Tribunal will change the way local planning decisions are made. It is expected to be approved by Queen's Park before the end of the year. City officials are warning that developers are rushing en masse to appeal problematic applications to the powerful provincial tribunal that oversees land-use planning in order to avoid a less-favourable system.

City data shows the number of appeals to the Ontario Municipal Board on major development applications to the city have more than doubled compared to the same period last year.

Despite the current instability, a provincial official told the Star, new rules will not be made retroactive to earlier this year, as the city had requested.

The situation we're dealing with is an appeal a day, said Councillor Joe Cressy, who represents a downtown ward that includes the King-Spadina neighbourhood, one of the fastest-growing areas of the city.

At a public meeting on a proposed development last week, Cressy said a representative for a developer told the room: We're sorry for subverting the process, and we know that this is not an application that you or the city can support. But we needed to quickly submit an application given the uncertainty at the provincial level.

That uncertainty, Cressy said, is resulting in not only flash applications and appeals, but at this point there is **a very real risk that we end up with a lot of bad development that nobody wants, probably including the developer.**

Last year, the provincial government outlined its plan to table new legislation that would significantly shift the power dynamic created by the more-than-100-year-old Ontario Municipal Board, which today has the jurisdiction to overrule city council decisions and has largely favoured developers looking to build taller and denser towers.

Those new rules and a rebranding that would strip the OMB title for a new one, the Local Planning Appeal Tribunal are expected to be made law after debate continues at Queen's Park on Wednesday.

But in the interim, city officials and local communities have decried a limbo state they say has led developers to try to squeeze applications through under the old system.

In that void, planners and councillors say developers are submitting applications without first consulting with the city or the community in order to start the clock on when they are allowed to appeal to the OMB either after 120 or 180 days, depending on the type of application. And those who had not yet appealed existing applications are rushing to get in line at the tribunal.

In 2017, the number of major appeals at least doubled in all four corners of the city between May 16 and Nov. 24, according to city data compiled by Councillor Josh Matlow's office. In the downtown, East York and midtown areas, the number of appeals in 2016 was 24 compared to 50 in 2017.

Overall, there were 38 major appeals in that period in 2016, compared to 85 in the same period in 2017. Some applicants have informed city staff that in the absence of understanding how transition will take place they are advancing appeals, said Kerri Voumvakis, director of strategic initiatives, policy and analysis in the city planning division.

It is critical that all parties understand the transition provisions related to the bill. In the absence of this certainty, I anticipate that applicants will continue to appeal.

Joe Vacccaro, president and CEO of the Ontario Home Builders' Association, said developers are acting quickly to avoid uncertainty.

If we don't know what the transition rules are, lawyers are saying to the developers, 'if you have appeal rights... if you do not trigger those rights today there's no guarantee tomorrow that if you have to appeal, it goes to the OMB', he said.

CONTESTED DEVELOPMENT: Many question whether the Ontario Municipal Board should be allowed to continue wielding its unelected power over a city crunched for resources. For more on the Toronto Star's ongoing series on development in Toronto

please visit: <http://on.thestar.com/2kTZPpl>

Earlier this month, council requested the province make the new rules retroactive so they apply to appeals submitted after the new legislation was first introduced at Queen's Park on May 30.

But Friday, a spokesperson for Minister of Municipal Affairs Bill Mauro told the Star that won't be the case.

If passed, the bill would allow for a transition regulation that would apply the bill's changes to appeals that are filed after royal assent, but prior to proclamation, Mark Cripps said in an email.

Making first reading the threshold for transition would mean almost a year's worth of OMB cases would be left somewhere between the old system and the new. The resulting confusion the legal, administrative and financial impact would be significant.

A transition plan would be posted in the coming weeks, he said, adding the government would welcome feedback before it is finalized.

<https://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzODk5&statusId=MjAzNjY4&language=en>

But the current limbo that has existed for more than a year, councillors and community groups say, has put additional pressure on areas currently buckling under unprecedented growth a reason they say the reforms were needed in the first place.

For far too long, the OMB has decided how Toronto's neighbourhoods will grow without any regard for our residents' quality of life, said Matlow. We need to address overcrowded schools, packed subways, a lack of affordable childcare and other social supports that make a community livable before new condos are approved in areas like Yonge and Eglinton.

Geoff Kettel, co-chair of the Federation of North Toronto Residents' Associations, which represents dozens of residents' groups, said they've been watching the reform process closely and with anxiety.

Income tax changes at budget time are always effective as of the announcement date. It is stupid for a government to introduce an important reform but let affected entrepreneurs have a six-month loophole in which to accelerate the ventures that the legislation is meant to prevent.

https://www.thestar.com/news/city_hall/2017/10/16/toronto-tells-province-that-clear-planning-reforms-are-needed-as-soon-as-possible.html

Toronto tells province that clear planning reforms are needed as soon as possible

By Jennifer PagliaroCity Hall reporter
Mon., Oct. 16, 2017

City officials praised the province's plan to reform the OMB at a committee hearing while asking for a clear transition plan as the city sees an uptick in development applications. Toronto city officials told a Queen's Park committee Monday that reforms to the OMB, the province's powerful planning tribunal, can't come soon enough, as the city continues to grow at an unprecedented rate and new development applications pour in at an increased pace. On Monday, the city's acting chief planner Gregg Lintern and Councillor Josh Matlow both praised a government plan to overhaul the long-controversial Ontario Municipal Board, which has not seen substantial reform for more than 100 years. But there remain concerns about the limbo between new and old legislation as developers unhappy with the changes may be rushing to beat the government's timeline to enact the new bill by the end of the year, a committee heard. These reforms have been a very long time coming, Matlow told the standing committee on social policy.

Read more:

Province plans to overhaul OMB and give more power to cities and citizens.

As province overhauls OMB, local zoning bylaws need updating Planning changes go in the right direction: Editorial

He said the city has lacked the necessary tools to deal with unprecedented development and resulting growth that is currently taking place in his ward and in many parts of the downtown and North York.

“Over many years, ad hoc OMB decisions on individual sites in the Yonge-Eglinton area, which I represent, have set a narrative and have far too often created precedent for subsequent developments with little regard for wider context, or local needs for infrastructure and social services.”

While the Yonge-Eglinton area has been slated for intensification by the province’s growth plan, the area exceeded those density targets the year they were created.

That has left the city struggling to keep up with growth — local public schools are full, people are left waiting for the third or fourth subway on the Yonge line, and planners worry basic necessities like sewers and water pipes will reach capacity.

The province’s proposed changes to legislation were tabled in May, drawing praise from planners, councillors and residents. The bill passed second reading in September and was forwarded to committee for debate.

For more than a century, the OMB has had the final say in a wide range of planning issues and has the power to overrule council decisions.

Most significantly, the changes, if passed, would require the body — to be renamed the Local Planning Appeals Tribunal — to have more regard for local decisions. It would scrap a practice called “de novo” hearings, or hearings “as new,” that essentially allow developers and other groups to have what critics call a “do over” when a council decision doesn’t go their way.

Under the new rules, the OMB would instead consider whether a council decision was consistent with provincial and city rules.

If not, the decision would be sent back to council.

“The changes proposed by the bill will enable municipalities to focus on adopting planning principles, what we call proactive planning, to address growth and change,” said the city’s acting chief planner Lintern. “Currently a large amount of municipal time is spent at the OMB defending council-adopted policies approved by the province but which are appealed by parties who may not support the decision of the locally-elected officials.”

Lintern said they are currently seeing an increase in applications and are requesting the province make clear a transition plan between old and new legislation.

That plan is currently underway, Attorney General Yasir Naqvi told the committee, one that doesn’t impact processes that may be at the tribunal as we speak.

That suggested a request from the city’s planning and growth committee headed to council next month that the new rules be retroactive to May is unlikely to succeed.

Naqvi said they hope to have new legislation passed by the end of the year.

The largest organizations representing developers also spoke at the committee Monday, arguing there would be unintended consequences in reforming the OMB and that providing

more power to councils would see councillors pandering to local residents and Not In My Backyard(NIMBY) attitudes.

City officials said the new rules would actually force council to make a thoughtful decision that could be backed up by the city's own official plans and policies as well as provincial rules, knowing that's the basis on which an appeal would be judged at a reformed tribunal.

<https://www.thestar.com/opinion/editorials/2017/05/16/planning-changes-go-in-the-right-direction-editorial.html>

Opinion
Editorials

Planning changes go in the right direction: Editorial

By Star Editorial Board
Tues., **May 16, 2017**

'The Wynne government is taking a welcome and long-overdue step towards reining in the power of developers to shape the future of our cities.'

The Wynne government is taking a welcome and long-overdue step towards reining in the power of developers to shape the future of our cities.

Stripping away the details, that's the essence of the government's overhaul of the Ontario Municipal Board, the tribunal that for more than a century has had the final say on land-use planning.

The intricacies of all this don't make for easy reading, but they're vital to determining what kind of city we're going to live in – and who gets to decide on that.

For far too long, decisions taken at the local level, by planners and city councillors responsive to ordinary citizens, have been too easily overturned by the unelected, unaccountable OMB. All too often it has brushed aside attempts to protect neighbourhoods and tilted the playing field in favour of developers.

The province has been talking about reforming the system for years. Now it has finally taken its courage in its hands and proposed a major change that should go a long way towards redressing the balance and giving cities a lot more control over their destiny.

It begins with a change of name. The province plans to replace the OMB with a new body called the Local Planning Appeals Tribunal. But the real change would be in the powers of the new tribunal.

According to the government, it would function like a true appeals board. In other words, it would be able to overturn local decisions only if a municipality failed to follow its own policies or provincial planning guidelines.

Unlike the OMB, it would not be able to conduct so-called de novo hearings in effect allowing developers to start over again if they don't like a local decision. The result in too many cases is

that the OMB has overruled city- and neighbourhood-level wishes and given developers the green light to build over-sized projects that don't respect residents' wishes.

The results can be seen all around Toronto, and the complicated, secretive process was extensively documented in a recent series of articles by the Star's Jennifer Pagliaro. The OMB system has been complicated and expensive, giving well-financed developers a clear advantage over volunteer residents' groups – and even over harried city planners.

The province proposes to “level the playing field,” in the words of Attorney General Yasir Naqvi, by making it easier for the public to play a role in appeals. Among other things it would create a support centre that will offer free legal and planning advice to non-experts who want to take part.

The proposed law does not contain something that the City of Toronto and some other big municipalities have long been asking for: the right for them to be exempt from the OMB and set up their own development appeals board.

That won't be necessary if the new tribunal works as advertised. If local decisions are better respected and the appeals process is made more accessible and less complicated, then Toronto shouldn't need its own separate body. A properly reformed appeals tribunal should be sufficiently flexible to serve all communities.

Developers worry that changes along the lines of those proposed on Tuesday will undermine provincial plans for denser growth and empower so-called NIMBYs who don't want to see any changes in their communities.

Those fears are almost certainly overblown. The Toronto region is one of the fastest-growing areas on the continent and the demand for new buildings of all kinds will surely continue. The difference, if the province carries through on its promises, will be that the inevitable growth will be carried out in a way that's more sensitive to the needs and priorities of communities. That can't be a bad thing.

<http://www.airdberlis.com/insights/publications/publication/municipal-planning-law-bulletin---top-10-things-you-need-to-know-about-bill-139>

Bulletin - Top 10 Things You Need to Know About Bill 139

Bill 139 (Building Better Communities and Conserving Watersheds Act, 2017), which has received First Reading, proposes to continue the Ontario Municipal Board as the renamed Local Planning Appeal Tribunal, make fundamental changes to the Planning Act approval process, and revise the Conservation Authorities Act.

While the final content of Bill 139 has not yet been determined and the regulations are not available, below is a summary of the most salient changes proposed.

THE NEW LOCAL PLANNING APPEAL TRIBUNAL

New Hearing Rules. No party would be permitted to call evidence or examine witnesses in most planning appeals (Official Plans and Amendment, Zoning By-law and Amendments, and Plan of Subdivision). Instead, evidence would be based primarily on the written record that was

before council when it made its original decision. An oral hearing would involve only submissions by the parties to the appeal. Proposed time limits for parties' oral submissions are to be stipulated in a regulation which has not yet been published.

Mandatory Case Management. The tribunal would require that a case management conference be held for any proceeding in the above matters for purposes such as identifying the issue(s) raised by the proceeding, discussing opportunities for settlement and determining administrative details of the conduct of hearings.

Local Planning Appeal Support Centre. A new Local Planning Appeal Support Centre, staffed by a duty lawyer, would be established to provide free information and support, as well as representation for residents seeking to participate in the appeal process.

THE PLANNING ACT

The New Test. On an appeal of a municipally-adopted/approved Official Plan or Amendment (OP/OPA), or a Zoning By-law or Amendment (ZBL/ZBLA), the appellant would have to explain how the part or section of the aforementioned instrument of concern to the appellant is inconsistent with a provincial policy statement, fails to conform with or conflicts with a provincial plan, or fails to conform with the applicable upper-tier official plan.

The Joint Test. On an appeal from a refusal of a privately-initiated OPA or ZBLA, the applicant/appellant would have to explain (i) how the existing policies/regulations of the OP or ZBL sought to be amended do not satisfy the New Test and (ii) how the proposed OPA or ZBLA does satisfy the New Test.

The First and Second Appeal Process

If the tribunal determines that the appellant has not met the applicable test (i.e. the New Test or the Joint Test), the appeal would be dismissed.

If the tribunal determines that an appellant has met the applicable test, the tribunal would have to issue a notice to the municipality that it is being given an opportunity to reconsider its decision on the matter.

If the municipality does not render a decision on the reconsideration within 90 days, the non-decision could be appealed to the tribunal.

If the municipality does render a decision on the reconsideration, the municipal decision could be appealed a second time. On a second appeal, if the tribunal finds that the appellant has again met the New Test or the Joint Test, only then would the tribunal be empowered to modify the appealed instrument to resolve the matter.

Municipal Law Bulletin - June 2017 rev

Major Transit Station Areas. Upper and single-tier municipal Official Plans would be able to include policies that identify a protected major transit station area. These policies can prescribe the land uses, heights and minimum employment/residential densities to be achieved in the major transit station areas. Lower-tier municipalities would have to amend their OPs to give effect to the upper-tier's policies. Exemption orders would not apply in the case of new Major Transit Station area policies, so all of these policies and maps would have to be approved by the

relevant approval authority (i.e. an upper-tier municipality or the Minister). If approved by the relevant approval authority, new Major Transit Station Area policies and maps would not be appealable. These new policies and maps would not be able to be amended by a private application absent permission from the municipality.

Secondary Plan Two-Year Freeze. Once approved, no one would be able to request an amendment to a new secondary plan before the second anniversary of the secondary plan coming into force, absent permission from the municipality.

Non-Decisions. The appeal period on a private OPA is proposed to be extended from 180 days to 210 days. The appeal period on a private ZBLA is proposed to be extended from 120 days to 150 days, unless the private ZBLA is accompanied by a private OPA, in which case the appeal period for both would be 210 days. This is in addition to all of the Bill 73 amendments regarding approval authority extensions. On reconsideration matters (i.e. second appeals), the non-decision period is proposed to be reduced to 90 days.

No Appeals of Minister's Decisions. Where the Minister of Municipal Affairs is the approval authority of an OP or OPA, there would be no ability to appeal the Minister's decision to approve. This becomes important in the context of OP reviews and conformity exercises undertaken pursuant to section 26 of the Planning Act, where exemptions from Ministerial approval do not apply. Further, the definition of a Municipal Comprehensive Review has changed under the 2017 Growth Plan for the Greater Golden Horseshoe such that an MCR may only be undertaken by an upper or single-tier municipality pursuant to section 26. Because upper and single-tier decisions under section 26 are subject to Ministerial approval, none of these matters would be capable of being appealed.

ADDITIONAL CHANGES ALSO PROPOSED TO THE CONSERVATION AUTHORITIES ACT

Stop Work Orders. Officers appointed by the authority would have the power to issue stop work orders halting activities done without a permit or in contravention of a condition of a permit.

Appeals. Appeals in respect of applications for a permit in the area of an authority's jurisdiction would be made to the Minister of Natural Resources.

Higher Fines. The maximum fine for contravention of the Act would be increased from \$10,000 to \$50,000 in the case of an individual and to \$1,000,000 in the case of a corporation. An additional fine of \$10,000 to \$50,000 a day for individuals and \$200,000 a day for corporations could be imposed if the offence continues after conviction.

http://www.ontla.on.ca/web/bills/bills_current.do?locale=en

Bills from the Current Session Session 2, Parliament 41

Bill 139, Building Better Communities and Conserving Watersheds Act, 2017

Mauro, Hon Bill Minister of Municipal Affairs

Current Status: Third Reading Debate

Excerpt:

"Section 2.1 of the Planning Act currently requires approval authorities and the Ontario Municipal Board, when they make decisions relating to planning matters, to have regard to decisions of municipal councils and approval authorities relating to the same planning matter, and to any supporting information and material that was before a municipal council or approval authority relating to the same planning matter. The section is amended to limit its application to specified planning matters relating to official plans, zoning by-laws, interim control by-laws, site plan control, plans of subdivision and consents."

Submission 7, December 15

<https://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Environment/Files/pdf/ESA/OPA%20262%20Environmental%20Policies%20and%20Designation%20of%20ESA%20Areas%20OBL%20No.%201158-2015.pdf>

Official Plan Environmental Policies

CITY OF TORONTO BY-LAW No. 1158-2015

AMENDMENT NO. 262 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO, Enacted and passed on November 3, 2015

"The natural heritage system is important to the City, both within and beyond our boundaries, and needs to be protected for the long term.

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

We must be careful to assess the impacts of new development in areas near the natural heritage system. The size of this adjacent impact zone will vary across the City, depending on the local characteristics of the natural heritage system and adjacent areas."

OP

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

OFFICIAL PLAN AMENDMENTS INCORPORATED IN OFFICE CONSOLIDATION, JUNE 2015, Approved, in part, with modifications by the Ontario Municipal Board June 2006 and further approved by the Board June 2015

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

We must be careful to assess the impacts of new development in areas near the natural heritage system. The size of this adjacent impact zone will vary across the City, depending on the local characteristics of the natural heritage system and adjacent areas."

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG7.2>

City Council consideration on November 3, 2015

Official Plan Five Year Review: Final Recommendation Report - Amendments to the Official Plan Environmental Policies and Designation of Environmentally Significant Areas

I've found nothing here that could relieve the City from a full compliance with PPS 14 in its full extent.

Wording of OP is identical with the Amendment doc

OP must conform to PPS and relevant planning decisions are to be consistent with the Planning ACT, OP and PPS.

Submission 8, December 16

Thank you for everyone's work on this project so far and for the opportunity for further feedback. We were not able to stay for all of the presentations, so perhaps this feedback will be redundant.

My comments pertain mainly to the Natural Heritage section of the presentation. In particular, I would like to reinforce the need for strong measures to mitigate tree canopy loss and protect high value mature trees that make a significant impact in providing shade, sound dampening, cooler temperatures and better air quality, not to mention bird and wildlife habitat and aesthetic value and a sense of well being/mental health/relief from concrete. I am concerned that green roofs (although a valuable addition to the plan) do not make many of the contributions made by mature trees. We particularly need mature trees along the avenue in order to provide the shade and temperature reduction needed for pedestrians and residents as the climate warms. Trees planted along the avenue need to be of sufficient size and be provided with sufficient space, irrigation and nutrition to make them viable. The trees currently on the avenue, both the established trees and those that have been recently planted, are extremely small and/or are in pitiful condition and are a long way from making the kind of contribution to the environment that is needed and that is provided by existing mature trees.

I am also concerned that the measures recommended to protect High Park are extremely inadequate given the increasing pressure the park is currently under. Much greater funding for the ongoing maintenance and improvement of the park (not to mention by-law enforcement) both for users and for the protection of biologically sensitive areas is vital to the survival of the park. Creative thinking is needed around development fees, taxes, increasing dog licensing fees (surcharges for large-sized or number of dogs owned) or other sources of funding to adequately support High Park as well all of Toronto's overused and inadequate green spaces. I am concerned that inadequate funding contributes to poor solutions such as the work done recently to replace perennial beds in the Village parks along the subway easement. Perennial beds were replaced with hard brick surfaces, large planters and benches that face the street/parking lots/garbage containers and bike racks (rather angled toward each other, the greenspace or even the planters). No additional trees or bushes were planted. The results are barren and inhospitable and increase the heat and water run off. We need better solutions than this!

With regard to Water I would say that the management of all of the ponds appears to be a work in progress and the whole water system continues to need attention and upgrading as development continues to have an impact. For years, there has been a stench coming from the pond at the bottom of Spring Road that pervades the whole Bloor/Parkside area (especially in

the warm weather) and that can make walking in the north east corner of the park a nauseating experience.

Submission 9, December 18

Built Form

What do you like about the draft recommendations?

Creation of green and Open Spaces

Angular planes that respect the parts bases

Respect your view corridors

What concerns do you have if any about the draft recommendations?

The proposed height recommendations for the Village Main Street are based on the as of right zoning instead of the existing built form context. The context should inform the zoning not the other way around. This then affects the height requirements for the East and West Village because of the application of the transition principle as it applies to the taller neighborhoods to the east and west when they are compared to the Village Main Street area.

The recommendation for "Soft Intensification" calls for setbacks at the two-three storey level but unless the existing "as-of-right zoning" for height is modified then setbacks at heights lower than 14m, such as shown on the village Main Street concept for soft intensification, are not enforceable. The as-of-right height should be modified to require setbacks at the existing two-three storey level with further setbacks after the four storey level

The established neighborhoods on the south side of Bloor should be respected as existing stable neighbourhoods and the measurements of the rear angular plane should commence at 10m not at 14m.

What if any refinements would you like to see considered

The consideration of the height of the Main Street buildings should be based on the existing context and character not on the as of right height.

The as-of-right height should be modified to meet good planning principals such as the proposed "soft intensification" setbacks at the existing two-three storey level with further setbacks after the four storey level.

For the South Side neighborhoods the angular plane should start at 10m to respect the neighborhood.

Natural Heritage and Water

What you like about the draft recommendations?

The recommendations are going in the right direction.

What concerns do you have if any about the draft recommendations?

What if any refinements would you like to see considered?

Policies should not only seek to replace habitat they should seek to enhance habitat because the loss of habitat is not avoidable and only an aggressive policy to add can maintain the balance.

Land Use and Community Services and Facilities

what do you like about the draft recommendations?

Removal of the West residential area from the Avenue designation is a good idea.

Strong bylaws and the development of clear regulations are important to provide appropriate growth and stability.

The maintenance of small size retail units promotes the character of the area.

What concerns do you have if any about the draft recommendations?

What if any refinements would you like to see considered?

Careful development of the bylaws and regulations with the community to ensure that they are not ambiguous or carry unintended consequences.

A recommendation of what population vs. facility ratios are appropriate would help to prevent over or under population of facilities.

Facilities such as schools, recreation centers, libraries, etc... should have permitted uses which will allow them to adapt to the changing ebb and flow of population cycles such as children rich neighborhoods transforming to older family neighborhoods and even retirement neighborhoods.

The High Park subway station proposal could be a positive addition if it's done on a small scale commercial basis and respects the location near to High Park, i.e. the uses enhance the park usage. This is a good location for bike share, sports goods, playground toys, or café.

The current No Frills , while convenient, does not contribute to the fine grained character of the Village neighborhood. But it does maintain heights, sky views, pedestrian traffic, vitality, and potential views down to the lake. All of which we would like to maintain.

Transportation and Street design

What do you like about the draft recommendations?

There are many positive ideas here.

What concerns do you have if any about the draft recommendations?

Only design number one allows for effective deliveries to businesses.

Pedestrian traffic is essential to the vitality of the main Street and should be encouraged.

Cycling needs should be assessed to see what kind of uses will enhance the vitality of the area. For example if residents would like to take a short peddle to the main Street with the little one to do a spot of shopping we need routes to the area and lockups once there.

Cycling infrastructure in anticipation of greater uptake of commuter biking is a positive idea. But unless there are sufficient numbers making the daily journey there is the danger of over development.

Submission 10, December 18

LAC Nov. 27 and Community Consultation Dec. 4, 2017

The Additional Memo received Dec. 18, 2017

Comments from Veronica Wynne, V-P

Swansea Area Ratepayers Association

These comments are based on the details of the actual presentation and the comments & conversations beyond the presentation with City Planning staff and DTAH personnel.

- 1. Remove the reference to the City Staff revision 'to resolve minor inconsistencies. 20 new properties added' as it appears on page 6 of the presentation.**

Allison Reid of Urban Design approached me during the discussion portion to indicate that the properties on Kennedy/Runnymede, south side, would be part of a mixed-use or enhancement designation. There appeared to be a difference of opinion between DTAH and the City as Brent Raymond, DTAH Lead Consultant, said to the whole group that they were not recommending describing these properties as Mixed-Use.

With the arrival of the Additional Memo re Boundary Adjustments, there appears to have been direction from City Planning to change this descriptor to Mixed-Use contrary to the recommendation and statement of Brent at our meeting. This is a major concern and impacts the objectivity, transparency and authenticity of the Avenue Study process. The understanding at the outset was that the Avenue Study would be at arm's length from City Planning and independently guided by the expertise of DTAH. This memo leaves me in doubt that we are being well served by City Planning and Urban Design in contradicting the initial recommendations of DTAH.

As these properties currently are situated within the Neighbourhood area of the Swansea Secondary plan, it would be prejudicial to the future calculation of the angular plane and the Neighbourhood zoning definition of the properties to include them as mixed-use or enhancement properties.

It is also prejudicial to amend the Neighbourhood boundaries of a Secondary Plan within the Official Plan with revisions in an Avenue Study describing them as 'minor inconsistencies'. These are amendments with major implications for the Swansea Secondary Plan and the Bloor West Village within the Official Plan.

- 2. Calculate the rise of the angular plane based on its historic particular measurement**

The current measurement of the Angular Plan rise is 10 metres – 4m for the retail storey and 3m X 2 storeys = 10m. If you are recommending a 4 storey rise measurement, the calculation should be as follows: 4m for retail storey + 9m for 3 further storeys of 3m each. The retention of the 45° angular plane is commendable. To alleviate the slab effect for the Neighbourhood to the south, setbacks at the second or third floor should be considered.

- 3. Embed the requirements of Hydrological Studies as part of every development with the emphasis on testing soil and underground water conditions with the intention of investigating their impact on the adjacent 100 year old neighbourhood homes. This**

study should prohibit the building of underground parking as per the directives of these studies.

During the process of approving and appealing the development of the Southport Plaza, 34 Southport Street, we were advised by City's Planning and Legal departments that there were really no absolute guarantees against damages even with Bathtub technology. When asked what the community could do in the event of damages as a result of digging for underground parking under these adverse circumstances, the City lawyer's answer was that we would have to sue both the City and the Developer!

Better to be sure than sorry. Do not allow for underground parking in developments adjacent to neighbourhoods and 100 year old residential homes.

4. The City should buy the ESSO gas station on the south-east corner of South Kingsway and Bloor to resolve the traffic nightmare at this intersection with Riverview Gdns – As suggested by Transportation Staff at this particular station during the Community Consultation Meeting.

When asked what would resolve ultimately the traffic nightmare at the South Kingsway-Riverview Gdns-Bloor-Mossom intersection, the answer from the Transportation personnel was 'Buy up the Esso Station'! As another recommendation of the Avenue Study was to create more Green Space opportunities, this purchase could address both needs to the betterment of the Village and neighbourhood communities.

These amendments and revisions are presented in the interest of the betterment of the Village and adjacent neighbourhood communities and maintaining the integrity of the Avenue Study process.

Submission 11, December 19

Environmental Considerations

Potential park, TPA Lot/Potential future park, Landscape Frontage (High Park), Green Fingers --- all excellent

Green Fingers The green fingers are excellent, especially since some of them will be wide enough to allow for the planting of trees. Our final document needs to make it clear that the green fingers are not to be used for retail. No stores, no coffee shops, no restaurants, no sidewalk sales, no noise, no bright lights. Only enough light as is necessary to provide for pedestrian safety at night. (It seems to be almost an automatic response from developers, architects and planners to "animate the street with retail".) The primary purpose of the green fingers is to provide corridors for species movement between natural areas. The second purpose is to provide a space where trees can grow to a mature size. They will then be able to contribute to the park's buffer zone. The third purpose is to provide a quiet green oasis, where the residents can sit, read a book, check their emails, and get in touch with Nature.

However, the green fingers will probably not be able to give us the 50% tree canopy which we need to create a proper buffer zone for the park. Street trees help, but they do not give us 50%

canopy extending at least 100 metres north of the park. The ideal would be built form with small footprints intermingled with the trees. The modelled buildings still seem to have quite large footprints. I wonder if we could experiment

to find some way to address this.

Built Form P. 11 The modelled building depicts a long continuous street wall, bordered by a row of street trees along Bloor Street. It would be preferable to break up this wall with two or three green fingers, in order to protect the ravine area to the north. When a street wall is both wide and tall it creates a barrier to species movement.

In the present drawing, the row of street trees is sort of "trapped" next to the building. There is no way for them to "communicate" with the natural areas to the north.

Mid Rise Buildings Performance Standards -- In 2015, a request was made to City staff to change the requirement for a continuous street wall, for a development near a Natural Area. This change has not been included in the 2016 Addendum. It is up for consideration in the next round of consultations.

Before this Avenue Study is used to inform a policy document, we will have to work hand in hand with the City to decide how we want to protect High Park. Otherwise, we will be putting the cart ahead of the horse. We don't yet know the carrying capacity of the park. Our species data is out of date. We don't know where we might have valuable Natural Heritage resources outside of the park. Our Natural Heritage System is not limited to our parks and open spaces.

It encompasses the entire City. I refer again to the stand of century black and white oak trees which used to live on the 1844 Bloor West site. In the 2001 TRCA Natural Heritage Study, they were shown on several of the maps, including Map 15: City of Toronto - Natural Heritage System Components. When the 1844 development application came in to City Planning, these maps could have been checked to see if there were any important Natural Resources which needed to be protected.

Field studies need to be undertaken on a regular basis, in order to keep the data current. We have many Environmental Science and Forestry students who would be capable of doing this work.

Once we know the carrying capacity of the park, we can decide how much density to allow in the surrounding areas, and possibly, whether we need to put some restrictions on the use of the park. We need to put less emphasis on High Park as a recreational area. City staff seem to be scheduling events and activities without having any understanding that these activities stress the park and its wildlife.

The City talks about wanting to protect biodiversity, but this will not happen by magic. In order to protect species, we must protect the habitats on which they depend. The word "protect" needs to encompass "preserve, enhance and restore".

In future, development applications near a Natural Heritage area need to include a requirement to "restore", rather than giving "cash in lieu of parkland".

The City has separate Design Review Panels for the Waterfront and for Toronto Community Housing. How about a Design Review Panel for any development situated within 500 metres of a Natural Area?

This may not be any easy task, but it will be well worth the effort.

Some information about Chimney Swift habitat. (source: Bird Studies Canada)

Swifts will use chimneys with openings of various shapes (square, rectangular, round), but the opening diameter must be greater than 28.5 cm. The average length of chimneys used by swifts extends 2.86 metres above the roofline and the average internal area is 10,078 cm². The inside of the chimney needs to be a rough surface (bricks, stone, etc.) so swifts can cling onto the vertical wall. Internal temperature may also play an important role. 13 degrees Celsius is considered the temperature below which swifts will abandon nests. If it gets too hot, this can also result in nest failure. They typically build their nests below the roofline to protect the nests from rain and sun.

All new developments along Bloor Street West should have swift habitat built onto the building.

Submission 12, January 9

Attached is my feedback for Draft Summary BWV Avenue Study Public Meeting 3, Dec 4:

1. Draft Summary_BWV Community Consultation Meeting 3_Dec 4_Comments
2. Draft Summary_BWV Community Consultation Meeting 3_Dec 4_email to Greg Bryne
3. Draft Summary_BWV Community Consultation Meeting 3_Dec 4_List of developments
4. Draft Summary_BWV Community Consultation Meeting 3_Dec 4_Sample EIS Guidelines

Discussed Environmental Policies of the City Official Plan:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG7.2>

City Council consideration on November 3, 2015

PG7.2 ACTION Adopted on Consent Ward:All

Official Plan Five Year Review: Final Recommendation Report - Amendments to the Official Plan Environmental Policies and Designation of Environmentally Significant Areas

<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84224.pdf>

Date: September 15, 2015

To: Planning and Growth Management Committee

From: Chief Planner and Executive Director, City Planning Division

This report presents recommended environmental policies and the designation of 68 new and the expansion of 14 existing Environmentally Significant Areas (ESA). The proposed changes to the environmental policies are the result of extensive consultation with stakeholders including environmental groups, community associations, the general public, the development industry, City Divisions including Parks, Forestry and Recreation, Toronto Water, Public Health,

Environment and Energy, the Toronto and Region Conservation Authority (TRCA) and with the Ministries of Municipal Affairs and Housing (MMAH), and Environment and Climate Change (MOECC). The proposed ESA designations are the result of detailed review of previous studies and extensive field surveys carried out between 2009 and 2012.

2a Official Plan Five Year Review: Amendments to the Official Plan Environmental Policies and Proposed Designation of Environmentally Significant Areas - Final Recommendation Report

<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84146.pdf>

Official Plan Five Year Review: Amendments to the Official Plan Environmental Policies and Proposed Designation of Environmentally Significant Areas - Final Recommendation Report
Date: August 18, 2015

To: Planning and Growth Management Committee

ESA_OPA 262 Environmental Policies and Designation of ESA Areas BL No. 1158-2015.pdf

ESA_Official Plan Five Year Review_Final Recommendation Report_Amendments to the Official Plan Environmental Policies and Designation of ESAbackgroundfile-84224.pdf

ESA_How are ESA protected_2013.pdf

1. Draft Summary_BWV Avenue Community Consultation Meeting 3_Dec 4_Comments

First of all: Thanks to all City staff and the third party facilitators with Swerhun Facilitation for all their efforts along BWVA Study.

Comments:

Over the course of BWVA Study, we have discussed many areas in respect to Built Form - Key Variables, Land Use, Street Design - Transportation and Natural Heritage and Hydrogeology.

There was progress made but some crucial issues are still outstanding.

BWVA Study Policies - SASP

1. The fundamental issue regarding protecting High Park's Natural Heritage and water resources is consistency of BWVA Study Policies with the Official Plan Environmental Policies.

City Council's planning decisions are required to be consistent with the PPS 2014.

The designated natural areas, ESA/ANSI, whether part of city parks or other city's public land (ravines, shorelines, etc.) are to be enjoyed by people at the same time not to be degraded or impaired as a consequence of direct or indirect impacts of adjacent development resulting in excessive or incompatible use or negative impacts on hydrogeology.

About 70% of High Park is designated as ESA/ANSI.

"Environmentally Significant Areas and activities are limited to those that are compatible with the preservation of their natural features and ecological functions, such as managed trails and viewing areas. Environmentally Significant Areas exist within a larger connected natural system and cannot be viewed in isolation. Continued protection of this larger system is important to sustain Environmentally Significant Areas in the long-term and is an essential part of protecting biodiversity within the City of Toronto and beyond."

How are Environmentally Significant Areas protected?

www.toronto.ca/planning/environment pdf

- The City is fully responsible for managing of Toronto's designated natural assets in such a way that these are preserved for a long term, including the ecological function and enhanced.
- This includes relevant and proactive planning decisions and other City's agencies (TRCA, Toronto Parks Forestry & Recreation and Toronto Water) actions when managing of Toronto's designated Natural Heritage
- The priority, in regards to designated Natural Heritage, and the City mandate here is to *"protecting, restoring and enhancing the natural features and functions"*.

To be consistent with the Council decision and Amendment 262 to the Official Plan of the City of Toronto with respect to the Environmental Policies and Designation of Environmentally Significant Areas enacted on November 3, 2015, **BWVA Study Policies must fully comply with PPS 2014 as this policy provides minimum requirements in respect to protecting Natural Heritage.**

The Official Plan Environmental Policies include several key areas in terms of protecting Natural Heritage in respect to development and adjacency. OP language is using rather broad, less technical terms but it fully conforms to PPS 2014 policies:

"The natural heritage system is important to the City, both within and beyond our boundaries, and needs to be protected for the long term. It is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions. We must be careful to assess the impacts of new development in areas near the natural heritage system."

It also follows from these policies that:

- **That Natural Heritage designated as ESA/ANSI within Toronto** is enjoying the same level of protection as designated areas **outside of the city boundaries** – ***"The natural heritage system is important to the City, both within and beyond our boundaries"***
- **The planning decisions** are actually meant to be an important tool in preserving Natural Heritage and water resources for a long term, including the ecological function:

"Land use designations are a key implementation tool for protecting the City's natural environment by directing growth away from the City's protected natural areas most of which are contained within lands designated as Parks and Open Space Areas."

2. Further examinations of natural heritage and hydrogeology related to High Park following the Avenue Study:

The City confirmed that they would be undertaking further efforts regarding the Natural Heritage and Hydrogeology but so far did not commit to anything specific and/or disclose more information.

A full scale Environmental Impacts Study consistent with OP, NHRM, TRCA EIS Guidelines is needed **or Environmental Assessment** to evaluate already existing impacts and determine mitigation strategies.

- Decision regarding further examinations should be made **prior to finalizing of BWVA Study Policies** to allow for **public feedback**.

IMPACT ASSESSMENT Sample

“The impact assessment is to provide an assessment of the magnitude and significance of the impacts and their implications for these key features and functions and the linkages between and among them. It must set out the scientific basis for this assessment. The impact assessment should identify and address impacts not only on features and functions on site, but also on natural heritage and hydrologic systems in the broader landscape.

The main steps in the Impact Assessment are outlined below:

Examples of potential environmental impacts can include, but are not limited to:

Habitat, natural heritage, corridors, human or domestic animal intrusion

Encroachment or elimination of habitat; Fragmentation or reduction in size of an element of the natural heritage system; Reduction or removal of corridors or linkages; Alteration of natural topography; Increased potential for human or domestic animal intrusion into relatively inaccessible areas;

Hydrogeology

Alteration of the quantity, quality, timing, or direction of flow, of surface or groundwater and resulting impacts on hydrology and natural heritage; Changes in the water table or soil moisture; Alteration of stream forms or shorelines;

Ecological Function

Alteration of the structure, functions, or ecological interrelationships of a natural habitat that sustain representative community associations or species populations; Reductions in the populations or reproductive capacity of significant species; Disruption or alteration of ecological relationships among significant or representative native species, or their habitat, reductions in the populations, diversity, health or reproductive capacity of species; Mortality or removal of the predominant vegetation, which provides structure to an element of the natural heritage system; Erosion or compaction of soils or deposition of sediment; Slope failure; Increased potential for the introduction of non-native species;

Cumulative impacts

Impacts of occupancy (i.e. increased disturbance and indirect impact from increased access, pets, lighting, garden escapes, etc.);

Harmful alteration, disruption or destruction of fish habitat pursuant to the Canada Fisheries Act; Disruption of communication and other life processes due to increased noise levels; and Reduction in air quality.”

- **This further examination process should be transparent and include community input.**

It seems that the Official Plan Environmental Policies, regarding adjacent and near development in the area (See attached list of developments), were not adequately taken into consideration prior to BWVA Study.

Natural Heritage Impacts Study for 51 Quebec Ave, 111 Pacific Ave and 35 High Park Ave:

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

Consequently, likely considerable degree of direct and indirect impacts have occurred in respect to High Park's Natural Heritage and Hydrogeology (direct – hydrogeology and indirect – cumulative impacts of increase use by increased number of local residents.

According to a recent studies, most park users (81%) live within one mile of the parks, and only 19 percent of park users live more than one mile from the park.

Cumulative impacts related to increase use by local residents (2,500 residents increase for only BWVA Study in the past 2 years. Use and impacts will accelerate with Quebec 51 completion (568 units - 1,348 added people in half mile radius). Disturbance by increasing number of people and pets, ad hoc trails, trampling, fragmentation of wildlife habitat, loss of habitat, direct harm, lowered capacity to breed and forage for wildlife, night disturbance, lights, noise, etc.

- In respect to Natural Heritage, we cannot evaluate the issues and make conclusions regarding impacts from BWVA Study separately from High Park Apartment Neighborhood Study because the negative effects from the adjacent and near developments are cumulative.

- Environmental Impacts Study should deal with Cumulative Environmental Impacts on Natural Heritage and Hydrogeology

"All reasonably expected cumulative impacts to natural heritage and hydrologic features and functions must be identified and described in detail. Cumulative impacts refer to the combined or incremental effects of individual actions or impacts.

*An example would be the cumulative impact on breeding birds, of increased noise, increased predation, disturbance by domestic pets and increased human intrusion due to residential development on land adjacent to a woodland. **The cumulative effect of these individual impacts may be greater than the sum of the individual impacts. Cumulative impacts may result from the combination of different types of impacts (as in the preceding example), from the incremental effects of a series of impacts over time, or from the combined effects of neighbouring developments.**"*

Sample ENVIRONMENTAL IMPACT STUDY GUIDELINES

<https://www.niagararegion.ca/living/icp/policy-plan/pdf/RPPA%205-2012%20EIS%20Guidelines.pdf>

- The piecemeal decision making does not benefit long term Natural Heritage protection and is not consistent with PPS 2014.

- It should be part of Environmental Impact Study to conclude how is density and consequently increased use by local residents affecting High Park's Natural Heritage (combined BWVA Study and High Park Apartment Neighborhood Study)

- How is increase use at this point affecting carrying capacity of Natural Heritage inherent ability to sustain over time both the integrity of its natural systems and the land uses dependent upon them?

It is critical that the agencies, responsible for planning, managing of the natural heritage and making of decisions on where development happens are acutely aware of the challenges posed by growth and intensification in terms of negative impacts on the natural heritage.

- There should be no further development in the adjacency to High Park, until the examination process is completed and mitigation/management measures are in place.

"2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 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." PPS 2014

Mitigation of cumulative, continuous and chronic overuse is extremely difficult, likely impossible

- Determining sustainable density and sustainable park use should be part of BWVA policies

4. High Park Frontage.

There were different opinions about building heights and setbacks along the High Park.

"Concerns about commercial use near High Park. Participants raised concerns about the recommendation to "consider allowing some commercial uses on key sites framing the entrance of High Park." Participants felt that allowing commercial uses near High Park, specifically within the High Park Frontage Character Area, would facilitate increased use and additional strain on High Park."

"Some participants felt 8 and 9 storeys are too tall for the High Park Frontage. Others felt that 6 storeys should be the maximum height allowed with maximum street wall of 4 storeys. There was a suggestion to allow additional intensification in the other character areas and restrain intensification in the High Park Frontage.

- *Participants also expressed appreciation for the recommended landscaped setbacks, green fingers, and separation between buildings in the High Park Frontage.*
- *There was concern that taller buildings would require deep underground structures that would negatively impact underground water flow through High Park."*

1884 Bloor St. Daniels Condos (2011 - application submitted, 2015 - construction completed, 14 Storeys, 378 units) has given a wrong signal for High Park frontage.

This development is not consistent with the Environmental Policies or Avenues & Mid-Rise Buildings Study "other land use designations on the Avenues, including Neighbourhoods, Apartment Neighbourhoods, Parks and Open Space Areas, and Natural Areas are not intended for intensification, they should follow the public realm and streetscape improvement Performance Standards of this study."

High Park frontage is almost entirely lined with Natural Heritage just across of Bloor St. The road does not provide ecological buffer which should preclude any commercial use, while 6 storeys should be the maximum height allowed with maximum street wall of 4.

"Section 3.4 Natural Environment is amended by the addition of a new sidebar entitled Buffers inserted near policy 12 as follows:

"Buffers

*Buffers are strips of land that are contiguous to natural features and help to protect its natural features and functions from the negative impacts of adjacent development. Buffers may extend beyond lands required to set back development from natural hazards. **Lands set aside for buffers are generally kept in a vegetated state and can include existing vegetated areas and areas that can be vegetated.***

Buffer widths vary depending on the sensitivity and functions of the natural feature and the proposed development. Buffer widths may be greater than set-backs required from hazard lands. Where development is proposed adjacent to natural features, buffer widths should be established through an impact study. Guidelines will be established to assist in identifying buffer widths."

Daniels Condos is an example of how development, not consistent with the Environmental Policies, can quickly affect Natural Heritage and its ecological function across the road.

Around 900 residents, 200 dogs, commercial use along the front area (Rabba, open 24/7), neons and lights penetrating about 150 m into designated natural area at night, fragmentation of wildlife habitat due to disturbance, increased traffic and noise at night by local residents, increased non compliance by dog walkers - all of this resulting in cumulative, chronic indirect impacts affecting increasingly, prior to this development, fairly quiet and undisturbed part of High Park.

2a Official Plan Five Year Review: Amendments to the Official Plan Environmental Policies and Proposed Designation of Environmentally Significant Areas - Final Recommendation Report

<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84146.pdf>

"Bird-Friendly

Toronto is on major migratory flyway and during the annual spring and fall migration the City experiences a significant influx of migrating birds. Most migrating bird species are unable to adapt to urban conditions and become confused by a combination of the lights and glass of buildings. They are attracted by the lights while flying at night, land and then fly into the glass

of buildings which reflect trees and sky in the daytime. Bird 'collisions' or 'strikes' have become a serious issue in Toronto and to address this, the City prepared the Bird Friendly Development Guidelines and requires bird-friendly design in all new development subject to site plan approval."

"Light Pollution

Light pollution in the form of glare, light trespass, over lighting and sky glow can reduce visibility for pedestrians and vehicles and have a negative impact on the health of humans, birds and the natural environment. Light pollution has also drastically limited our view of the stars in the night sky.

"Biodiversity

*Biodiversity refers to the rich variety of life forms and the critical roles they play within varied ecosystems. Ecological health is related to healthy biodiversity. The greater the biodiversity of a defined geographic area, the greater the ecological health and resiliency of that area. **Policies protecting and enhancing the natural heritage system are a key pillar of biodiversity conservation within Toronto.** The biodiversity found in small green spaces, street trees, green roofs, community gardens, hydro corridors, cemeteries, and backyards also all play an important role in our urban ecosystem. The City of Toronto's Biodiversity Series provides detailed information on the flora and fauna found in the City, fostering awareness and stewardship of local biodiversity."*

2. Draft Summary – BWV Avenue Community Consultation Meeting 3_Dec 4_email to Greg Byrne

Friday, January 5, 2018 5:39 PM

Hello Greg,

Hope that you had peaceful Holidays.

I would like to ask you about the outcome from interdepartmental meeting on Dec 18 regarding Natural Heritage & Hydrogeology concerns.

We are to finalize our input into LAC and the BWVA Study soon.

Nevertheless, some of us feel that **we have not achieved yet here needed results in terms of consistency with PPS'14 and OP Amendments from Nov 3, 2015 - the City Council consideration and Amendment No. 262 to the Official Plan of the City of Toronto regarding Environmental Policies.**

"While the Official Plan's environmental policies are generally consistent with the 2014 Provincial Policy Statement, the revisions to the environmental policies in the proposed amendment reflect the PPS' increased emphasis upon the protection of natural heritage, water, biodiversity, energy conservation and efficiency and climate change."

"The natural heritage system is important to the City, both within and beyond our boundaries, and needs to be protected for the long term. It is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building

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

"Land use designations are a key implementation tool for protecting the City's natural environment by directing growth away from the City's protected natural areas most of which are contained within lands designated as Parks and Open Space Areas."

1. It was suggested that a full scale Environmental Impacts Study along OP, NHRM, TRCA EIS Guidelines is needed or Environmental Assessment to evaluate existing impacts and mitigation strategies.

We know that degradation and high level of disturbance is present (Desktop Investigation Study Natural Heritage - Dougan) and we also know that especially Grenadier Pond watershed has been affected by the past 10 years of development. There is less ground water and even more problems with surface water. Latest upgrade (second after 2015/16 upgrade due to more people in the area), now in progress will divert even more run off water away from Wendigo Creek consequently away from Grenadier Pond!

2. There is no doubt that the local residents contribute the most use to their local parks, therefore most impacts via excessive use. Some studies put this use at over 80% of all use.

The designated natural areas ESA/ANSI as part of city parks are here to be used by people but NOT to be DEGRADED or IMPAIRED. Natural Heritage is protected the same, whether within or outside city boundaries. **It seems that NHIS produced so far in respect to development proposals adjacent to High Park has misinterpreted Environmental Policies in this respect.**

The city is responsible even legally for managing these designated areas in such a way that these are preserved for a long term including the ecological function and actually enhanced.

Before we make our final comments we need to know, whether the City is committed to sustainable development adjacent to Natural Heritage and to transparent decision making including planning and any further Natural Heritage and Hydrogeology Assessment decisions.

We cannot in respect to the Natural Heritage view the issue of BWVA Study separate from High Park Apartment Neighbourhood because the impacts are affecting one Natural Heritage.

The piece meal decision making from the past have not benefited long term Natural Heritage protection and watershed at all.

I am looking forward to your response,

For **a concept of Carrying Capacity**, please see the attached document:

"The carrying capacity of land is understood here to mean a land's inherent ability to sustain over time both the integrity of its natural systems and the land uses dependent upon them. It implies that there is a point in any system after which the ability to regenerate is exceeded by demands on the system, and a cumulative net loss results."

High Park presently accommodates several uses that are not compatible with the areas designation and ecological function ESA/ANSI (dog off leash designated area, fishing in Grenadier Pond, Cherry Blossoms event, skating on Grenadier Pond, etc.) There is some space

for adaptive strategies here but the fact remains that likely already at this point and without Grenadier Square over 1,300 more residents, the density in the parks vicinity is already too high and use exceeding the natural area and its ecological function Carrying Capacity.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG7.2>

City Council consideration on November 3, 2015

Official Plan Five Year Review: Final Recommendation Report - Amendments to the Official Plan Environmental Policies and Designation of Environmentally Significant Areas

Approved, in part, with modifications by the Ontario Municipal Board June 2006 and further approved by the Board June 2015

SUMMARY

This report presents recommended environmental policies and the designation of 68 new and the expansion of 14 existing Environmentally Significant Areas (ESA). The proposed changes to the environmental policies are the result of extensive consultation with stakeholders including environmental groups, community associations, the general public, the development industry, City Divisions including Parks, Forestry and Recreation, Toronto Water, Public Health, Environment and Energy, the Toronto and Region Conservation Authority (TRCA) and with the Ministries of Municipal Affairs and Housing (MMAH), and Environment and Climate Change (MOECC). The proposed ESA designations are the result of detailed review of previous studies and extensive field surveys carried out between 2009 and 2012.

The recommended Official Plan amendment appended to this report as Attachment 1a contains a series of specific, strategic policy revisions to strengthen, refine and clarify existing policies, address Council direction on Climate Change and bring the Official Plan into conformity with the 2014 Provincial Policy Statement. The recommended amendments to the existing text, policies and mapping will enhance the policies related to energy, biodiversity, natural environment, environmentally significant areas, water, natural hazards, lake filling and green infrastructure and assist the City to address climate change. Attachment 2 illustrates how the Official Plan will read if the amendments proposed in Attachment are adopted.

Background:

<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84224.pdf>

September 15, 2015

<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84225.pdf>

Excerpts:

"While the Official Plan's environmental policies are generally consistent with the 2014 Provincial Policy Statement, the revisions to the environmental policies in the proposed amendment reflect the PPS' increased emphasis upon the protection of natural heritage, water, biodiversity, energy conservation and efficiency and climate change."

3.4 The Natural Environment to emphasize that the City's natural heritage system is significant both within and beyond Toronto and requires long term protection.

Section 3.4 Natural Environment is amended by the addition of a new sidebar entitled Buffers inserted near policy 12 as follows:

"Buffers

Buffers are strips of land that are contiguous to natural features and help to protect its natural features and functions from the negative impacts of adjacent development. Buffers may extend beyond lands required to set back development from natural hazards. Lands set aside for buffers are generally kept in a vegetated state and can include existing vegetated areas and areas that can be vegetated. Buffer widths vary depending on the sensitivity and functions of the natural feature and the proposed development. Buffer widths may be greater than set-backs required from hazard lands. Where development is proposed adjacent to natural features, buffer widths should be established through an impact study. Guidelines will be established to assist in identifying buffer widths."

Section 3.4 Natural Environment, Policy 12 d) is amended by deleting the words "or buffer areas and functions", adding a new subsection e) "buffer areas and functions" and renumbering the subsequent subsections so the policy reads as follows:

"d) riparian zones;

e) "buffer areas and functions;"

Section 3.4 Natural Environment, the sidebar entitled 'The Natural Heritage System and Inventory' is amended by replacing the last two paragraphs with the text below:

"The City has undertaken a program of further study and fieldwork to confirm and identify areas within the natural heritage system that are particularly sensitive and require additional protection to preserve their environmentally significant qualities. These areas are shown on Map 12A. Most provincially significant wetlands and areas of natural and scientific interest that have been identified by the Province are shown on Map 12B. Where development is proposed adjacent to these areas, their boundaries will be more precisely determined and any negative impacts will be identified through an impact study as referred to in Policy 12.

Further study and fieldwork will continue to update and refine the natural heritage system inventory and assist in identifying strategic directions for improving natural ecosystems, promoting biodiversity and increasing resiliency."

Policy 3.4 1 is revised to include consideration for cleaning up water courses, mitigating the unacceptable effects of light, sustaining the health of the natural ecosystem, including locations of both terrestrial and aquatic flora and fauna.

Policy 3.4.18 is revised to articulate innovative methods of stormwater management including stormwater attenuation and re-use and use of green infrastructure.

d) Chapter 4: Land Use Designations

Land use designations are a key implementation tool for protecting the City's natural environment by directing growth away from the City's protected natural areas most of which are contained within lands designated as Parks and Open Space Areas. In addition to

providing protection, the Parks and Open Space Areas policies allow for limited development which is compatible, minimizes adverse impacts on natural features and meets the Development Criteria in Parks and Open Space Areas. Policies are amended enhance protection for natural heritage features.

ii) Secondary Plans: Policies for Local Growth Opportunities

Section 5.2.1 Secondary Plans, Policy 4 is amended to encourage green infrastructure and the development of a Community Energy Plan to address energy conservation, resilience to power disruptions and renewable and alternative energy systems when undertaking a secondary plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG7.2>

City Council consideration on November 3, 2015

Official Plan Five Year Review: Final Recommendation Report - Amendments to the Official Plan Environmental Policies and Designation of Environmentally Significant Areas

City Council Decision

City Council on November 3 and 4, 2015, adopted the following:

Excerpt:

This report presents recommended environmental policies and the designation of 68 new and the expansion of 14 existing Environmentally Significant Areas (ESA). The proposed changes to the environmental policies are the result of extensive consultation with stakeholders including environmental groups, community associations, the general public, the development industry, City Divisions including Parks, Forestry and Recreation, Toronto Water, Public Health, Environment and Energy, the Toronto and Region Conservation Authority (TRCA) and with the Ministries of Municipal Affairs and Housing (MMAH), and Environment and Climate Change (MOECC). The proposed ESA designations are the result of detailed review of previous studies and extensive field surveys carried out between 2009 and 2012.

The recommended Official Plan amendment appended to this report as Attachment 1a contains a series of specific, strategic policy revisions to strengthen, refine and clarify existing policies, address Council direction on Climate Change and bring the Official Plan into conformity with the 2014 Provincial Policy Statement. The recommended amendments to the existing text, policies and mapping will enhance the policies related to energy, biodiversity, natural environment, environmentally significant areas, water, natural hazards, lake filling and green infrastructure and assist the City to address climate change. Attachment 2 illustrates how the Official Plan will read if the amendments proposed in Attachment 1a are adopted.

BACKGROUND

Provincial Policy Framework

The Province of Ontario has placed increased emphasis on the environment through the Growth Plan for the Greater Golden Horseshoe, the 2014 Provincial Policy Statement and the enactment of the Greenbelt Plan as follows.

Provincial Policy Statement 2014

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy and resilient communities; wise use and management of resources; and protecting public health and safety. The City of Toronto participated in the review and update of the PPS which includes new policies that address climate change, the promotion of green energy and conservation as well as policies pertaining to green infrastructure. City Council's planning decisions are required to be consistent with the PPS.

While the Official Plan's environmental policies are generally consistent with the 2014 Provincial Policy Statement, the revisions to the environmental policies in the proposed amendment reflect the PPS' increased emphasis upon the protection of natural heritage, water, biodiversity, energy conservation and efficiency and climate change.

<https://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Environment/Files/pdf/ESA/OPA%20262%20Environmental%20Policies%20and%20Designation%20of%20ESA%20Areas%20OBL%20No.%201158-2015.pdf>

Official Plan Environmental Policies

CITY OF TORONTO BY-LAW No. 1158-2015

To adopt Amendment 262 to the Official Plan of the City of Toronto with respect to the Environmental Policies and Designation of Environmentally Significant Areas.

The Council of the City of Toronto enacts:

1. The attached Amendment No. 262 to the Official Plan of the City of Toronto is hereby adopted.

Enacted and passed on November 3, 2015

Excerpt:

d) in the fourth sentence deleting the words "The natural heritage system" and replacing them with the word "It".

So that the amended paragraph reads as follows:

"Human settlement has dramatically changed the landscape of Toronto. Our remaining natural heritage features and functions require special attention. They are an evolving mosaic of natural habitats that support the variety of nature in the City and provide important ecosystem functions. The City's significant natural heritage features and functions are shown as the natural heritage system on Map 9. The natural heritage system is important to the City, both within and beyond our boundaries, and needs to be protected for the long term. It is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions. We must be careful to assess the impacts of new development in areas near the natural heritage system. The size of this adjacent impact zone will vary across the City, depending on the local characteristics of the natural heritage system and adjacent areas. The natural heritage system shown on Map 9 is an evolving natural system

that may grow beyond these boundaries. There are other areas with natural heritage value that are not shown on the map. As well, there may be other such areas in the future that will have to be identified and protected."

25. Section 3.4 Natural Environment, Policy 3.4.1 a) v) is amended by adding the words "and light" so that it reads as:

"v) mitigating the unacceptable effects of noise and light; and"

26. Section 3.4 Natural Environment, Policy 3.4.1 b) is amended by replacing the word "preserving" with "sustaining" so that it reads as follows:

"b) sustaining, restoring and enhancing the health and integrity of the natural ecosystem, supporting bio-diversity in the City and targeting ecological improvements, paying particular attention to:"

27. Section 3.4 Natural Environment, Policy 3.4.1 b) i) is amended by adding the words "locations of" and "both terrestrial and aquatic" so it reads as follows:

"i) locations of habitat for native flora and fauna, both terrestrial and aquatic;"

28. Section 3.4 Natural Environment, Policy 3.4.1 b) is amended by adding four new sub-sections and renumbering as follows:

"iii) ground and surface water contributions to natural features;"

iv) landforms, ravines, watercourses, wetlands and the shoreline and associated biophysical processes;

v) natural linkages between the natural heritage system and other green spaces;

vi) seasonal movements of migrating species;

vii) opportunities for additional habitat provided by the built environment; and

viii) the potential impacts of a changing climate on biodiversity and ecosystem health."

31. Section 3.4 Natural Environment, Policy 3.4.1 is amended by adding a new policy g) as follows:

"g) protecting, improving or restoring the quality and quantity of water and drinking water sources; and"

ETC.

California Public Resources Code

5019.5. Before any park or recreational area developmental plan is made, the department shall cause to be made **a land carrying capacity survey of the proposed park or recreational area, including in such survey such factors as soil, moisture, and natural cover.**

CASTLE ROCK STATE PARK GENERAL PLAN

California Department of Parks and Recreation <..\..\Grey Pers\Parks\Castle Rock State Park General Plan.pdf>

June, 2000 Pages 70-75

Public Resources Code Sections 5001.96 and 5019.5 state that the land carrying capacity shall be determined before any park development plan is made, and that attendance at state Park System units shall be held within the limits established by this capacity. A definition of carrying capacity by the code, however, is not provided. **The carrying capacity of land is understood here to mean a land's inherent ability to sustain over time both the integrity of its natural systems and the land uses dependent upon them.** It implies that there is a point in any system after which the ability to regenerate is exceeded by demands on the system, and a cumulative net loss results. In terms of park and recreation planning, carrying capacity may be extended in meaning to suggest that no cumulative net losses occur in any of the resource values of a unit (natural, cultural, aesthetic, or recreational) due to human use (activities or facility development). Many seemingly insignificant effects tend to be permanent and cumulative, and the legislative intent (in the Public Resources Code) is to avoid long term degradation of a resource-based park system. **The difficulty arises in establishing such a capacity and quantifying it in terms of attendance limits.** Significant resource damage can occur instantly by one individual or by many people over a long period of time. **Different types and patterns of recreational use may also contribute toward resource and social impacts.** These impacts can be reduced or avoided by taking management actions and initiating proper mitigation measures. **Capacity limits, use regulations and enforcement, education and interpretation, site investigations and monitoring, planning and proper design, and staff presence all contribute in minimizing the impacts visitors have on park values. The first step of guiding future public access or use of a park is to determine the location and significance of the unit's resource values.**

The following presents an overview of the resource sensitivities, physical constraints, and intended park use, through descriptions of the park areas in three categories of allowable use intensity.

ALLOWABLE USE INTENSITY

Allowable use intensity correlates the significance, sensitivities, and constraints of the unit's resources with an allowable degree of disturbance due to human impacts. These uses may be defined by human activities and/or development of facilities. **Allowable use intensity designations consider past, present, and future uses, and are used as planning tools in assessing the appropriateness of future proposals.** The Allowable Use Intensity

Map (Figure 2) illustrates which areas are included in each allowable use category.

Low Allowable Use Intensity - Category I

In Category I areas determined to have a low allowable use intensity, important resource values are especially vulnerable to impacts from activities and development. This category

encompasses significant geologic features in pristine and near-pristine conditions and areas with high ecological sensitivities such as rare and endangered flora, rare natural communities, threatened and endangered wildlife and aquatic life, and important habitats for these species. Category I includes those areas that are moderate to severely constrained by soil and hydric conditions, and/or geologic hazards. Any allowable uses must be subordinate to the integrity of these resource values.

Restoration or enhancement of resources shall be undertaken in situations where past or current uses have undermined them. For the most part, **no facility development shall be allowed in these areas, with the exception of appropriate trail development.** Well designed trails serve an important role in ultimate protection and appreciation of resource values. Sight-seeing, hiking, and nature study are representative of appropriate activities for this category.

Moderate Allowable Use Intensity - Category II

Moderate allowable use intensity in category II areas include those moderate to severely constrained by soil conditions such as slope and erosion conditions when exposed; hydric conditions such as seasonal flooding, 100-year floods, and/or geologic hazards such as fault zones. **Ecologically sensitive areas in this category are those with native plant communities that help define the character of the unit, and that provide habitat for native wildlife, and spot locations of sensitive flora and fauna.** Moderately sensitive cultural resources such as historic features of undetermined importance are included in this category also.

Appropriate facilities in the moderate use intensity category include such uses as trails, roads, primitive trail camps, small structures for interpretation and rest stops, and low impact rock climbing outside the natural preserve and where appropriate as determined through a climbing management plan. Provision for such uses will be designed to avoid or minimize impacts on natural and cultural resources. All other uses and activities compatible with Category I areas are appropriate here.

High Allowable Use Intensity - Category III

Lands of higher allowable use intensity in Category III are not, or are only slightly, constrained by soil conditions, hydric conditions, or geologic hazards, although seismic activity and severity are difficult to predict. **In this category are areas with less ecological sensitivities but that still contribute to the general character and appeal of the unit, such that larger scale disturbance in these areas would appreciably diminish the attractiveness and ambiance of the unit as a whole.** Cultural resource sites and features with known slight sensitivities are included, as long as no major resource modifications are undertaken. Appropriate facilities in this high use intensity category are trails, roads, buildings and other facilities designed to blend esthetically with scenic, natural, and cultural features, and to avoid large-scale disturbance and minimize impacts. Parking availability, group activities, walk-in camping, administrative and maintenance functions, and all other compatible uses identified with Category I and II

areas are appropriate in Category III.

Allowable Use Intensity Map Application

Not all areas in a category share the same characteristics or are affected in the same way by the conditions that may influence them. **Therefore, the Allowable Use Intensity Map is useful only for general planning purposes.** When site-specific proposals for land uses or facilities are to be prepared, the proposed location will be checked for resource constraints and sensitivities on various resource maps on file with the District, during the preliminary planning phases of the project. Site-specific investigations may also be necessary.

ANZA BORREGO STATE PARK

“The Plan” [..\..\Grey Pers\Parks\Anza borrego General Plan.pdf](#)

2003

Carrying Capacity

Park agencies, such as the U.S. Forest Service and the National Park Service, have long recognized that the management of visitor use requires data-based processes that respond to changing conditions. **Carrying capacity is a dynamic process that adjusts and readjusts to changing conditions.** Properly done, carrying capacity is not a static culmination of a focused, one-time, scientific research. The proper management of public use for the sake of resource protection and quality visitor experience must be dynamic, responding to changes in resource conditions and visitor demands for recreational opportunities. This process is accomplished through *ALL* of the following planning steps:

Data Collection: The foundation for establishing a carrying capacity must be a current understanding of existing conditions and uses. A system of regular data collection (such as visitor experience surveys and resource inventory) must be in place. An extensive resource inventory and assessment of visitor experience (see Appendix 5.4 “ABDSP Visitor Survey”) was done prior to preparation of this General Plan.

Park Purpose: This General Plan revisits the purpose of ABDSP (see “Declaration of Purpose” Section 3.2).

Desired Future Conditions: Through the Spirit of Place (page 1-4) and the Goals and Guidelines of this Plan Section, this General Plan identifies the desired future conditions of the Park’s natural and cultural resources and the visitors’ experience. These conditions set a “target” for evaluating future decisions regarding the optimal numbers of visitors.

Project Implementation: As visitor-use projects are conceived, a multi-disciplinary team of cultural, natural, and park planning specialists will prepare management plans that evaluates the desired future conditions set forth in this General Plan and will establish the appropriate number of visitors to an area. Visitation may be managed through facility design and/or size, seasonal openings/closings, or other operational management tools.

Monitoring the Conditions: The condition of both natural and cultural resources as well as visitor experience is regularly monitored. Should the desired future conditions noted in this

General Plan be compromised, existing improvements (and management plans) will be revised accordingly.

(Goals and Directions follow this section at length)

3. Draft Summary_BWV Community Consultation Meeting 3_Dec 4_List of developments

Past and recent developments (2005-2017) within the Grenadier Pond's catchment area

Proposed:

35 High Park 2016 - application submitted, 2017 - the proponent appealed to OMB

The proposed development would maintain the existing four rental buildings on the lands, except for four dwelling units, while proposing to demolish two blocks of existing townhouses comprised of 20 total units, to accommodate four new rental buildings with **1,031 dwelling units** at proposed **4 building heights of 39, 34, 29 and 8 stories**

This application proposes to amend the Zoning By-laws to permit

111 Pacific 2016 - application submitted, 2017 - the proponent appealed to OMB

This application proposes to amend the Zoning By-laws to permit **two blocks of 3-storey townhouse, one 33 storey building, one 29 storey building, and an 8 storey building with a new 2 storey amenity pavilion**, to be developed and added to the lands currently occupied by three residential rental buildings. **768 Units**

This application proposes to amend the Zoning By-laws to permit

Recently submitted, approved, under construction, completed

2452 Bloor St West

14 storeys, **244 units** 2017 submitted development application completed,

2265 Bloor St West 2017 submitted development application completed

8 storeys, **83 units**

2115 Bloor St West, 60 Harcourt Rd. 2017 2016 development application submitted, approved 7 storeys, **45 units**.

2114 Bloor St West 2015 development application submitted, 2017 - construction in progress

North Drive

8-storey residential apartment building containing **62units** with at grade retail Under construction.

51 Quebec Ave. (Grenadier Square) 2013 - application, 2017 under construction 2 buildings of 25 storeys, **528 units**

1990 Bloor St. West 2013 - application submitted, 2017-construction completed

North Drive

11-storey mixed use building. The new building has **104 residential units**.

200 Keele St. 2016 - application submitted. Proposed development of a 4-storey, **52-unit** residential apartment

15 rental units, **37** condominium ownership units

248 HIGH PARK AVE 2017 development application completed

79 residential apartment units.

Past Developments in the area:

1884 Bloor St. 2011 - application submitted, 2015 - construction completed

14 Storeys, **378 units**,

20 Gothic Ave. 2009 Construction completed

8 storeys, **175 units**. .

338 Ellis Park Rd. 2006 Construction completed.

10 Storeys, 46 units.

(HIGHEST PRICE PER SQ.FT. OUT OF 89 CONDOS IN WEST END, TORONTO

<https://condos.ca/toronto/home-condominium-383-ellis-park-rd>)

70 High Park Ave 2005 Construction completed

169 suites built over top an historic heritage church

4. Draft Summary_BWV Community Consultation Meeting 3_Dec 4_Sample EIS Guidelines

Sample ENVIRONMENTAL IMPACT STUDY GUIDELINES

<https://www.niagararegion.ca/living/icp/policy-plan/pdf/RPPA%205-2012%20EIS%20Guidelines.pdf>

Niagara Region

ENVIRONMENTAL IMPACT STUDY
GUIDELINES

Excerpt

4.2 IMPACT ASSESSMENT

The impact assessment is to provide an assessment of the magnitude and significance of the impacts and their implications for these key features and functions and the linkages between and among them. It must set out the scientific basis for this assessment. The impact assessment should identify and address impacts not only on features and functions on site, but also on natural heritage and hydrologic systems in the broader landscape.

The main steps in the Impact Assessment are outlined below:

Examples of potential environmental impacts can include, but are not limited to:

Encroachment or elimination of habitat; Fragmentation or reduction in size of an element of the natural heritage system; Reduction or removal of corridors or linkages; Alteration of natural topography; Increased potential for human or domestic animal intrusion into relatively inaccessible areas; Alteration of the quantity, quality, timing, or direction of flow, of surface or groundwater and resulting impacts on hydrology and natural heritage; Changes in the water

table or soil moisture; Alteration of stream forms or shorelines; Alteration of the structure, functions, or ecological interrelationships of a natural habitat that sustain representative community associations or species populations; Reductions in the populations or reproductive capacity of significant species; Disruption or alteration of ecological relationships among significant or representative native species, or their habitat, reductions in the populations, diversity, health or reproductive capacity of species; Mortality or removal of the predominant vegetation, which provides structure to an element of the natural heritage system; Erosion or compaction of soils or deposition of sediment; Slope failure; Increased potential for the introduction of non-native species; Impacts of occupancy (i.e. increased disturbance and indirect impact from increased access, pets, lighting, garden escapes, etc.); Harmful alteration, disruption or destruction of fish habitat pursuant to the Canada Fisheries Act; Disruption of communication and other life processes due to increased noise levels; and Reduction in air quality.

4.2.2 INDIRECT ENVIRONMENTAL IMPACTS

All reasonably expected indirect impacts to natural heritage and hydrologic features must be identified and described in detail. Indirect impacts could include changes to drainage or water quality which will likely affect a natural heritage feature or its function(s). An example would be increased sediment transport downstream due to increased erosion or changes to drainage patterns which would alter the moisture conditions in a Significant Woodland or Wetland.

4.2.3 CUMULATIVE ENVIRONMENTAL IMPACTS

All reasonably expected cumulative impacts to natural heritage and hydrologic features and functions must be identified and described in detail. Cumulative impacts refer to the combined or incremental effects of individual actions or impacts.

An example would be the cumulative impact on breeding birds, of increased noise, increased predation (disturbance) by domestic pets and increased human intrusion due to residential development on land adjacent to a woodland. The cumulative effect of these individual impacts may be greater than the sum of the individual impacts. Cumulative impacts may result from the combination of different types of impacts (as in the preceding example), from the incremental effects of a series of impacts over time, or from the combined effects of neighbouring developments.

This means that impacts have to be assessed in the context of other existing and planned development in the area and that consideration must be given to how different types of impacts may combine and interact. The assessment should address the potential for future demand on natural heritage and hydrologic features and functions, including an analysis of effects on adjacent areas. This should include a discussion of how the proposed development fits into the surrounding area and the impacts of future development planned for the surrounding area as indicated by Official Plans and Zoning By-laws.

4.3 DESIGN CHANGES AND MITIGATION MEASURES

Where negative environmental impacts are identified, the EIS should identify means to eliminate or reduce those impacts. **First priority should be given to avoiding negative environmental impacts by making modifications to the proposed development.** If negative impacts cannot be completely avoided through design changes, then mitigation measures

should be identified which will eliminate or reduce negative environmental impacts. The recommended design changes and mitigation measures should be described in detail and illustrated on a map showing the natural heritage and hydrologic features and constraints. Where it is recommended that an additional study or plan, such as a Landscape Plan, should be required as a condition apply.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG7.2>

City Council consideration on November 3, 2015

PG7.2	ACTION	Adopted on Consent		Ward:All
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Official Plan Five Year Review: Final Recommendation Report - Amendments to the Official Plan Environmental Policies and Designation of Environmentally Significant Areas

City Council Decision

City Council on November 3 and 4, 2015, adopted the following:

- 1. City Council amend the Official Plan substantially in accordance with the recommended Official Plan Amendment appended as Attachment 1a to the report (September 15, 2015) from the Chief Planner and Executive Director, City Planning.**
- 2. City Council authorize the City Solicitor to make such stylistic and technical changes to the recommended Official Plan Amendment as may be required.**
- 3. City Council declare by resolution to the Minister of Municipal Affairs and Housing that the Official Plan Amendment set out in Attachment 1a to the report (September 15, 2015) from the Chief Planner and Executive Director, City Planning:**
 - a. conforms with Provincial Plans or does not conflict with them;**
 - b. has regard to the matters of Provincial Interest in Section 2 of the Planning Act; and**
 - c. is consistent with policy statements issued under subsection 3(1) of the Planning Act.**

Public Notice Given

Statutory - Planning Act, RSO 1990

<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84224.pdf>

Date: September 15, 2015
To: Planning and Growth Management
Committee
From: Chief Planner and Executive
Director, City Planning Division
Wards: All
Reference Number: P:\2015\ClusterB\PLN\PGMC\PG1
5109

This report presents recommended environmental policies and the designation of 68 new and the expansion of 14 existing Environmentally Significant Areas (ESA). The proposed changes to the environmental policies are the result of extensive consultation with stakeholders including environmental groups, community associations, the general public, the development industry, City Divisions including Parks, Forestry and Recreation, Toronto Water, Public Health, Environment and Energy, the Toronto and Region Conservation Authority (TRCA) and with the Ministries of Municipal Affairs and Housing (MMAH), and Environment and Climate Change (MOECC). The proposed ESA designations are the result of detailed review of previous studies and extensive field surveys carried out between 2009 and 2012.

The recommended Official Plan amendment appended to this report as Attachment 1a contains a series of specific, strategic policy revisions to strengthen, refine and clarify existing policies, address Council direction on Climate Change and bring the Official Plan into conformity with the 2014 Provincial Policy Statement. The recommended amendments to the existing text, policies and mapping will enhance the policies related to energy, biodiversity, natural environment, environmentally significant areas, water, natural hazards, lake filling and green infrastructure and assist the City to address climate change. Attachment 2 illustrates how the Official Plan will read if the amendments proposed in Attachment 1a are adopted.

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policies that address climate change, the promotion of green energy and conservation as well as policies pertaining to green infrastructure. City Council's planning decisions are required to be consistent with the PPS.

While the Official Plan's environmental policies are generally consistent with the 2014 Provincial Policy Statement, the revisions to the environmental policies in the proposed amendment reflect the PPS' increased emphasis upon the protection of natural heritage, water, biodiversity, energy conservation and efficiency and climate change.

Growth Plan for the Greater Golden Horseshoe (2006)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan. The current Official Plan policies for the environment are in conformity with the Provincial Growth Plan.

Consultation Process

The recommended Official Plan amendment appended as Attachment 1a is the culmination of an extensive review of the current Official Plan policies that address the environment as part of the Five-Year Review of the Official Plan environmental policies and the proposed ESA designations. The review commenced with an initial round of public consultations in 2011, internal consultations within the City Planning Division and with other City Divisions, and consultations with our partners at the TRCA. The feedback and comments received during this initial consultation program assisted staff in refining existing policies and incorporating additional policies to address priorities identified during the consultation and review process.

An extensive public consultation process was carried out in 2014 including four public consultation forums (one in each Community Council District), five open houses (one in each of Etobicoke-York, North York, East York, Toronto and Scarborough), two roundtables (one on climate change and one on the environment), as well as meetings with the Building Industry and Land Development Association (BILD) and representatives of the Confederation of Residents and Ratepayer Associations (CORRA) and the Federation of North Toronto Residents Associations (FONTRA). Meetings were also held with representatives of MMAH and further

Proposed Amendments

A summary of proposed amendments to the Official Plan environmental policies and ESA designations, including further refinements made as a result of feedback received during and after the June 18, 2015 Open House, is provided below. The proposed changes enhance existing policies that are already working well, bring the Official Plan into conformity with the 2014 PPS

ii) Section 3.4 The Natural Environment

The draft policies of Section 3.4 incorporate Council's direction with regard to energy conservation; air quality and climate change; as well as update the policies, text and sidebars regarding hazard lands, natural heritage, provincially significant areas, ESAs and lakefilling. Revisions are made to the text of section

3.4 The Natural Environment to emphasize that the City's natural heritage system is significant both within and beyond Toronto and requires long term protection. The fourth paragraph about the urban forest is further refined by clarifying that non-native, non-invasive species may be planted when urban conditions limit the survival of native species.

New sidebars added to describe 'Watercourse and Infrastructure Management', 'Buffers', the 'Toronto Green Roof Bylaw', 'Bird-Friendly', 'Light Pollution' and 'Biodiversity' are added to provide greater clarity around Council's initiatives in these areas as well as interpretive advice. A draft proposed sidebar on 'Lands Adjacent to Provincially Significant Areas' which duplicates information provided in the Provincial Natural Heritage Reference Manual is deleted.

Policy 3.4.1 is revised to include consideration for cleaning up water courses, mitigating the unacceptable effects of light, sustaining the health of the natural ecosystem, including locations of both terrestrial and aquatic flora and fauna. New policies 3.4.1 b) vi - viii are added to ensure consideration of seasonal movements of migrating species, opportunities for habitat provided by the built environment, and potential impacts of a changing climate on ecosystem health. Policy 3.4.1 c) iii) is amended to support reductions in greenhouse gas emissions and sub policy e) is amended to give consideration to the potential impacts of climate change on natural hazards. **New policy 3.4.1 g) is added to address the objectives in the 2014 PPS regarding protecting, improving and restoring the quality of water and drinking water sources. Policy 3.4.1 h) is added to promote the use of green infrastructure.**

Policy 3.4.18 is revised to articulate innovative methods of stormwater management including stormwater attenuation and re-use and use of green infrastructure. Policy 20 is merged with policy 18 and revised to more explicitly address resiliency and alternative energy systems in accordance with Council policy.

d) Chapter 4: Land Use Designations

Land use designations are a key implementation tool for protecting the City's natural environment by directing growth away from the City's protected natural areas most of which are contained within lands designated as *Parks and Open Space Areas*. In addition to providing protection, the *Parks and Open Space Areas* policies allow for limited development which is compatible, minimizes adverse impacts on natural features and meets the Development Criteria in Parks and Open Space Areas. Policies are amended enhance protection for natural heritage features.

ii) Secondary Plans: Policies for Local Growth Opportunities

Section 5.2.1 Secondary Plans, Policy 4 is amended to encourage green infrastructure and the development of a Community Energy Plan to address energy conservation, resilience to power disruptions and renewable and alternative energy systems when undertaking a secondary plan.

<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84225.pdf>

NOTICE OF SPECIAL PUBLIC MEETING

To be held by the Planning and Growth Management Committee

(Pursuant to Subsections 26(3)(b) of the Planning Act)

Proposed Official Plan Amendment Pertaining to Environmental Policies and Designation of new Environmentally Significant Areas

DATE: October 8, 2015

TIME: 10:00 a.m., or as soon as possible thereafter

**PLACE: Committee Room 1, 2nd Floor, City Hall, 100 Queen Street West
Toronto**

PROPOSAL – PURPOSE AND EFFECT

The City of Toronto is currently undertaking a review of the Official Plan which was adopted by Council in 2002 and came into effect in 2006. A copy of the current Official Plan can be viewed or downloaded from the City's website: www.toronto.ca/planning/official_plan/

Background Information (Committee)

(September 15, 2015) Report and Attachments 1a - 4d from the Chief Planner and Executive Director, City Planning on Official Plan Five Year Review: Final Recommendation Report - Amendments to the Official Plan Environmental Policies and Designation of Environmentally Significant Areas

(<http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84224.pdf>)

(August 28, 2015) Notice of Special Public Meeting to be Held by the Planning and Growth Management Committee (Under the Planning Act)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84225.pdf>)

Communications (Committee)

(September 3, 2015) Letter from Jane Beecroft (PG.Main.PG7.2.1)

(September 14, 2015) E-mail from Karen Buck (PG.Main.PG7.2.2)

(September 15, 2015) E-mail from John Meijer, President, Swansea Area Ratepayers Association/Swansea Area Ratepayers Group (PG.Main.PG7.2.3)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56009.pdf>)

(October 5, 2015) Letter from Johanna Shapira, Wood Bull LLP, representing Rosedale Golf Club (PG.New.PG7.2.4)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56516.pdf>)

(October 6, 2015) Letter from Kim Kovar, Aird & Berlis, representing IRE-YONGE Developers Inc. (PG.New.PG7.2.5)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56606.pdf>)

(October 6, 2015) Letter from Kim Kovar, Aird & Berlis, representing 2432014 Ontario Inc. (PG.New.PG7.2.6)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56698.pdf>)

(October 6, 2015) Letter from Aaron Platt, Davies Howe Partners LLP, representing 2267106 Ontario Inc. (PG.New.PG7.2.7)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56709.pdf>)

(October 7, 2015) Letter from Eileen Denny, on behalf of the Confederation of Resident & Ratepayer Associations in Toronto, Executive Team (PG.New.PG7.2.8)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56612.pdf>)

(October 7, 2015) E-mail from Leslie Gooding (PG.New.PG7.2.9)

(October 7, 2015) Letter from Cynthia MacDougall, McCarthy Tetrault LLP, representing Lifetime Pearl Street Inc. (PG.New.PG7.2.10)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56616.pdf>)

(October 7, 2015) Letter from Michael Boyes, Vice President Sustainability & Special Projects, H&R Reit (PG.New.PG7.2.11)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56724.pdf>)

(October 8, 2015) Letter from Eileen Denny, President, Teddington Park Residents Association Inc. (PG.New.PG7.2.12)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56725.pdf>)

(October 8, 2015) Letter from Carlo Bonanni, Vice President, Land and Planning Development, BUILD Toronto (PG.New.PG7.2.13)

(<http://www.toronto.ca/legdocs/mmis/2015/pg/comm/communicationfile-56730.pdf>)

Communications (City Council)

(October 29, 2015) Letter from Dennis H. Wood, Wood Bull LLP, Barristers and Solicitors, Municipal, Planning and Development Law (CC.Supp.PG7.2.14)

(<http://www.toronto.ca/legdocs/mmis/2015/cc/comm/communicationfile-56997.pdf>)

2a Official Plan Five Year Review: Amendments to the Official Plan Environmental Policies and Proposed Designation of Environmentally Significant Areas - Final Recommendation Report

<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-84146.pdf>

**Official Plan Five Year Review:
Amendments to the Official Plan
Environmental Policies and Proposed
Designation of Environmentally
Significant Areas - Final
Recommendation Report Date:**

August 18, 2015

To:

Planning and Growth Management
Committee

From:

Chief Planner and Executive
Director, City Planning Division

Wards:

All

Reference Number:

P:\2015\ClusterB\PLN\PGMC\PG15
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Provincial Policy Statement 2014

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy and resilient communities; wise use and management of resources; and protecting public health and safety. The City of Toronto participated in the review and update of the PPS which includes new policies that address climate change, the promotion of green energy and conservation as well as policies pertaining to green infrastructure. **City Council's planning decisions are required to be consistent with the PPS.**

While the Official Plan's environmental policies are generally consistent with the 2014 Provincial Policy Statement, the revisions to the environmental policies in the proposed amendment reflect the PPS' increased emphasis upon the protection of natural heritage, water, biodiversity, energy conservation and efficiency and climate change.

ii) Section 3.4 The Natural Environment

The draft policies of Section 3.4 incorporate Council's direction with regard to energy conservation; air quality and climate change; as well as update the policies, text and sidebars regarding hazard lands, natural heritage, provincially significant areas, ESAs and lakefilling.

Revisions are made to the text of section **3.4 *The Natural Environment* to emphasize that the City's natural heritage system is significant both within and beyond Toronto and requires long term protection.** The fourth paragraph about the urban forest is further refined by clarifying that non-native, non-invasive species may be planted when urban conditions limit the survival of native species.

ii) Section 3.4 The Natural Environment

The draft policies of Section 3.4 incorporate Council's direction with regard to energy conservation; air quality and climate change; as well as update the policies, text and sidebars regarding hazard lands, natural heritage, provincially significant areas, ESAs and lakefilling.

Revisions are made to the text of section **3.4 *The Natural Environment* to emphasize that the City's natural heritage system is significant both within and beyond Toronto and requires long term protection.** The fourth paragraph about the urban forest is further refined by clarifying that non-native, non-invasive species may be planted when urban conditions limit the survival of native species.

Policy 3.4 1 is revised to include consideration for cleaning up water courses, mitigating the unacceptable effects of light, sustaining the health of the natural ecosystem, including locations of both terrestrial and aquatic flora and fauna. New policies 3.4.1 b) vi - viii are added to ensure consideration of seasonal movements of migrating species, opportunities for habitat provided by the built environment, and potential impacts of a changing climate on ecosystem health. Policy 3.4.1 c) iii) is amended to support reductions in greenhouse gas emissions and sub policy e) is amended to give consideration to the potential impacts of climate change on natural hazards. New policy 3.4.1 g) is added to address the objectives in the 2014 PPS regarding protecting, improving and restoring the quality of water and drinking water sources. Policy 3.4.1 h) is added to promote the use of green infrastructure.

ii) Secondary Plans: Policies for Local Growth Opportunities

Section 5.2.1 Secondary Plans, Policy 4 is amended to encourage green infrastructure and the development of a Community Energy Plan to address energy conservation, resilience to power disruptions and renewable and alternative energy systems when undertaking a secondary plan.

AMENDMENT NO. 262 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

The following text and schedule constitute Amendment No. 262 to the Official Plan for the City of Toronto:

CHAPTER 1: Making Choices

1. 1: Making Choices, Page 1-2, second paragraph starting with, 'The vision of the Plan...A city with:' is amended by deleting the sixth bullet and adding the following new bullets as follows:

...

- **a connected system of natural features and ecological functions that support biodiversity and contribute to civic life."**

And by adding the following as a new eleventh bullet: "a ravine system that offers wilderness, respite, recreation, beauty and a link to our past."

CHAPTER 2: Shaping the City

"k) protects, enhances and restores the region's system of green spaces and natural heritage features and functions and the natural corridors that connect these features and the region's prime agricultural land."

9. Section 2.3.2 Toronto's Green Space System and Waterfront, is amended by replacing the words 'our natural ecosystem' in the first paragraph, second sentence of the non-policy text with the words **"natural ecosystems both within and beyond our boundaries."** so that it now reads as follows:

"This system is vital both to our quality of life and to the health of natural ecosystems both within and beyond our boundaries."

and by replacing the third paragraph with the following:

"The *Green Space System* provides many benefits for the City. These lands:

- form the core of the City's natural ecosystems providing habitat for flora and fauna and including most of our significant natural heritage features and functions;
- help sustain our natural environment by cleaning the air, recharging groundwater, cleaning our watercourses and limiting damage that might arise from flooding and soil erosion;
- include natural and hydrological connections that link Lake Ontario to the larger biophysical region and its ecological systems;
- provide a variety of landscapes for reflection, contemplation and appreciation of nature;
- improve human health by offering opportunities for passive and active recreation, community gardens and environmental education; and
- offer unique tourism and entertainment destinations attracting visitors from across the region and elsewhere."

11. Section 2.3.2 Toronto's Green Space System and Waterfront, Policy 6 is amended by adding the following new subsection g) as follows:

"g) maintain and enhance the natural heritage value of lands near or along the water's edge by protecting existing habitat and, where appropriate, restoring and enhancing habitat."

CHAPTER 3: Building a Successful City

"This Plan demands that both the public and private sectors commit to high quality architecture, landscape and urban design, consistent with "environmentally sustainable design and energy efficiency standards."

Section 3.3 Building New Neighbourhoods, Policy 1a), is amended by adding the words "including adequate space for planting of trees" so that the policy now reads:

"a) the pattern of streets, development blocks, open spaces and other infrastructure, including adequate space for planting of trees;"

20. Section 3.4 Natural Environment, non-policy text, Page 3-24 third paragraph is amended by:

"Human settlement has dramatically changed the landscape of Toronto. Our remaining natural heritage features and functions require special attention. They are an evolving mosaic of natural habitats that supports the variety of nature in the City and provide important ecosystem functions. The City's significant natural heritage features and functions are shown as the natural heritage system on Map 9. The natural heritage system is important to the City, both within and beyond our boundaries and needs to be protected for the long term. It is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions. We must be careful to assess the impacts of new development in areas near the natural heritage system. The size of this adjacent impact zone will vary across the City, depending on the local characteristics of the natural heritage system and adjacent areas. The natural heritage system shown on Map 9 is an evolving natural system that may grow beyond these boundaries. There are other areas with natural heritage value that are not shown on the map. As well, there may be other such areas in the future that will have to be identified and protected."

Section 3.4 Natural Environment, non-policy text, Page 3-24 fourth paragraph last sentence is amended by adding a comma followed by the words "or other non-invasive species where urban conditions may limit the survival of native species" so the amended sentence now reads as follows:

"We must not only protect the existing urban forest, but also enhance it, especially by planting native trees and trees that increase canopy coverage and diversity, or other non-invasive species where urban conditions may limit the survival of native species."

Section 3.4 Natural Environment is amended by replacing portions of the sidebar '*The TRCA: The City's Partner in Managing the Natural Environment*' so that it reads as follows:

"The TRCA: The City's Partner in Managing the Natural Environment

The Toronto and Region Conservation Authority plays an important role in managing Toronto's natural environment. The Authority:

- safeguards, manages and restores watercourses, lakes, woodlands, wetlands and natural habitat;
- protects life and property from flooding and erosion through watershed planning, monitoring and maintenance efforts and its regulation under the *Conservation Authorities Act*; and
- provides educational and recreational opportunities for the public.

Section 3.4 Natural Environment, Policy 3.4.1 a) v) is amended by adding the words "and light" so that it reads as:

"v) mitigating the unacceptable effects of noise and light; and"

Section 3.4 Natural Environment, Policy 3.4.1 b) is amended by replacing the word "preserving" with "sustaining" so that it reads as follows:

"b) sustaining, restoring and enhancing the health and integrity of the natural ecosystem, supporting bio-diversity in the City and targeting ecological improvements, paying particular attention to:"

Section 3.4 Natural Environment, Policy 3.4.1 b) i) is amended by adding the words "locations of" and "both terrestrial and aquatic" so it reads as follows:

"i) locations of habitat for native flora and fauna, both terrestrial and aquatic species;"

28. Section 3.4 Natural Environment, Policy 3.4.1 b) is amended by adding four new sub-sections and renumbering them as follows:

"iii) ground and surface water contributions to natural features;"

iv) landforms, ravines, watercourses, wetlands and the shoreline and associated biophysical processes;

v) natural linkages between the natural heritage system and other green spaces;

vi) seasonal movements of migrating species

vii) opportunities for additional habitat provided by the built environment

viii) the potential impacts of a changing climate on biodiversity and ecosystem health."

Section 3.4 Natural Environment is amended by the addition of a new sidebar entitled *Buffers* inserted near policy 12 as follows:

"Buffers

Buffers are strips of land that are contiguous to natural features and help to protect its natural features and functions from the negative impacts of adjacent development. Buffers may extend beyond lands required to set back development from natural hazards. Lands set aside for buffers are generally kept in a vegetated state and can include existing vegetated areas and areas that can be vegetated.

Buffer widths vary depending on the sensitivity and functions of the natural feature and the proposed development. Buffer widths may be greater than set-backs required from hazard lands. Where development is proposed adjacent to natural features, buffer widths should be established through an impact study. Guidelines will be established to assist in identifying buffer widths."

Where known environmentally significant areas shown on Map 12A extend onto lands above the top of bank which have underlying zoning permissions, these areas may be used to calculate permissible density in the zoning bylaw. **An impact study, as referred to in policy 12, will be required for any proposed development adjacent to these areas. Any proposed development will avoid these areas, minimize negative impacts and, when possible, restore and enhance the ecological functions attributed to these areas. Known areas exhibiting these environmentally significant characteristics are shown on Map 12A."**

43. Section 3.4 Natural Environment, the sidebar entitled "*The Natural Heritage System and Inventory*" is amended by replacing the last two paragraphs with the text below.

"The City has undertaken a program of further study and fieldwork to confirm and identify areas within the natural heritage system that are particularly sensitive and require additional protection to preserve their environmentally significant qualities.

These areas are shown on Map 12A. Most provincially significant wetlands and areas of natural and scientific interest that have been identified by the Province are shown on Map 12B. Where development is proposed adjacent to these areas, their boundaries will be more precisely determined and any negative impacts will be identified through an impact study as referred to in policy 12.

Further study and fieldwork will continue to update and refine the natural heritage system inventory and assist in identifying strategic directions for improving natural ecosystems, promoting biodiversity and increasing resiliency."

A new Map 12B "Provincially Significant Wetlands and Areas of Natural and Scientific Interest", which shows provincially significant areas that have been identified by the Province is inserted.

"Bird-Friendly

Toronto is on major migratory flyway and during the annual spring and fall migration the City experiences a significant influx of migrating birds. Most migrating bird species are unable to adapt to urban conditions and become confused by a combination of the lights and glass of buildings. They are attracted by the lights while flying at night, land and then fly into the glass of buildings which reflect trees and sky in the daytime. Bird 'collisions' or 'strikes' have become a serious issue in Toronto and to address this, the City prepared the *Bird Friendly Development Guidelines* and requires bird-friendly design in all new development subject to site plan approval."

"Light Pollution

Light pollution in the form of glare, light trespass, over lighting and sky glow can reduce visibility for pedestrians and vehicles and have a negative impact on the health of humans, birds and the natural environment. Light pollution has also drastically limited our view of the stars in the night sky. Properly designed lighting is efficient and effective, providing light exactly where it needs to be for safety and security and results in energy savings and reduced greenhouse gas emissions. Controlling light spillage can also result in darker environments for sleeping, less light at night that may attract migratory birds and less disturbance for fauna natural areas. Effective lighting improves the quality of urban life for everyone."

"Biodiversity

Biodiversity refers to the rich variety of life forms and the critical roles they play within varied ecosystems. Ecological health is related to healthy biodiversity. The greater the biodiversity of a defined geographic area, the greater the ecological health and resiliency of that area. Policies protecting and enhancing the natural heritage system are a key pillar of biodiversity conservation within Toronto. The biodiversity found in small green spaces, street trees, green roofs, community gardens, hydro corridors, cemeteries, and backyards also all play an important role in our urban ecosystem. The City of Toronto's *Biodiversity Series* provides detailed information on the flora and fauna found in the City, fostering awareness and stewardship of local biodiversity." **Pg 72**

CHAPTER 4: LAND USE DESIGNATIONS pg 52

4.3 PARKS AND OPEN SPACE AREAS

Policies

1. *Parks and Open Space Areas* are the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise the City's ***Green Space System***. They comprise the areas shown on Maps 13-23 shown as *Natural Areas*, *Parks* and *Other Open Space Areas*.

3. The areas shown as *Natural Areas* on Maps 13-23 will be maintained primarily in a natural state, while allowing for:

a) compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and

b) conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, and that are designed to have only minimal adverse impacts on natural features and functions **and that restore or enhance existing vegetation and other natural heritage features.**

6. Any development provided for in *Parks and Open Space Areas* will:

a) protect, enhance or restore trees, vegetation and other natural heritage features **and maintain or improve connectivity between natural heritage features;**

4.7 REGENERATION AREAS

Policies

2. For each *Regeneration Area* a framework for new development will be set out in a Secondary Plan. Development should not proceed prior to approval of a Secondary Plan. The Secondary Plan will guide the revitalization of the area through matters such as:

- a) urban design guidelines related to the unique character of each *Regeneration Area*;
- b) a strategy to plan for improvements to existing parks and the acquisition of new parks and open spaces;**
- c) a green infrastructure strategy including tree planting, stormwater management systems and green roofs,**
- d) a community improvement strategy to identify and implement needed improvements to streets, sidewalks, boulevards, parks and open spaces;
- e) a community services strategy to monitor the need for new community services and facilities and local institutions as new residents are introduced and to ensure they are provided when needed;
- f) a heritage strategy identifying important heritage resources, conserving them and ensuring new buildings are compatible with adjacent heritage resources;
- g) environmental policies to identify and ensure that any necessary cleanup of lands and buildings is achieved, that potential conflicts between industrial and residential, other sensitive land uses or live/work uses are mitigated, and that policies for the staging or phasing of development are considered, where necessary; and
- h) transportation policies that encourage transit, walking and cycling in preference to private automobile use and ensure the movement of people and goods as the number of businesses, employees and residents increase; and

5.2.1 SECONDARY PLANS: POLICIES FOR LOCAL GROWTH OPPORTUNITIES

Policies

4. City-building objectives for Secondary Planning areas will identify or indicate the following:

- a) overall capacity for development in the area, including anticipated population;**
- b) opportunities or constraints posed by unique environmental, economic, heritage, cultural and other features or characteristics;**
- c) affordable housing objectives;
- d) land use policies for development, redevelopment, intensification and/or infilling;
- e) urban design objectives, guidelines and parameters;
- f) necessary infrastructure investment with respect to any aspect of:
transportation services, environmental services **including green infrastructure**, community and social facilities, cultural, entertainment and tourism facilities, pedestrian systems, parks and recreation services, or other local or municipal services;
- g) opportunities for energy conservation, peak demand reduction, resilience to power disruptions, and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage, through development of a Community Energy Plan; and**
- h) where a Secondary Planning area is adjacent to an established neighbourhood or neighbourhoods, new development must respect and reinforce the existing physical character and promote the stability of the established neighbourhoods.

Written Comments Attached to Display Panels at Open House

Panel 4: Vision

"Any Concerns?"

- *The economy may be spread rather than downtown oriented*

"How would you Refine What is Proposed?"

- *A ravine system that also acts as connective tissue as well as respite space*

Panel 7: Green Space System

"How would you Refine What is Proposed?" and Re: Rouge Valley Area sidebar

- *"Ecological corridors" good! What about other river valley systems?*

Panel 11: Environmentally Significant Areas

"Any Concerns?"

- *Ensure there is a robust review of impact studies*

Panel 13: Natural Environment

"How would you Refine What is Proposed?"

- *Buffers should be vegetated using native species*

Panel 14: Natural Environment

"Any Concerns?"

- **Need to reduce lit advertising. Billboards are pollution**

"How would you Refine What is Proposed?"

- *Toronto provides migratory habitat stopover. Some birds are diurnal migrants and some migrate at night*

- *We think of children's habitat as more or equally important as that of birds*

Panels 15 and 16: Sustainable Design

"How would you Refine What is Proposed?"

- *City design as sustainable holistic concept. The City as eco-organism*
- *Regeneration areas' parks and open spaces should include some newly created 'natural areas'*
- *Trees are great but other native vegetation should be used e.g., prairie meadow*

pg.60

Written Comments Received After Open House

July 30, 2015

CFN 49276

BY MAIL & E-MAIL (kvoumvva@toronto.ca)

Ms. Kerri Voumvakis
Director, Strategic Initiatives, Policy & Analysis
City of Toronto
Metro Hall, 22nd Floor
55 John Street
Toronto, ON M5V 3C6

Dear Ms. Voumvakis:

**Re: City of Toronto 2015 Official Plan Review
Proposed Revisions to Environmental Policies**

Thank you for involving Toronto and Region Conservation Authority (TRCA) staff in the City of Toronto's official plan review process. TRCA appreciates being invited to comment on the proposed revised policies and trusts that this collaborative effort will result in the shared objectives of the City and the TRCA being met.

We understand from the April 15, 2015 City staff report that the proposed Official Plan Amendment will be brought to City Council for approval in September and will bring the Official Plan into conformity with the 2014 Provincial Policy Statement. Meanwhile, conformity requirements under the *Greenbelt Act* will be addressed through a separate Official Plan Amendment going to the Planning and Growth Management Committee also in September 2015. Further, the draft environmental policy revisions previously identified for Section 3.1.2, Built Form, will be brought forward through the report on Urban Design policy changes later under the five-year OP review. The staff report also conveys that the proposed revised policies are intended to assist the City in meeting the challenges of climate change and to strengthen existing policies on energy conservation and efficiency, biodiversity, natural heritage, natural hazards, environmentally significant areas (ESAs), provincially significant areas, lake filling, and green infrastructure.

TRCA staff commends the City on the proposed revisions to the environment policies. Overall, the current draft does an outstanding job of incorporating considerations for protecting and enhancing a natural system of protected areas augmented by opportunities for green infrastructure and stormwater management renewal in the redeveloping portions of the City's landscape. Our previous comments in our emailed correspondence of June 27, 2014 have largely been addressed through proposed revisions regarding natural heritage, natural hazards, stormwater management and green infrastructure. The addition of these elements to the OP policies and sidebars are necessary for building a resilient City undergoing redevelopment and intensification in the context of a changing climate. Two of our comments that were not addressed are reiterated at the end of this letter for your consideration (9 and 10).

There are also some new but minor comments that we offer as a public commenting body, technical service provider and resource management agency to municipalities, and as a regulatory agency affecting planning and development under the *Conservation Authorities Act*. TRCA's own policy document, the Living City Policies for Planning and Development in the Watersheds of TRCA (LCP), seeks the protection and enhancement of the Natural System, made up of natural hazards, water resources, natural features and areas, and areas of potential natural cover or buffers. These policies also seek to integrate the natural and built environments, maximizing opportunities for ecosystem services from across the entire landscape.

The comments for your consideration in refining the proposed revised policies being brought to Council in September are as follows:

1. **Rouge Valley Area (new sidebar), Section 2.3.2** - We look forward to reviewing the newly proposed policies affecting the Rouge River watershed in the next iteration of proposed revisions to the OP policies as the City undertakes its Greenbelt Plan conformity exercise. In that exercise, the revised policies should incorporate a requirement for a minimum 30-metre buffer from the stable top of bank of the Rouge Valley for all new development under the *Planning Act* (e.g., zoning amendments, subdivisions, consents, etc.) in the Rouge River watershed (both inside and outside of the Greenbelt Plan Area), as envisioned by the Rouge Park Management Plan for this important watershed.
2. **Preamble, Section 3.4** – The third last paragraph speaks to enhancing the urban forest, *"especially by planting native trees and trees that increase canopy coverage and density."* This seems to suggest that native trees do not increase canopy cover or diversity. Please consider revising the wording to state: *"especially by planting native trees and other non-invasive species (where urban conditions may limit the survival of native species) to increase canopy coverage and diversity."* We understand that the City uses Norway Maple street trees which invade and out-compete other species where the urban forest may be connected to the larger natural heritage system. An alternate hearty, but non-invasive, tree species should be substituted to enhance the urban forest and help prevent the spread of invasives to the natural heritage system.
3. **Regulating Hazards (revised sidebar), Section 3.4** – We appreciate the addition of this sidebar that explains the conservation authority role in natural hazard management and the provincial role in Special Policy Areas; however, we suggest that a corresponding policy is warranted that promotes the remediation of flood and erosion hazards in tandem with major proposals for redevelopment. A good example of this, of course, is the Lower Don, and there may be other opportunities in areas such as Jane-Wilson.
4. **Watercourse and Infrastructure Management (new sidebar), Section 3.4** – In addition to these works being consistent with federal, provincial and TRCA requirements, they should be consistent with the City's requirements, such as those in the Ravine and Natural Feature Protection By-law and the OP (see comment further to this below).
5. **Environmentally Significant Areas, Section 3.4, Policy 13** – This policy states that an impact study will be required for any proposed undertaking in those areas not already the subject of an environmental assessment (EA). In TRCA's experience, environmental studies for projects falling under an EA process are not always completed to a sufficient level of detail to determine local ecological impacts to ESAs or other natural features, (e.g. the Master Plan for Taylor Massey Creek, Don and Waterfront CSO EA). In these projects, some aspects of environmental study that would be captured under the OP's impact study requirements if the project fell under the planning process were deferred to later stages, where the avoidance of sensitive areas was no longer a viable option.

Although we understand that infrastructure projects falling under an EA process are not subject to the OP policies, the City as a proponent of its own EAs could have regard for the OP policies on environmental impact studies in ESAs and the larger natural heritage system. To strive for this consistency would be in accordance with Section 1.2.1 of the Provincial Policy Statement which requires a coordinated, integrated and comprehensive approach to infrastructure planning across other orders of government, agencies and boards. Moreover, 7.4.4.1 a) of the TRCA's LCP recommends the coordination of *Planning Act*, *Environmental Assessment Act*, and Master Plan processes to facilitate strategic infrastructure placement and design that avoids cumulative impacts and seeks opportunities for improvements to the natural system.

We would be pleased to discuss appropriate wording within the OP policies with you.

6. **Environmentally Significant Areas, Section 3.4, Natural Environment, Policy 13** – This section states that development and infrastructure should avoid these areas, and that natural features and ecological functions should be restored and enhanced where feasible. We recommend that the policy be clarified to state that compensation will be required for the loss of ecosystem services.
7. **Environmentally Significant Areas, Map 12A** – Please note on the map and in the text that ANSIs and wetlands are the only features and areas from the PPS for which provincial significance is determined by the Province. The provincial significance of valleylands and woodlands is determined by municipalities in accordance with the PPS and the Natural Heritage Reference Manual. We recommend that a note on Map 12A, and on the OP's map of the Natural Heritage System, could state, "May include provincially significant features and areas."
8. **Scarborough Environmentally Significant Areas Map** – You may wish to check the western boundary of the East Highland Creek Forest. It should extend out to Markham Road.
9. **Previous Comments on 10-metre setback Policy 3.4.8** – in our previous comments, we recommended the addition of e), as bolded below:

Development will be set back from the following locations by at least 10 metres, or more if warranted by the severity of existing or potential natural hazards:

- a) the top-of-bank of valleys, ravines and bluffs;
- b) toe-of-slope of valleys, ravines and bluffs;
- c) other locations where slope instability, erosion, flooding, or other physical conditions present a significant risk to life or property; and
- d) other locations near the shoreline which may be hazardous if developed because of flooding, erosion or dynamic beach processes.
- e) limits of significant vegetation as determined through a Natural Heritage Impact Study**

In the LCP and as reflected in current practice, TRCA typically stakes the limit of vegetation contiguous to the top of bank as the limit from which a buffer should begin. The policy for 10-metre setbacks in 3.4.8 a) to d) does not recognize that the buffer should begin from the greater of the two constraints (hazard and vegetation). Could the City incorporate some policy wording that will recognize that the buffer should begin from the greatest landward extent of hazards and vegetation? In this regard, the statement in the Buffers sidebar, "Buffers may include lands required to set back development from natural hazards" could be revised to say "Buffers may be required in addition to development setbacks from natural hazards."

10. **Previous comments on exemptions from 10-metre setback Policy 3.4.8** - Further, our previous comments included the concern that ancillary structures and replacement structures are exempt for policy 3.4.8 for a 10-metre setback from the stable top of bank. Could the City incorporate some policy wording that would create the opportunity for replacement structures and ancillary structures to be pulled back from the stable top of bank to the extent possible?

We trust these comments are clear and are of assistance. Should you have any questions or wish to discuss any of the above, please feel free to contact me or Mary-Ann Burns at extension 5763.

Yours truly,


for: Steven Heuchert, MCIP, RPP, MRTPI

Senior Manager, Development Planning and Regulation
Planning and Development
Extension 5311

cc: By email

Jane Welsh, City of Toronto
Jane Weninger, City of Toronto
Norman DeFraeye, City of Toronto
Carolyn Woodland, TRCA
Dena Lewis, TRCA
Renee-Afoom Boateng, TRCA

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Excerpt:

To be consistent with the 2014 PPS, MMAH recommends that Section 3.4, Natural Environment, Policy 14 to be further revised as follows (note the **bold text** indicates requested additions/changes and the strikethrough indicates requested deletions):

- “14. Provincially significant natural heritage features will be protected by:
- a) prohibiting development or site alteration in provincially significant wetlands, ~~significant portions of the habitat of threatened or endangered species;~~
 - b) prohibiting development or site alteration in significant portions of the habitat of threatened or endangered species and fish habitat, except in accordance with provincial and federal requirements;**
 - c) only permitting development or site alteration in the following locations if it has been demonstrated, through a study, that there will be no negative impacts on the natural features or the ecological functions for which the area is identified:
 - i) ~~lands adjacent to provincially significant wetlands or significant portions of the habitat of threatened or endangered species;~~
 - ii) ~~in or on~~ lands adjacent to fish habitat; and
 - iii) in or on lands adjacent to provincially significant areas of natural and scientific interest, woodlands, valleylands and wildlife habitat; and
 - d) avoiding new or expanding infrastructure unless there is no reasonable alternative, negative impacts are minimized and natural features and ecological functions are restored or enhanced where feasible.

~~Most~~ Provincially significant wetlands and areas of natural and scientific interest that have been identified by the Province are shown on Map 12B. Where development is proposed adjacent to these areas, their boundaries will be more

precisely determined. The Province may identify additional areas to which these policies apply."

As noted above, we also recommend deleting the word, "Most" at the beginning of the final paragraph given that the policy is now specific to just the provincially significant wetlands and areas of natural and scientific interest, to clarify that Map 12B does represent these features that have been identified by the Province to date. We recommend that the associated sidebar "The Natural Heritage System and Inventory" on page 3-27 be revised accordingly as well.

We look forward to continuing to work with City staff in proceeding with the proposed Official Plan amendment for the updated environmental policies.

Should you have any further questions, please contact Louis Bitonti, Senior Planner at 416-585-6563 or the undersigned at 416-585-6053.

Yours truly,

A handwritten signature in black ink, appearing to read 'Sybelle von Kursell', written in a cursive style.

Sybelle von Kursell, MCIP, RPP
Acting Manager, Community Planning and Development
Municipal Services Office- Central

cc. Jane Welsh, (Acting) Project Manager, Strategic Initiatives, Policy & Analysis, City of Toronto
Paul Bain, Project Manager, Strategic Initiatives, Policy & Analysis, City of Toronto
Jackie Burkart, Ministry of Natural Resources and Forestry
Chunmei Liu, Ministry of the Environment and Climate Change, MOECC