

CHAPTER 4: EXISTING CONDITIONS

Bloor West Village is well established, continually evolving, and currently within a significant period of change. Future development should understand, respond and respect the existing context.

This chapter summarizes the inventory and analysis from Phase 1. For more information, please refer to the Phase 1 Background Report.

4.1. CHARACTER

Streets and Blocks

A number of streets connect to Bloor Street West within the Study Area, with most being residential neighbourhood streets. Several of the streets terminate at Bloor Street West, creating an offset intersection pattern that results in unique view corridors towards the main street. There is over 3000m of street frontage within the Study Area. Block widths and depths ranges widely with the longest block being approximately 250m in length and the shortest 45m in length.

Rear lanes are inconsistent for most of the Study Area, with only one block with completed lanes on the south side (between Armadale and South Kingsway) and a number on the north side with some being public lanes while others are private.



Small Scale Storefronts

Parcel Fabric

There are over 260 properties within the Study Area, 240 of which front Bloor Street West. The fronting properties typically range between 5 and 8m wide. Some are larger than 8m, while over half of the fronting properties are 7m or less in width--the majority of which are between Jane Street and Kennedy Avenue. These narrow lots help to define the small scale storefronts that characterize the traditional main street segment of the Study Area. Larger properties are associated with commercial, institutional and park uses. The majority of properties fronting Bloor Street West qualify as shallow properties under the Mid-Rise Performance Standards: under 41m within the 27m right-of-way; and under 44.6m within the 30m right-of-way. The shallowest block is 21m in depth. Differences between the north and south sides of the Avenue, as well as the east and west ends beyond the Village Main Street, offer very different opportunities and constraints for redevelopment.



Commercial Building

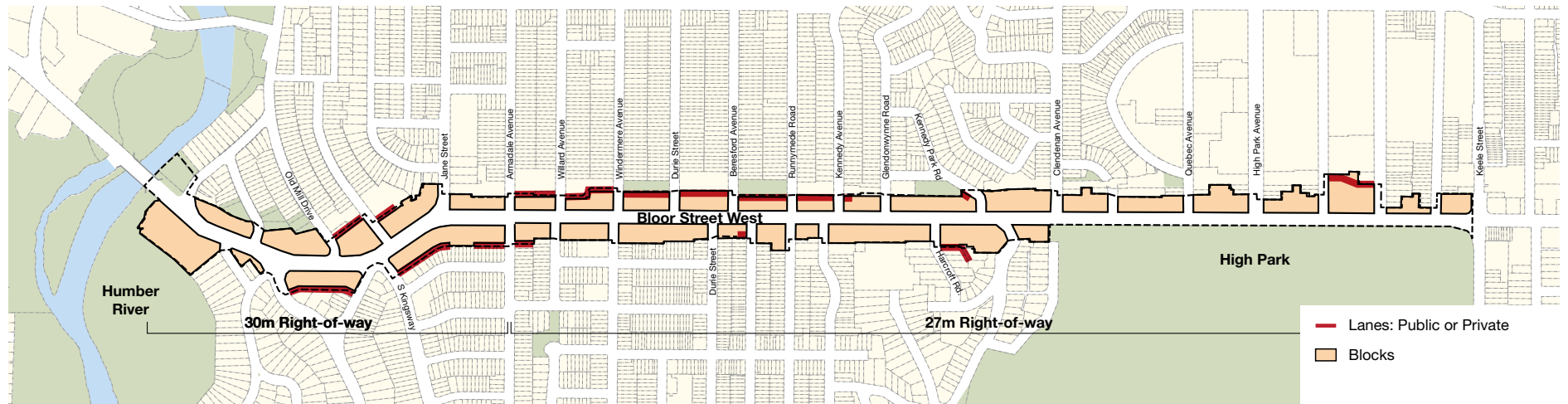


Figure 4.1 Streets and Blocks

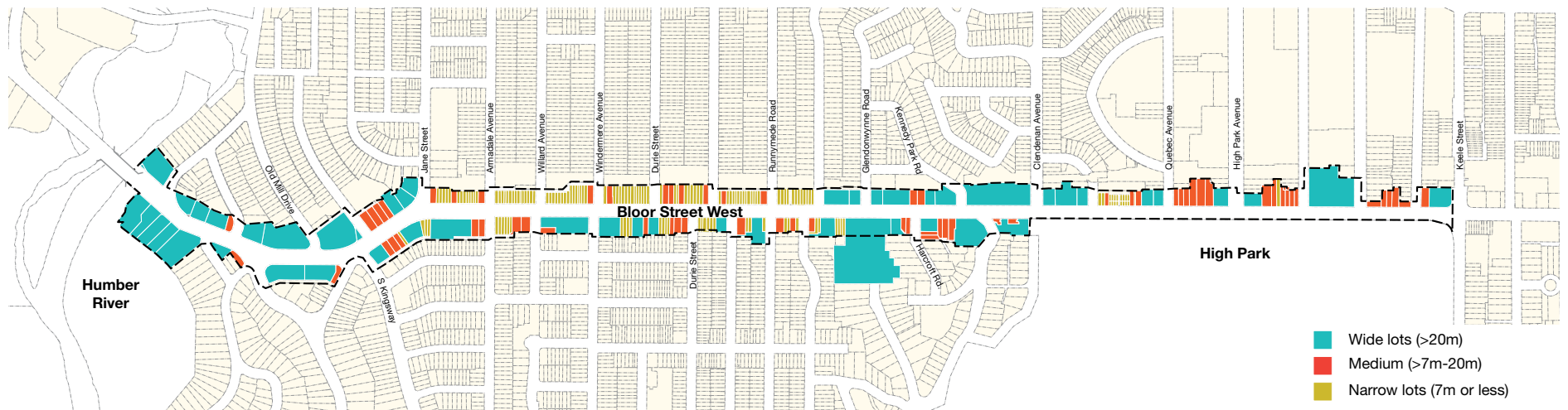


Figure 4.2 Parcel Fabric

Building Height

Existing buildings between Jane Street and Clendenan Avenue are characterized by buildings one to four storeys in height with taller buildings between 5 to 14 storeys located west of Jane Street and east of Clendenan. Taller apartment buildings are located in the *Apartment Neighbourhood* north of the Study Area in front of High Park. More recent development has resulted in buildings larger and taller than most of the Study Area, for the most part focused west of Jane Street and east of Glendonwyne Avenue.

Prevailing Building Types

Bloor West Village is characterized by a variety of building forms that reflect historic development patterns, location and uses. The Village Main Street is primarily low-rise, continuous storefronts with

office or residential above. Taller office commercial buildings are located towards the western part of the Study Area. Larger apartments are located primarily to the eastern and western edges of the Study Area. House forms and walk-up apartment buildings are located primarily north and south of the Study Area.

Heritage

A cultural heritage resources review was conducted for the Avenue Study to provide a contextual and historical basis for the built form and character area analysis. Following is a summary of the review, for more information please refer to the Phase 1 Background Report. At the time of writing this report, a Heritage Conservation District Study has commenced as of December 2017 which will provide a greater level of detail for the existing and potential heritage conditions.

Bloor West Village evolved from its early connections with travel and trade routes associated with the Humber River and waterways connecting with Lake Ontario. Originally a dirt concession road, Bloor Street West crossed through deep ravines at Keele Street, and between Quebec Avenue and Runnymede Road. Development of the area in earnest began following the paving of the street and arrival of the streetcars in the early 1920's. Bloor West Village falls within four former municipalities, annexed by the City at different times: Brockton (including High Park), West Toronto, Swansea, and the Borough of York. These historic boundaries often correspond to different patterns in the fabric of today's main street.

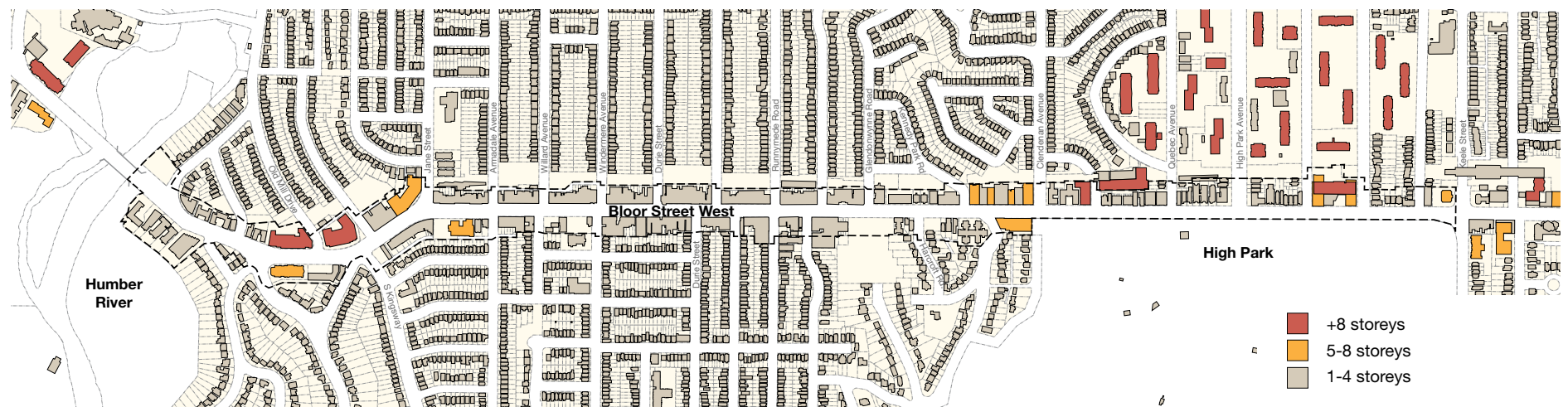


Figure 4.3 Existing Building Heights



Main Street Mixed Use Buildings



Heritage Landmarks



Mid-Rise Residential Apartments



Townhouses

Range of Building Types within Study Area (c: all images, DTAH)



Mixed Use Commercial Office Buildings



House Forms



Traditional Main Street Retail



New Retail as part of Redevelopment

By 1947 the vast majority of the Study Area had been built up. Keele subway station was completed in 1966, and two years later, High Park, Runnymede and Jane stations were completed as part of the subway's extension to Islington. The Study Area has continued to evolve in the wake of the subway extension, with numerous notable low and mid-rise infill developments.

At present time, only two properties have heritage status in the Study Area: Runnymede Public Library, which is a Listed Heritage property located at 2178 Bloor Street West and Runnymede Theatre (Shoppers Drug Mart), which is a designated heritage building under Part IV of the Ontario Heritage Act and located at 2223 Bloor Street West. The Heritage Conservation District Study will identify if any further properties are worthy of inclusion on the City of Toronto's Heritage Register.

Retail

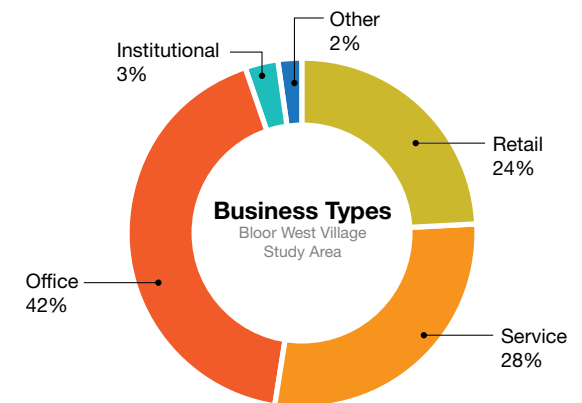
Bloor Street West functions well in segments as a traditional main street. It has the advantages of being on a high traffic arterial street, serving upper-middle and upper-income neighbourhoods, having TTC subway stations and bus route service, and a combination of on-street, reserved, and city parking.

There is a Village feel to most of the blocks. However, the entire corridor is too long to function as a single-trip/easy-stroll village, especially with the only (mid-sized, discount) supermarket at the eastern end. The "Village experience" effectively ends at Clendenan Avenue to the east and at Riverview Street to the west. One aspect of the

physical structure that prohibits greater retail density (and success) is the restricted depth of stores along Bloor Street West.

There is no strong cluster of specialty/destinations (i.e. single-commodity) shops that would be a strong draw for the entire Village. This does not detract from the Village, but it does mean that local residents have to travel outside of the Village for "shopping goods." There is no "superstar" retailer or restaurant to act as a destination attraction or catalyst for spin-off growth. Rents (compared to other parts of the City) are reasonable and vacancies are low.

The 2016 Toronto Employment Survey identifies 431 businesses within the Study Area. Retail, service and office account for 74% of the businesses. There are over 3300 employees within the Study Area. The main street segment includes



Source: Toronto Employment Survey, 2016

a range of retail stores such as specialty clothing, book stores, restaurants and cafes. Professional service and office providers include dentists, doctors, legal and finance.

Streetscape

Bloor Street West within the Study Area has two different existing public right-of-way widths: east of Jane Street to Keele Street is 26.0m, west of Jane Street to the Humber River is 30.0m. The City of Toronto Official Plan designates the segment from Keele Street to Armadale Avenue as a 27m public right-of-way and from Armadale Avenue to the Humber River as a 30m public right-of-way. Streetscape character varies along the length of the Study Area and offers different pedestrian experiences along the corridor and on opposite sides of street.

In general, the boulevards are broad and with modest streetscape quality, typically between 4.5m to 7m in width as measured from the curb to property line or building face, and include street trees and street furnishings. Sidewalks are continuous throughout the Study Area and generally have a minimum pedestrian clearway width of 2.1m. There is a 1.2 -1.7m marketing and frontage zone, although this is not demarcated in any particular way. The continuity of small scaled storefronts and associated canopies within the village commercial area frame and animate the streetscape. There are a number of boulevard cafes and outdoor marketing stalls which bring activity to the streetscape within the Study Area. The license status of these activities was not confirmed through the Study.



Representative Sidewalk Zones in the Village Main Street



North Side of Bloor Street West between Old Mill Drive and Riverview Gardens



Sidewalk within the Main Street Village area

Views and Vistas

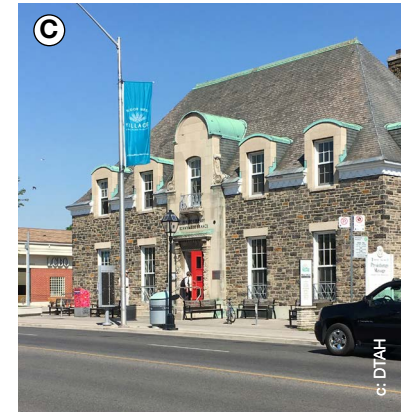
The offset street grid, unique topography and curvature of Bloor Street West contributes to a number of views and vistas that further contribute to the identity of the village, making it quite unique in the city. The topography of the Humber Valley provides view corridors from both sides of the Bloor Street West Bridge (looking north and south). Existing heritage properties (Runnymede Library and Theatre) are prominent buildings and key landmarks along the street. The curve of Bloor Street West by Jane Street provides a unique view of the Humber Cinema Site. Views of Lake Ontario are offered south of Glendonwynne Road through the No Frills parking lot. There are also great vistas of High Park from many different parts of the Study Area, and from High Park north into the *Apartment Neighbourhood*.



Significant grade differences promote vistas along Bloor Street West in the vicinity of High Park



Vistas of Natural Heritage Areas



Views of Heritage landmarks

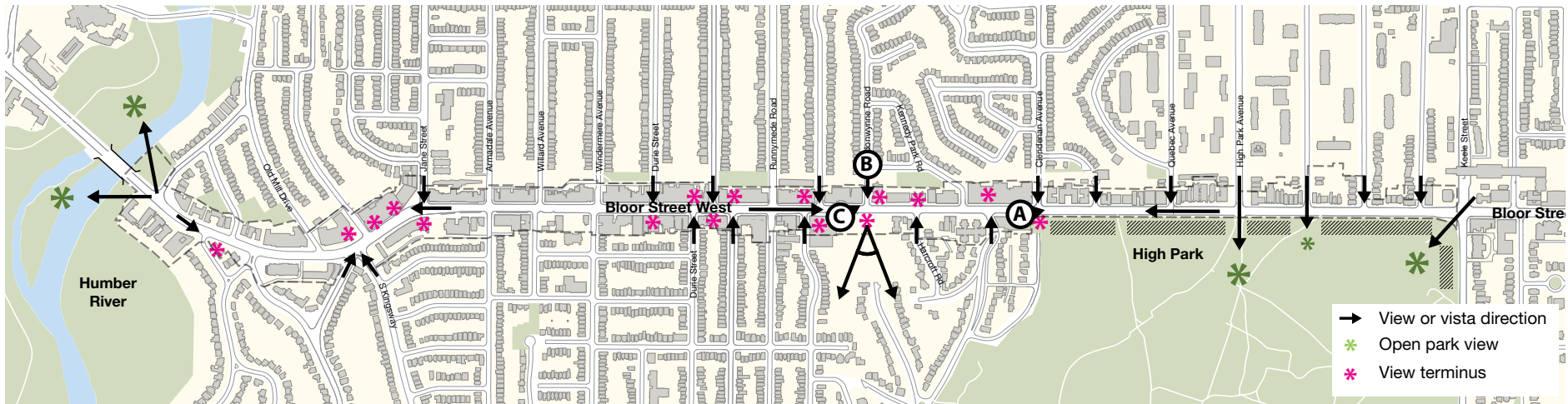


Figure 4.4 Views and Vistas

Character Areas

Based on an understanding of the existing and emerging context, the Study Team identified five character areas specifically for the Bloor West Village Avenue Study. These character areas are informed by the history and evolution of the Study Area, existing conditions, prominent uses/activity, prevailing built form, and public realm condition. These character areas will help to structure discussion and future Avenue Study recommendations. The ongoing Heritage Conservation District Study may identify different character areas for the purpose of addressing specific heritage matters and recommendations.

Humber Gateway

The Humber Gateway is at the western extent of the Study Area from the Humber River to Riverside Drive. All properties have residential land uses

with a variety of housing forms, including low-rise apartment buildings and multi-family units designed to look like single family homes. The Official Plan identifies these lands as *Neighbourhoods*. As the Study progressed, it was determined that recommendations or changes to maximum building height or land use were neither anticipated nor appropriate for this character area.

West Village

The West Village extends from Riverside Drive to Jane Street. The properties vary between the different sides of Bloor Street West. North side properties are generally wider, deeper, and with larger buildings. Southside properties are more similar to the traditional main street in lot depth, but vary in width. Recent development has led to taller buildings than the original context and existing zoning.

Village Main Street

The Village Main Street extends from Jane Street to Glendonwyne Road, and is closely associated with the current Bloor West Village Business Improvement Area boundary. Properties on the north side of Bloor Street West are predominately narrow frontages, shallow lots, and have buildings of a similar era of construction between 2 to 3 storeys in height. This condition results in a relatively consistent street wall and pedestrian supportive scale. Properties on the south side of Bloor Street West generally have wider frontages but are also shallow in depth similar to the properties on the north side of the street. Buildings are predominately between 2-3 storeys in height and vary more greatly in their era of construction. There are two properties with heritage status in this character area—Runnymede Library and Runnymede Theatre.

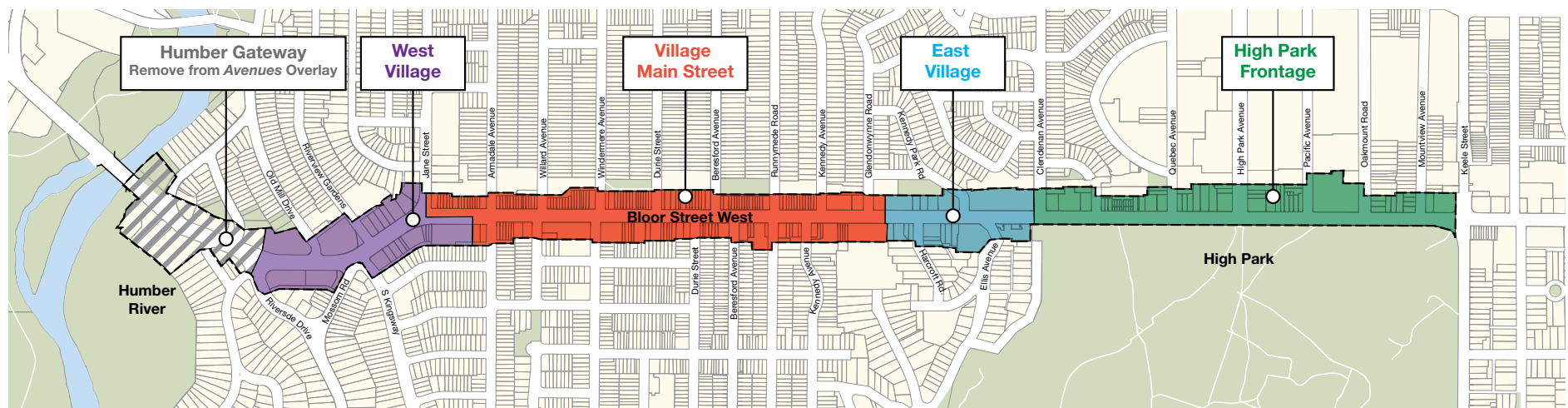


Figure 4.5 Character Areas

East Village

The East Village is to the east of the Village Main Street character area, from Glendonwyne Road to Clendenan Avenue. This character area includes a mix of residential and commercial uses and a range of building types and scales. This segment has experienced change over the past several decades, with several larger buildings and two recent projects either under construction or having been approved. A few larger potential redevelopment sites are existing within this segment.

High Park Frontage

The High Park Frontage character area is located at the eastern extent of the Study Area, from Clendenan Avenue to Keele Street/Parkside Drive. The entire southern side of this character area consists only of the Bloor Street streetscape abutting High Park (which is not in the Study Area), with the north side of Bloor Street West containing an *Apartment Neighbourhood*. Land use on the north side is predominately residential with house and low-rise apartment building forms. Recent consolidation and redevelopment has taken place on a few sites, with larger scale and more intense building forms compared to the prevailing context. The majority of properties have buildings set back from the right-of-way to provide a planted front yard condition.

4.2. PARKS, OPEN SPACES AND NATURAL HERITAGE

A more detailed description of Natural Heritage related to High Park is found in the Natural Heritage Summary Chapter and Appendix.

Bloor Street West links two of the City's largest, most prominent and environmentally significant green spaces - Humber River Valley and High Park. These celebrated natural heritage areas connect the neighbourhoods to communities and ecosystems well beyond the Study Area.

High Park and the Humber River Valley both contain Environmentally Significant Areas (ESA). All development on lands adjacent to Natural Heritage features are required to demonstrate there are no negative impacts on the natural features or their ecological functions. Areas within High Park have special status as a provincially designated Life Science Areas of Natural Scientific Interest (ANSI). Redevelopment within 120m of a Life Science ANSI may require a Natural Heritage Impact Study.

Areas within residential neighbourhoods adjacent to the Humber River Valley or High Park are designated as Natural Heritage and have protection. All proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system.

Bloor Street is the dividing line between two areas of differing levels of parkland provision. The south

side is an area of high local parkland per capita. The north side is in the second-to-lowest category in terms of existing local parkland per capita. The strategy for the Study Area will be to identify key locations for the creation of new parks where lot size provides this opportunity. While cash-in-lieu is a typical form of parkland dedication for smaller sites, such as those widely found on the City's *Avenues*, a key policy direction will be to request the conveyance of on- or off-site land dedication for the creation of new parks and open spaces within the Study Area and adjacent areas, where appropriate.

The Parkland Strategy, currently underway, is a 20-year plan that will guide long-term planning for new parks, park expansions, and improved access to existing parks. It will provide a comprehensive analysis of the availability and function of parkland, and provide new approaches and tools to support decision making and prioritization of parkland acquisition and investment across Toronto. The Strategy proposes an updated methodology to measure and assess parkland provision, using the baseline of residential population against the hectares of parkland available across the City.

The Parkland Strategy methodology has determined an average City-wide parkland provision rate of 28 m² per person, based on 2016 Statistics Canada Census data. Parkland provision rates range in the Study Area - in the eastern and western ends, parkland provision meets and exceeds the current City-wide average, while the central portion of the Study Area contains below-average provision (mainly between 4-12 m²

of parkland per person). This parkland shortfall requires the identification of opportunities to secure new parks and to expand and improve existing parks.

Bloor West Village has a range of different types of minor open spaces, although none are considered a principal central gathering area for the community. There is a small plaza on the northwest corner of Bloor Street West and Jane Street. There are currently six public parks/parkettes immediately adjacent to the Avenue Study Area associated with the subway line. Within the broader Community Services and Facilities Study Area there are 38 parks ranging from small parkettes to the 142-hectare, citywide destination High Park.

The Humber River Valley serves as the western boundary for the Study Area. The Humber is

designated as a Natural Heritage Area, under Ravines and Natural Heritage Protection, and recognized as a Canadian Heritage River. The Humber contains Environmentally Significant Areas (ESA), provides significant views, as identified in the Official Plan, from both sides of the Bloor Street West Bridge (looking north and south) and is a key landmark in the City.

High Park is one of Toronto's largest public parks and borders 1/3 of the southern boundary of the Study Area (although it is not in the Study Area). It is a city-wide park destination, designated as a Natural Heritage Area and is under Ravines and Natural Heritage Protection. High Park contains several Environmentally Significant Areas (ESA) and a Life Science Area of Natural and Scientific Interest (ANSI) with special protection to preserve its environmentally significant qualities.

Water in High Park

A major factor in the ecological health of High Park is the quality and quantity of water, both above and below ground. Given the largely urban context, water sources are largely influenced by storm water collected in the adjacent neighbourhoods and groundwater beyond the immediate park and Study Area boundaries. Through the engagement process for the Avenue Study, concerns were raised about the potential impact of underground development

- Parks/Open Spaces
- Natural Heritage System
- Ravine and Natural System Protection Bylaw
- Environmentally Significant Area
- Redevelopment within 120m of Life Science (ANSI) may require a Natural Heritage Impact Study



Figure 4.6 Parks and Natrual Heritage

and dewatering of the water table and features, the cumulative impacts of intensification on water courses in High Park, and the need to protect and enhance water courses and Grenadier Pond.

Following is a brief description of the existing conditions for both surface water and groundwater related to High Park. A more detailed description of the groundwater is included in the Hydrogeological Desktop Investigation Report in the Appendix.

There are two primary watercourses that serve High Park: Wendigo Creek and Spring Creek.

Wendigo Creek is the upstream portion of Grenadier Pond and is located on the western edge of High Park. Wendigo is fed largely from storm sewer outfall discharges from a total catchment area of 120 ha with 56% impervious cover. Of the total catchment area, only 8% is within the Bloor West Village Study Area. Of note is that 85% of the Grenadier Pond basin has been developed since 1940. Increased imperviousness over time due to urbanization has likely decreased groundwater contributions to 50%, with 50% contributed from surface water (i.e., stormwater runoff).

Spring Creek is located on the eastern edge of High Park. This creek is also fed by storm sewer outfall discharges as well as SCSO sewers from a much larger total catchment area of approximately 305 ha with approximately 68% impervious cover. Of the total catchment area, only 1.6% is within the Bloor West Village Study Area. Quite different from Wendigo Creek, surface water contributions to

Spring Creek are significantly less than the artesian based groundwater flow from the buried Laurentian Channel aquifer (driven by groundwater regimes from Georgian Bay and the Oak Ridges Moraine)

The key water sources include groundwater and surface water. Groundwater sources include shallow groundwater flow regime and perched aquifers and deep aquifers (i.e., buried Laurentian Channel). Surface water sources include stormwater runoff from upstream catchment areas that flow overland and are captured, conveyed and discharged through the City's sewer infrastructure.

Over the past 20 years, the City of Toronto has taken numerous actions to improve storm water quality to and within High Park. Several stormwater management projects have been completed for the Spring Creek Ponds, Wendigo Pond, Catfish Pond, and Lower Duck Pond. More recently the City has cleaned out Spring Creek Ponds, Wendigo Pond, and Lower Duck Pond. Further, the City has now implemented mandatory downspout disconnection in the High Park catchments. Additional stormwater mitigation will occur as defined in the Wet Weather Flow Management Guidelines for the Bloor West Village Study Area and surrounding neighbourhoods.

4.3. DEMOGRAPHIC PROFILE

A Community Services and Facilities (CS&F) Study Area has been identified beyond the Avenue Study Area to encompass the broader neighbourhood. The CS&F Study Area is bounded by the CPR rail line to the north, Lake Ontario to the south, the

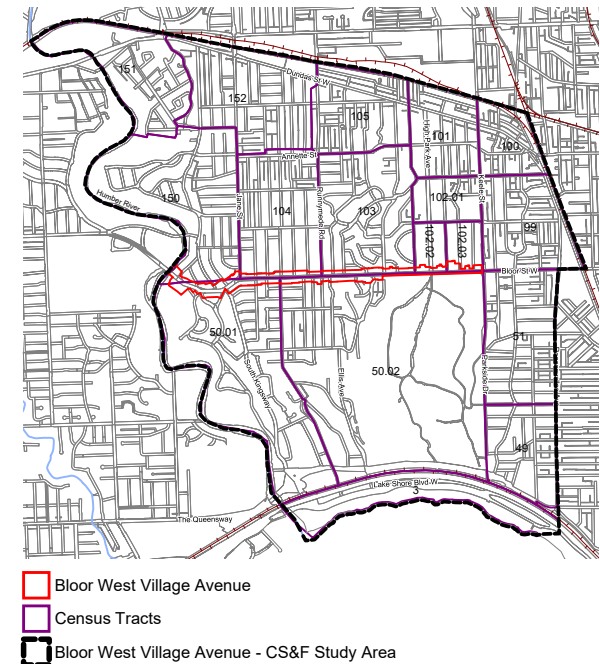


Figure 4.7 Community Services and Facilities Study Area

Humber River to the west and the CPR/CNR rail line and Roncesvalles Avenue to the east. Following is an excerpt highlighting the demographics analysis from the Community Services and Facilities chapter and Phase 1 Background Report.

This demographic profile was prepared using 2016 Census and National Household Survey data for the Study Area, and 2011 data where the 2015 Census had not yet been released at the time of writing.

The 2016 Census data identified 75,484 residents living in the CS&F Study Area. The area has experienced a slightly higher rate of population growth over the last 10 years, 5.7% compared to Toronto as a whole at 4.5%. In the last census period, the greatest percentage increase in population was for seniors and children. The average household size is 2.2 people and there are higher proportions of 1 person households compared to the rest of the city. Many seniors live alone in this CS&F Study Area.

The majority of dwellings in the CS&F Study Area are in apartment buildings, with most growth in the housing stock occurring in apartment buildings greater than 5 storeys. In contrast with the City of Toronto as a whole, considerably more of the housing in the CS&F Study Area was built before 1960s and a greater proportion of dwellings are in low-rise apartment buildings.

The CS&F Study Area is quite stable with a large proportion of non-movers. A lower proportion of residents are immigrants compared to the city average and a greater proportion of those who are immigrants arrived before 1971. The immigrant population are mostly from the U.K., Poland, Ukraine, Europe and the U.S.

The residents in the CS&F Study Area are highly educated. Labour force participation and household incomes are above the city average.

4.4. COMMUNITY SERVICES AND FACILITIES

The Avenue Study includes an analysis of what community services will be needed to meet future local needs within the broader CS&F Study Area as defined in the previous section. A more detailed description of the existing conditions is included in the Phase 1 CS&F Background Report.

Schools

Within the CS&F Study Area, there are 13 Toronto District School Board (TDSB) elementary schools and 4 TDSB secondary schools. TDSB have described a situation of increasing pressure on area schools, due in part to increased residential development. According to the TDSB, enrollment has generally increased at area schools in the past five years. The board completed an accommodation study in 2012 that saw program, attendance, boundary and grade changes to schools in this area to relieve enrolment pressure. Even so, TDSB staff note that projected enrolment suggests continued growth over both the short and long-term, which will increase pressure at area schools.

The TDSB expressed several concerns regarding school capacity and related funding, site constraint and long-term planning issues in the CS&F Study Area. Elementary schools are generally fully occupied and situated on small and sometimes constrained school sites. Constrained school sites do not have the ability to accommodate portables and/or future expansions, meaning that alternative solutions are required. Enrolment has generally increased at area schools over the past five years.

Projected enrolment suggests continued growth over both the short and long-term, which will increase accommodation pressure at area schools.

Four Toronto Catholic District School Board (TCDSB) elementary schools are located within the CS&F Study Area: St. Pius X, St. Cecilia, James Culnan and St. James. TCDSB secondary students are served by schools outside the Study Area: Bishop Marrocco/Thomas Merton, Bishop Allen, and Archbishop Romero. In April 2017, TCDSB staff commented that current capacities and enrollments are considered manageable. Although some schools are above 100% capacity, others have space currently available to accommodate students at both the elementary and secondary level.

Libraries

There are five libraries located within the CS&F Study Area, all of which are owned by the City of Toronto. In addition to typical book borrowing services, each of these libraries contains internet and Microsoft Office workstations, WIFI, and computer screen magnification software for people with impaired vision. Each library also contains a community meeting room within the library itself, with the exception of the Swansea Memorial Branch, which is adjacent to the

Swansea Community Centre where meeting rooms are available. The various libraries in the CS&F Study Area offer a variety of services, ranging from computer training, reading support, books clubs, after school clubs, writer's groups, income tax clinics, education programs, teen drop-in programs, and more. While each library contains some mix of these programs, no library offers them all.

A number of service gaps exist throughout the local system. There is also pressure to provide further opportunities to online information, and upgrade services to accommodate current and emerging technologies, social connections, and provide support for lifelong and self-directed learning.

Child Care

There are 41 child care providers operating in the Bloor West Village CS&F Study Area offering a combined 2,969 licensed child care spaces. 24 child care centres are non-profit ("NP") and 15 are commercially-operated ("C"). Of the non-profit providers, 18 offer a fee subsidy through the City of Toronto. There are no child care providers within the boundaries of the Bloor West Village Avenue Study area itself, however, there are three immediately adjacent to the Avenue Study area.

Overall, the area is considered well served relative to other parts of the City of Toronto. Some parts of the CS&F Study Area are considered in greater need than others. In particular, the northeast

portion is the area of greatest need, followed by the neighbourhoods along Dundas Street West in the Junction, also along the northern portion of the CS&F Study Area. These areas are considered priorities as they do not contain enough licensed spaces to meet the number of fee subsidies available to families living in these communities.

Human Services/Community Agencies

30 community agencies offering human, employment, and other services in the CS&F Study Area. Services provided include immigration and settlement support for new Canadians, mental health, youth and seniors, food and clothing, child development, legal services, employment services, and public health. Many of them have difficulty meeting the current high demand for services. Many also have funding and staffing pressures, with the high cost of rent a concern for many. Several need improved access to space and equipment, and increased programming space. Overall, the lack of programming in the area makes it difficult for organizations to open new locations, additional services, or satisfy the current demand, with many providers having waiting lists.

Parks and Community Recreation Facilities

The CS&F Study Area contains 200 hectares of parkland, 3 community facilities, 3 indoor pools, 2 outdoor pools and 1 indoor arena. Parks Forestry and Recreation (PFR) also provided a number of registered and instructional courses at nearby schools, and multiple neighbourhood parks. The most heavily utilized are swimming programs and camps.

Feedback from PFR has indicated that current facilities are not large enough to accommodate current community demand and physical expansion is not possible due to lack of publicly available land. The Parks and Recreation Facilities Master Plan (FMP) has no new community recreation centre planned or approved in the broader Study Area. Included in the PFR Master Plan is park improvements for Ravina garden. Consideration is underway for improvements to the wading pool, playground additions, landscaping and providing barrier free access. Consideration is being developed for conversion of under-utilized sites such as the Humber lawn bowling for another park facility use. Ward 13 was also identified as needing a new outdoor basketball and multi-sports court.

4.5. TRANSPORTATION INFRASTRUCTURE

Bloor Street West is an important east/west transportation corridor for commuter travel, trips to the retail area of the Village, High Park and other destinations. The Study Area is well served by public transit with five subway stations and connecting bus lines. The lack of nearby parallel streets tends to focus auto travel on Bloor Street West, but large numbers of people also move by subway, bus and on foot.

Following is a discussion of the existing conditions for the various components of the transportation network. See the Phase 1 Transportation Report Appendix for a more detailed inventory and analysis of existing transportation infrastructure.

Modal Split

The Transportation Tomorrow Survey (TTS) indicates a fairly even split between trips made by automobile and transit (44% to 39%). The modal split for the AM Peak Hour, according to the most recent TTS, includes 11% using active transportation (cycling and walking) and 6% as an auto passenger.

Pedestrians

There is a comprehensive sidewalk network throughout the Study Area. Pedestrian activity in the commercial section of the street is significant, and recent counts show that pedestrian traffic is growing. Pedestrian activity is especially notable near the subway stations. There are limited pedestrian amenities such as benches. Sidewalks are continuous but the clearway is generally of minimum width (2.1m), which in some locations is a constraint given the number of pedestrians. The total sidewalk dimensions are narrow on Jane Street and Runnymede Road (2.9 to 3.2m) leading to the subway stations and pedestrians are constrained in these locations.

Cyclists

Cycling infrastructure does not exist along the immediate Bloor Street West corridor. There are no dedicated east/west facilities, and thus cyclists must ride in mixed traffic, between the parked cars and moving traffic. There are bike lanes on Runnymede Road and sharrows on High Park Avenue / Grenadier Road. Cycling demand has been growing in the broader area, despite the lack of infrastructure. There are numerous post and ring bike racks along Bloor Street West, and the subway stations have bike racks and bike repair stations.

Toronto Bike Share has been expanding outside of the downtown and there are now three bike share stations in and adjacent the Bloor West Village Study Area:

- Southwest corner of Bloor Street West and Keele Street / Parkside Drive
- Southeast corner of Bloor Street West and High Park Avenue / Colborne Lodge Drive
- High Park Avenue north of Bloor Street West

Transit

The presence of the four subway stations in the Study Area (each of which is served by one or more bus services) supports the fairly high transit mode share. Specific findings are as follows:

- Subway platforms and trains showed a heavy eastbound flow in the weekday a.m. peak period and heavy westbound flow in the p.m. peak period. No issues with capacity were observed on weekends;
- The stations range in daily ridership travelling to and from each station platform on an average weekday between 19,820 customers (Jane station) to 10,390 customers (High Park station).
- Numerous subway riders arrive and depart by bus. Many of the buses exhibit high demand levels during weekday peak periods;
- Pedestrian movements at peak times strain capacity of the narrow bus platforms at Jane and Runnymede stations;

- Bus movements are impeded at Runnymede due to high pedestrian traffic;

- There is a lack of signage on Bloor Street West directing passengers to the subway. TTC signs are in place at Jane Station but not at other stations (Runnymede is planned for signage); and

- New bus services are planned but are constrained by space limitations and bus turning requirements.

This suggests that to improve the transit share in the broader area, growth in walking and cycling trips to and from the stations could be effective.

Vehicle Traffic

Vehicular traffic operations are generally acceptable in the Study Area. Traffic exhibits tidal commuter flows – eastbound during the weekday morning and westbound during the evening. Vehicle traffic constraints points are:

- Jane / Kingsway segment, due to demand combined with proximity of the two intersections;
- Runnymede – queuing occurs due to high pedestrian and bus volumes; and
- Keele – queuing on northbound and westbound left-turn lanes.

Delivery Vehicles

Deliveries are facilitated on the north side by rear laneways behind businesses on Bloor Street West. On the south side, deliveries take place from side streets and curbside from Bloor Street West.

Parking

Bloor West Village has a number of Toronto Parking Authority (TPA) Green P Lots on the north side of the Study Area, associated with the subway corridor. No public parking lots currently exist on the south side of the Study Area other than the No Frills site at Glendonwyne Avenue and Bloor Street West.

Parking in the Study Area is heavily used both on and off-street. Specific findings are as follows:

- Parking demand is highest on-street; off-street lots typically are under capacity;
- Parking demand is highest in the commercial section from Jane Street to Clendenan Avenue;
- Highest overall utilization was observed as 80% on weekdays and 66% on weekends;
- On-street parking reflects high turnover behavior with the majority users parking for 30 minutes or less in the commercial district; and Car share services are located in the Study Area.

Safety

Safety has been assessed on the basis of collision data from 2007 to 2015. The data reveal an increasing number of collisions along Bloor Street West in the Study Area, though there is no distinct pattern revealed (other than the fact that most collisions are minor, involving only property damage). Collision “hot spots” are the intersections at the north/south arterials (which are also the locations of the subway stations. No fatalities were reported between 2007 and 2015, but two

significant incidents occurred in the Study Area in 2017 with one fatality and serious injury. While the collision rates are high relative to the City average, the data does not indicate a distinct problem.

Summary of Issues and Opportunities

Travel in the Bloor West Village Study Area is reasonably well-balanced between walking, auto and transit modes. Recognizing the declining auto ownership in the City, the rise of car-share services and the long-term likelihood that autonomous vehicles will form at least part of the traffic stream, opportunities to move towards more active and sustainable modes should be explored, in order to position Bloor West Village for the long term.

There is some limited transit capacity in the peak direction of travel at peak times on weekdays, and a large unused capacity in the off-peak direction on both bus and subway services. The TTC is exploring opportunities to enhance bus service to the area, and to increase awareness of the subway through signage on Bloor Street West.

The traffic assessment shows that there is reserve capacity at many intersections. There are three locations where traffic conditions are close to capacity during peak hours – South Kingsway to Jane, Runnymede and Keele/Parkside. These locations need to be carefully considered if change is contemplated.

There is little infrastructure for cyclists, which may indicate why cycling activity is low. The nearest dedicated east/west cycling facility is on Annette Street. Cyclists on Bloor Street West must ride between the traffic stream and parked vehicles.

With the high turnover rate seen in the parking data, there may be a high degree of concern for safety among the cycling community relating to “dooring” by drivers parking on-street.

TPA parking utilization data for their off-street municipal parking lots was unavailable for this Study. Future parking analysis will need to factor in this data as there are indications that there may be excess capacity at these lots that may offer opportunities to adjust the on-street supply.

4.6. SERVICING INFRASTRUCTURE

See the Servicing Infrastructure Report Appendix for a more detailed inventory and analysis of existing sewer and water infrastructure.

The existing local servicing capacity is challenged with the need to accommodate intensification. The Study Area is currently serviced by a combined sewer system, a storm system, a sanitary system, plus the watermain supply network. The combined system is far larger than the sanitary system. A comprehensive approach to planning infrastructure improvements is required to coordinate with the mix, density and timing of additional development in order to properly serve the growing demands.

The Study Area itself occupies the furthest downstream boundary for each of the local combined, sanitary and storm sewer sheds. The predominant drainage pattern is south towards Bloor Street West then east to outfalls in High Park or trunk sewers on Keele Street. The Study Area comprises of 47.6 km in total of various sewer networks.

Combined Sewer

The legacy combined sewer system provides an outlet for wastewater and stormwater runoff from the tributary areas. These areas may not have separated sanitary and storm sewer systems. A single combined sewer system exists between Jane Street, Bloor Street West, Annette Street, and Keele Street. The system drains south towards Bloor Street West, east towards Keele Street, and connects to the Mid-Toronto Interceptor. Approximately 43% of the Study Area contains a partially separated combined sewer network. This partially combined system serves as a wastewater collection system with additional storm sewage loads from connected roof/service drains.

The City of Toronto is reducing its reliance on the combined sewer system. New developments in combined sewer areas are required to ensure no net increase in total flows into the system or additional risks to sewer overflows.

Sanitary Sewer

Although present, the sanitary sewer system in the Study Area is of limited size and sporadically distributed. The sanitary sewer system provides an outlet for wastewater flows from residential and industrial/commercial/institutional properties. Wastewater flows generated within the Study Area are discharged into sanitary sewers and are routed via local pumping stations and trunk sewer systems. Any additional wastewater flow from intensification is expected to be safely conveyed through the existing or upgraded sanitary sewer system without increasing the risk of sewer overflows or backup.

Storm Sewer

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

The storm network within the Study Area is comprised of four drainage systems defined by their respective outfalls:

- Humber River outfall: sewers along Bloor Street West, between Jane Street and the Humber River, drain towards the west to this outfall. This catchment comprises approximately 8.1 ha and is characterized by high density development;
- The Bloor Street West High Park outfall: Bounded by Jane Street, Bloor Street West, Runnymede Road and Ardagh Street, this catchment is comprised predominantly of single family homes and encompasses an area of approximately 36.1 ha.
- The Clendenan Avenue High Park outfall: Bounded by Runnymede Road, Bloor Street West, Quebec Avenue, and Annette Street, this catchment is comprised predominantly of single family homes and encompasses an area of approximately 82 ha.

- High Park SCSO outfall at Keele Street: Bounded by Bloor Street West, south of Annette Street, and between Quebec Avenue and Mountainview Avenue, storm sewers within this catchment drain to the SCSO along High Park Avenue. The SCSO drains south, then east along Bloor Street West to this outfall. The storm catchment area is approximately 33.6 ha.

Additionally, a number of storm tributaries throughout the Study Area discharge to the combined sewer system.

Watermains

A network of municipal watermains provides potable water to local households and businesses. Watermains are used for domestic purposes as well as fire suppression (hydrants).

Primary transmission paths for the watermain system within the Study Area are located along Colbeck Street, Humber Ave and Indian Road. The secondary distribution path consisting of 300 mm watermains are along Jane Street, Runnymede Road, High Park Avenue, and Bloor Street West. The system in the Study Area is currently operating with sufficient pressure to accommodate the Maximum Day Demand, both with and without fire flow included.

Overflow System

A single SCSO pipe (storm sewer receiving combined sewer overflows) is present within the Study Area which drains along High Park Road, Bloor Street West and ultimately outfalls into High Park.