

# Stakeholders Meeting

## Bloor Study: Perth Avenue to St. Helens Avenue

Diane Silver, Senior Planner, MCIP RPP

Ran Chen, Senior Urban Designer

**December 7, 2020**





# Agenda

- |                  |   |
|------------------|---|
| 5:00 - 5:05 p.m. | Land Acknowledgement & Introductions - Diane Silver |
| 5:05 - 5:10 p.m. | Opening Remarks - Councillor Ana Bailão             |
| 5:10 - 5:35 p.m. | Planning and Urban Design Presentation              |
| 5:35 - 6:20 p.m. | Discussion and Stakeholder's Feedback               |
| 6:20 - 6:25 p.m. | Closing Remarks - Councillor Ana Bailão             |
| 6:25 - 6:30 p.m. | Next Steps - Diane Silver                           |

# Stakeholder Advisory Committee

- Councillor Ana Bailão
  - Nicholas Gallant, Councillor's office
  - Georgia Cowan, Moca
  - Katie German, Katie Kabango, South Junction Triangle Residents Group
  - Scott Dobson, Friends of the West Toronto Rail Path
  - Jasmine Frolick, Elsa Francello, CastlePointNuma
  - Emily Paradis, Build a Better Bloor Dufferin
  - Nate Tracey Brad Lamb Development Corp.
  - Peter Smith, Bousfields Inc.
  - Philip Share, Cara Sweeny, South Perth Sterling Residents Assoc.
  - Brett Noiles, Alex Khazzam, Hines
  - Andrea Oppedisano, Marlin Spring
  - Ingrid Beausoleil, Tom Giancos, KingSett Capital
  - Adam Ehrich, Matthew Winston, Tram Developments
  - Noah Frank, Residents @ 262 St. Helens Avenue
  - Barry Stern, The Muzzo Group
  - David Huynh, Bousfields Inc.
  - Ross McKerron, Neudorfer Mgmt.
  - Catherine O'Brien, Nestlé Canada Inc.
  - Lynn Cepin, Sean Meagher, Build a Better Bloor Dufferin
- City of Toronto staff:**
- Diane Silver, Dan Nicholson, Patrick Miller, Katherine Connor, Community Planning
  - Ran Chen, Setareh Fadee, Urban Design
  - Daniel Reynolds, Transportation Services
  - Brent Fairbairn, Nigel Tahair, Transportation Planning
  - Susan Kitchen, Community Facilities & Services
  - Gary Miedema, Nathan Bortolin, Anne Fisher, Heritage
  - Andrea Bake, Parks, Forestry & Recreation

# Community Consultation Schedule

## Phase 1:

- November 5, 2020: Community Meeting #1
- December 7, 2020: Stakeholder Meeting #1
- TBD Heritage Meeting with area residents #1
- Q1 2021: Stakeholder Meeting #2  
Community Meeting #2
- Q1 or Q2 2021: Final Staff Report on Planning Framework: TEYCC

Bloor Study Webpage link:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/>



# For Discussion Today

## Phase 1:

- **Vision Statement**
- **Street and Character Areas**
- **Public Realm Network Plan**

# What We Heard





# Community Consultation Meeting # 1

## November 5, 2020

- What are your top 3 priorities for the area?
- What aspects of the study area do you really like? What are the community assets, special places, or features that are valued?
- What are improvements you would like to see in the study area? Where are the opportunities?

# Developing the Vision

## What are your top 3 priorities for the area?

1. Reduce traffic congestion, improve traffic flow
2. Pedestrian friendly connections to other sides of Kitchener and Barrie Go rail lines
3. Affordable commercial leases for artist spaces
4. Keeping neighbourhood accessible to small businesses and people of all income levels
5. Retain mixed-use neighbourhood character
6. Maintain low-rise built form on residential streets
7. Neighbourhood to maintain its mix and vibe that make it a special and exciting place to live
8. Permanent bicycle infrastructure and safety
9. Concern about health/environmental impact of diesel trains (Metrolinx)

Street lighting  
behind Sterling  
Studio spaces

Park Spaces

Keep bicycles  
off sidewalks

Mobility

Wider  
sidewalks

Affordable housing

Ample street  
parking

Employment  
Uses

Lively streets

# Identifying the Character

**What aspects of the study area do you really like? What are the community assets, special places, or features that are valued?**

1. Important property to preserve: 221-227 Sterling Road
2. Valued features: transit connections, great breweries and restaurants, the West Toronto Railpath Trail--a desire for it to be extended
3. The old shadows of the industrial history, and the historical design of the area
4. Low-rise buildings that allow sky views, the character of buildings
5. Affordable studio spaces for creators, builders, artists in the community is essential
6. Small businesses: Gaslight Bar, Noble Coffee, Kibo Sushi, Mosaic Yoga, Henderson Brewery and Moca

# Determining the Public Realm Opportunities

**What are improvements you would like to see in the study area? Where are the opportunities?**

1. Community spaces that are accessible year round
2. Public programming to animate the area
3. Improved public parking, improve bus accessibility
4. The provision of a library and a community centre
5. Grow ivy on the walls beneath the rail tracks
6. Pedestrian connections across the tracks at several points
7. Add green spaces, parks designed for kids
8. Improve the relationship between built form and the street
9. Public access to WTRP from Sterling Rd. or Perth Ave. near the townhouses, install garbage cans and improve the night-time lighting along the railpath, and evolve WTRP like NYC's High Line with cafes, integrated access to businesses

# Developing The Vision



# What is a Community Vision?



A collection of values, opportunities and feelings about the community as it exists today and as it is envisioned for the future.

**Vision is intended to inform future planning policies & guide future development.**



# How we develop the Community Vision?

- Resident responses to Question # 1 from the November 5th community consultation meeting
- Build on ideas expressed in previous planning documents
- Review and discuss with the Ward Councillor
- Professional expertise as City staff in many disciplines
- Focus Groups: Stakeholder and Heritage

# Draft Vision Statement

“Development of the lands will **support a mix** of residential, commercial, and employment uses, **affordable housing**, and promote a high quality of urban design which integrates cultural heritage resources. It will also celebrate diversity, the art community, and the industrial legacy of the area. In response to growth demands, the types of **community services** and **amenities** will be identified and located in highly visible and accessible areas.

New development will build upon and enhance existing and planned **multi-modal infrastructure** and **improve connectivity** by supporting access to, and integration with, nearby major transit facilities including: the TTC Line 2, the Union Pearson Express, and the GO Kitchener and GO Barrie rail lines. Changes to the local road network will improve access and connectivity for all modes of transportation.

The **public realm** will be **vibrant, safe**, and **accessible to all ages**, reflecting the authenticity of the area, and will include a **network** of **pedestrian** and **cycling connections**, open spaces, public parks and privately owned, publicly-accessible open spaces (POPS). These spaces will be designed to be **sustainable, green** and **desirable** towards achieving a complete community. ”

# Public Realm Network





# Public Realm Network

- **Analysis of existing and proposed Parks & Open Space systems**
- **Developed through Public Feedback from Community Meeting #1**

# What is the Public Realm?

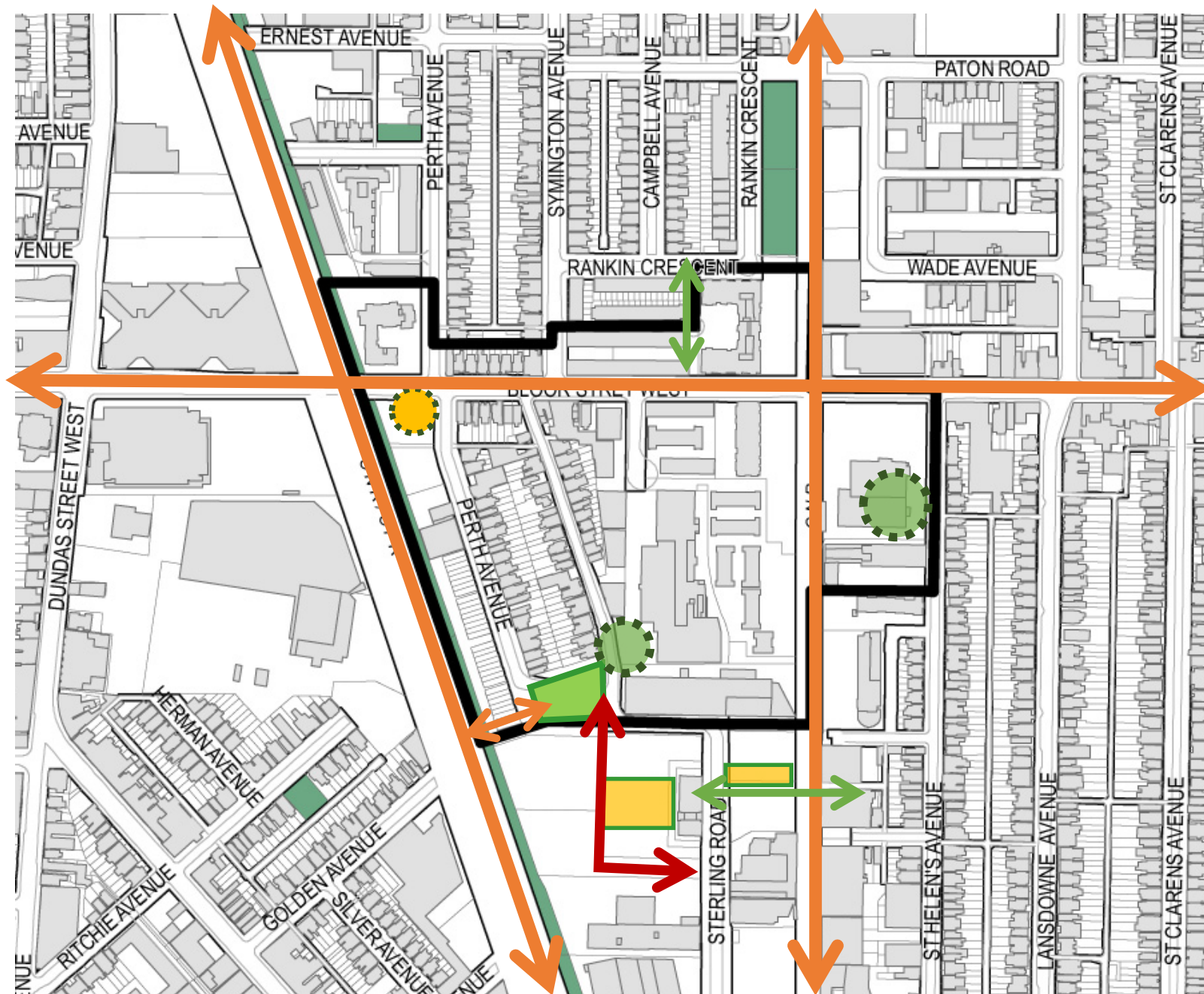
- Any area that is accessible and **open to the public**
- Mostly what you see and experience within the **pedestrian environment**
- Includes streets, sidewalks, parks, open spaces, bridges, views, and other community amenities
- They are shared assets that contribute to the **image and identity** of the community and the City
















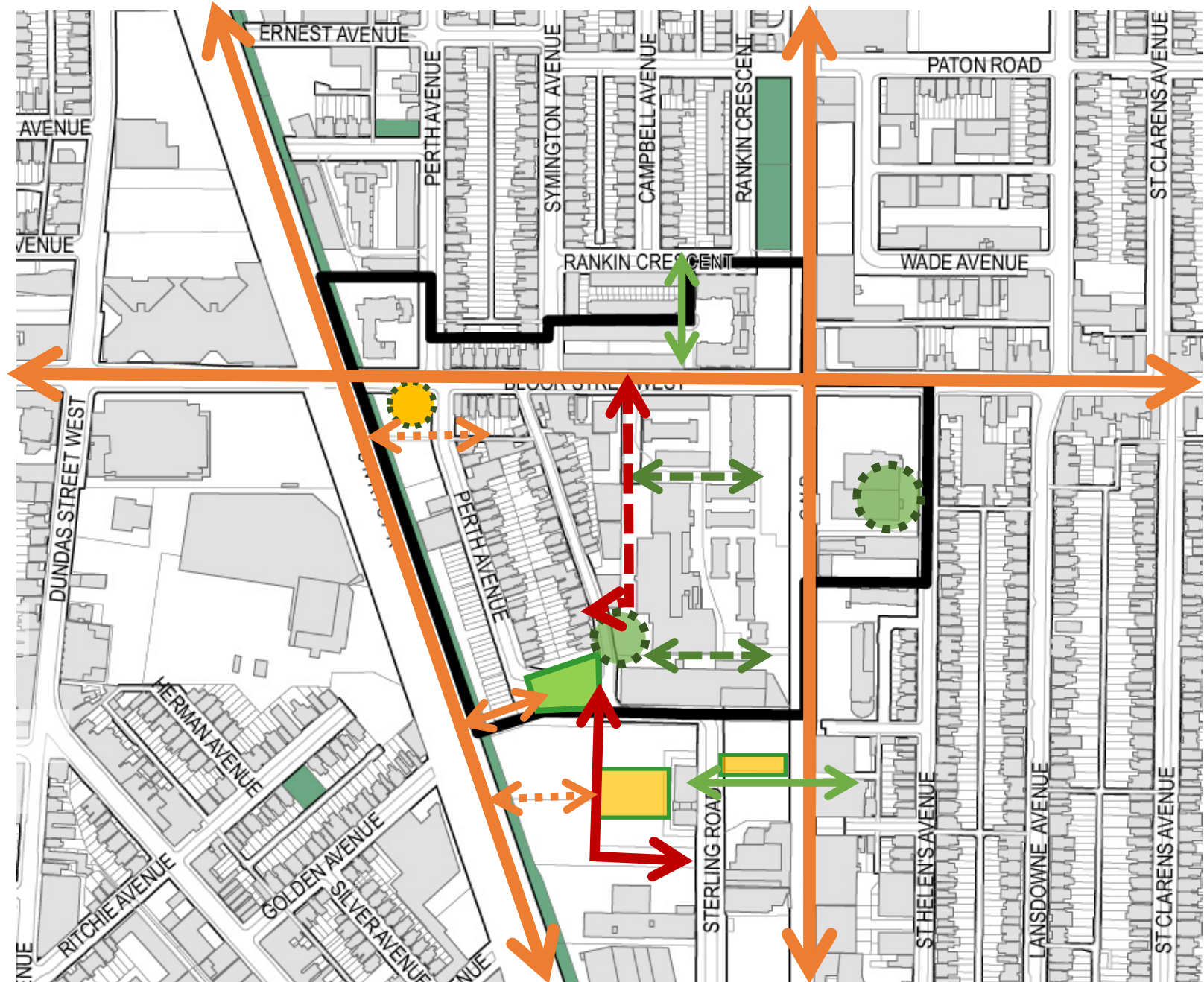
# Existing and Proposed Connections

- Existing Parks
- Proposed Parks
- Proposed POPS
- Potential New Park
- Potential New POPS
- Proposed New Street
- Cycling Connections
- Pedestrian Connections



# Potential New Connections

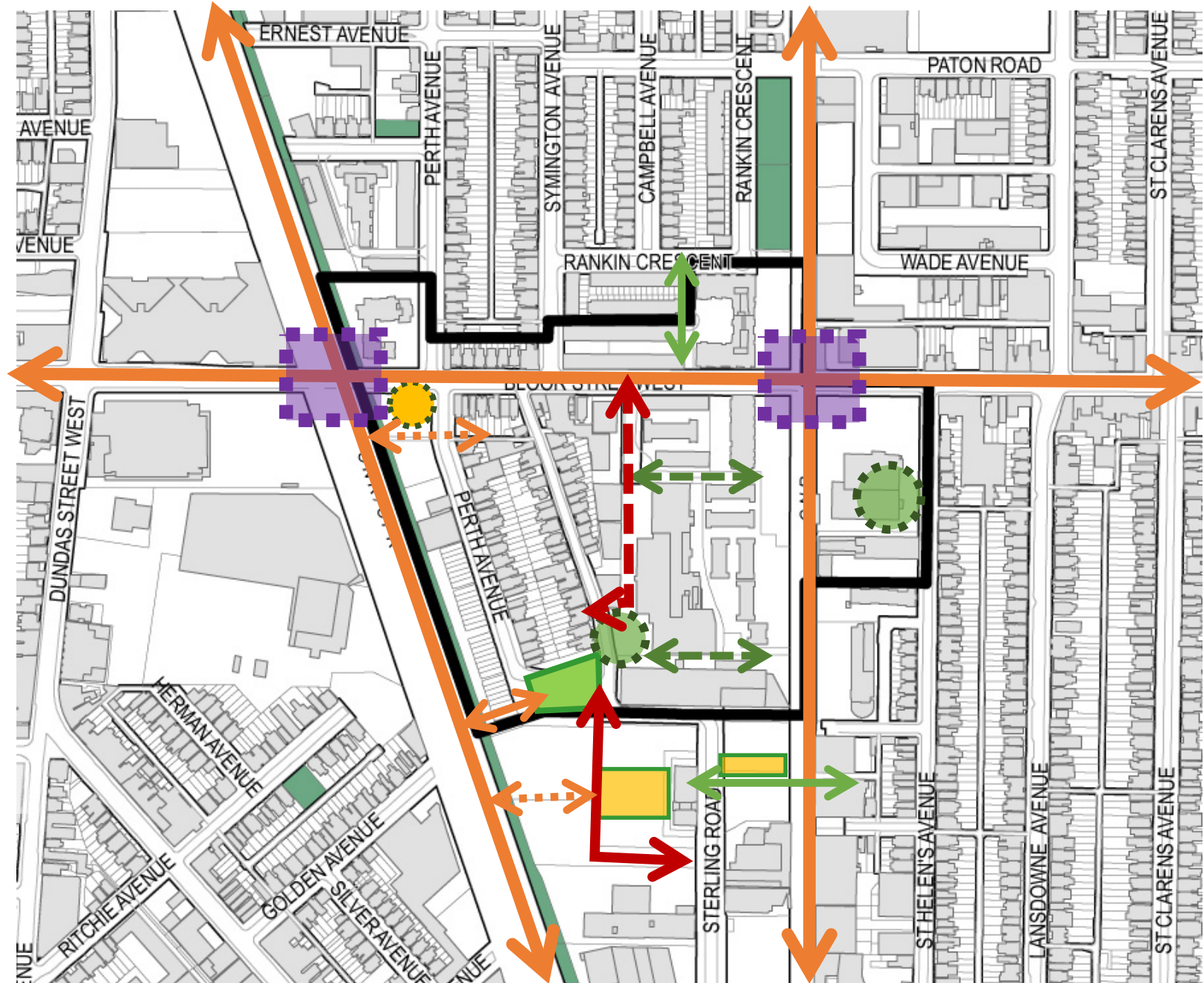
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-  Proposed Parks
-  Proposed POPS
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-  Cycling Connections
-  Pedestrian Connections
-  Potential New Street
-  Potential Cycling Connections
-  Potential Pedestrian Connection





# Public Realm Improvements

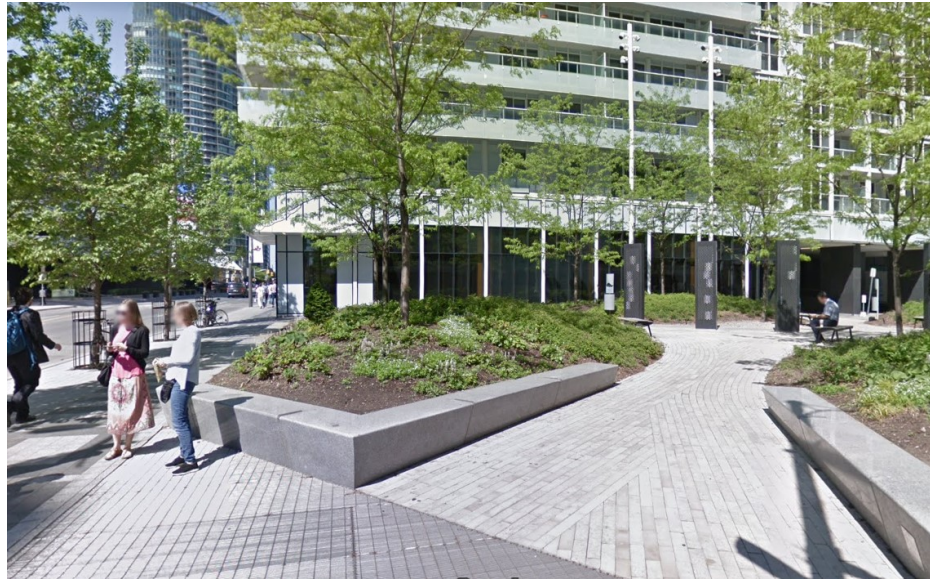
- Existing Parks
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- Potential New Park
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- Proposed New Street
- Cycling Connections
- Pedestrian Connections
- Potential New Street
- Potential Cycling Connections
- Potential Pedestrian Connection
- Underpass Improvements



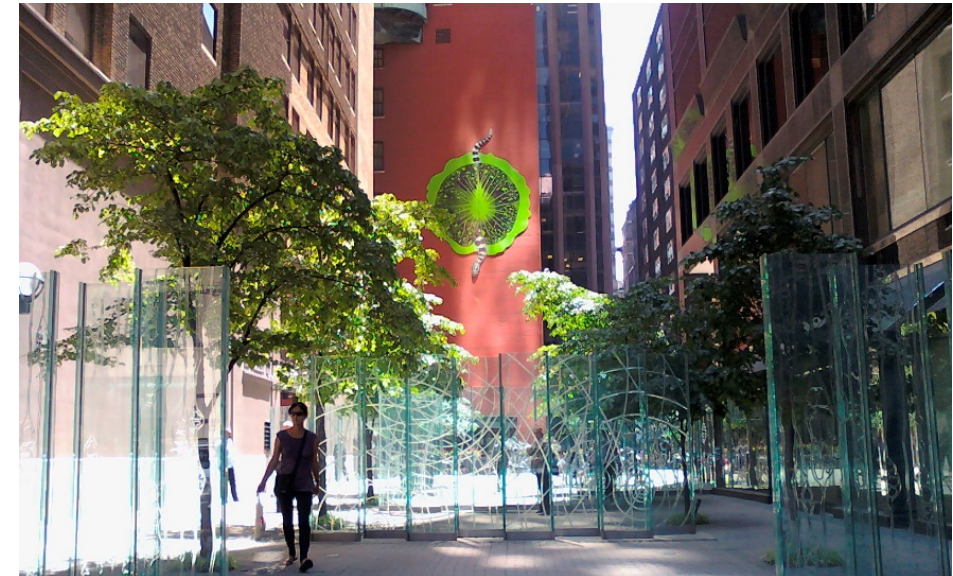


# Public Realm Opportunities Identified

Parks and POPS



Pedestrian Connections





# Public Realm Opportunities Identified

## Railpath Connections



## Underpass Improvements



# Identifying the Character





# What is a Character Area?

- Refers to the “look and feel” of an area of street

- Includes:

Public & private realms

Every property, lot patterns

Infrastructure

Streets & sidewalks

Connections & pathways

Building types, age, tenure, setbacks,  
architecture, scale

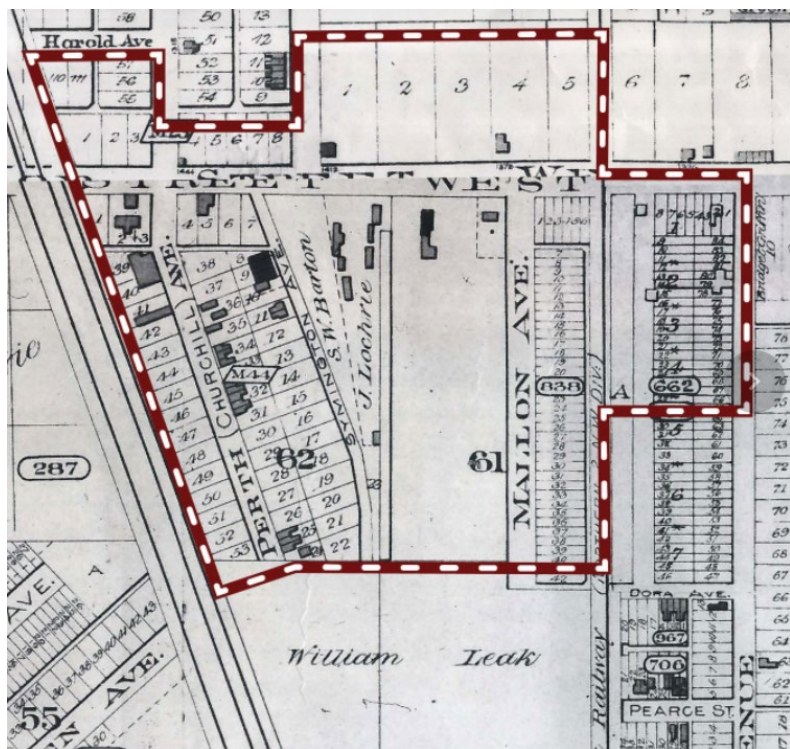
Types of uses

Landscaping, trees

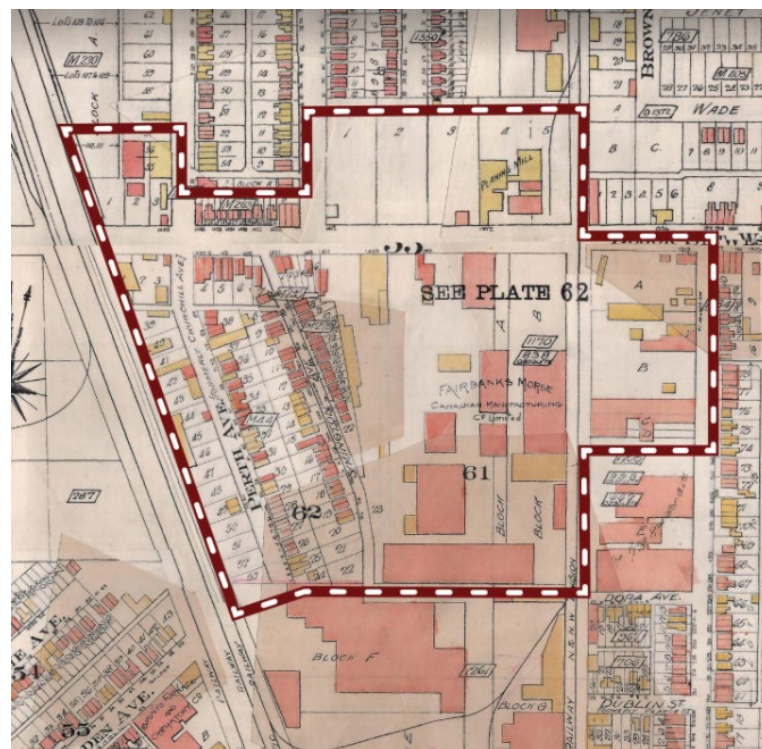
Animation / street life, people,  
movement

- Cumulative impact of all
- All areas have character (not to be confused with attractiveness)
- Interaction and relationship between features and characteristics is key

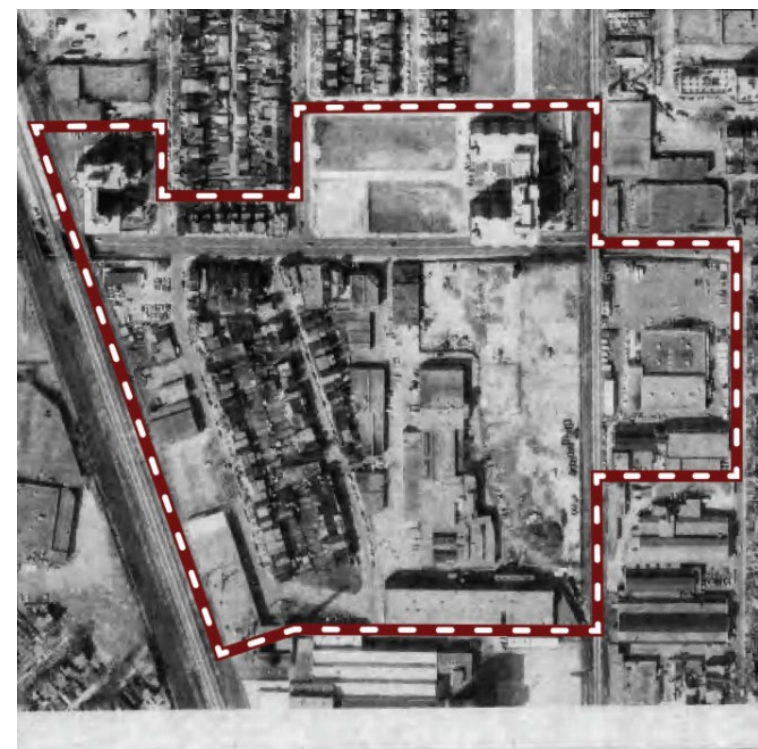
# Historical Development of the Study Area



1903



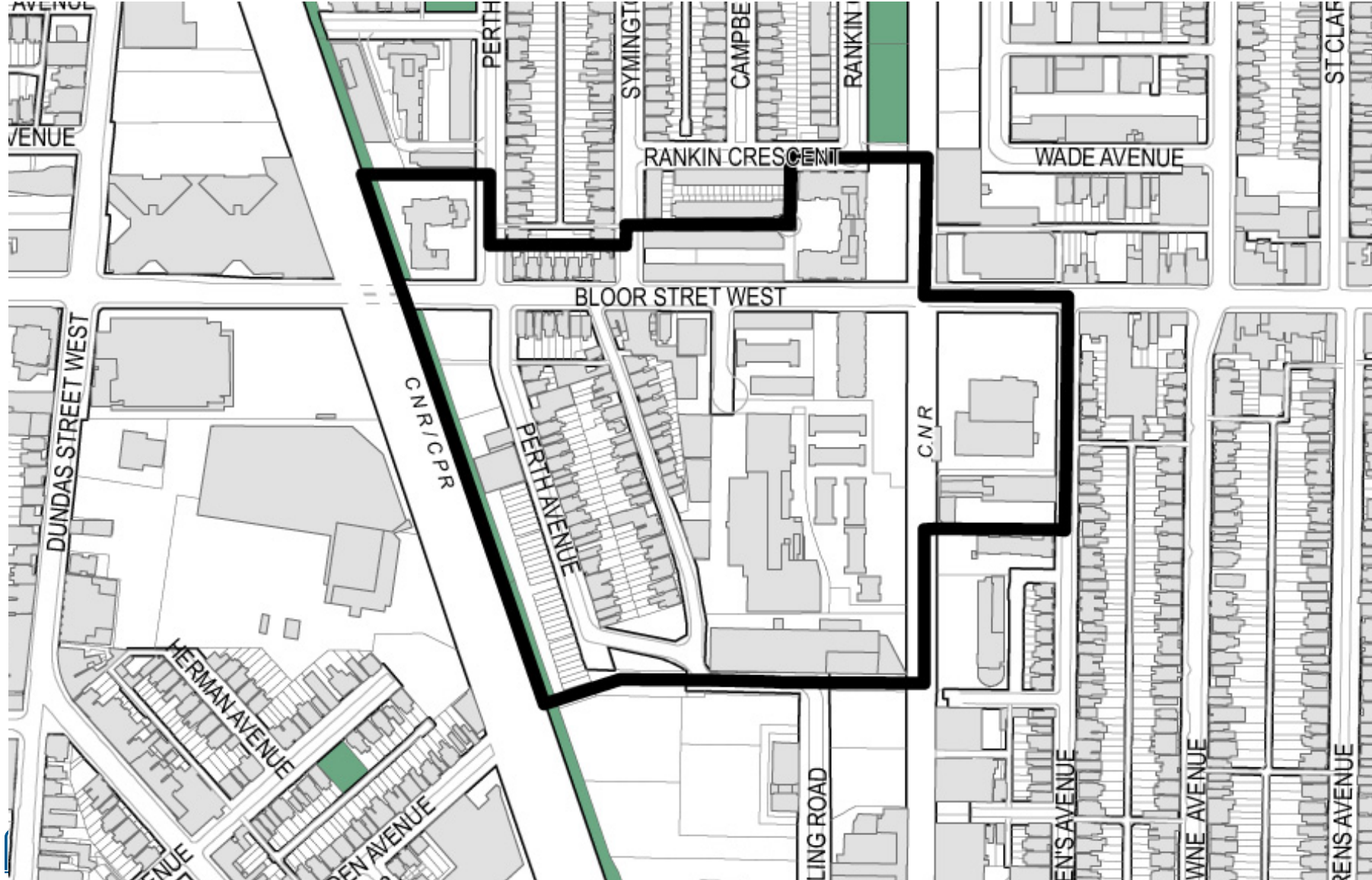
1924



1992



# Lot Size and Patterns





# Building Typologies

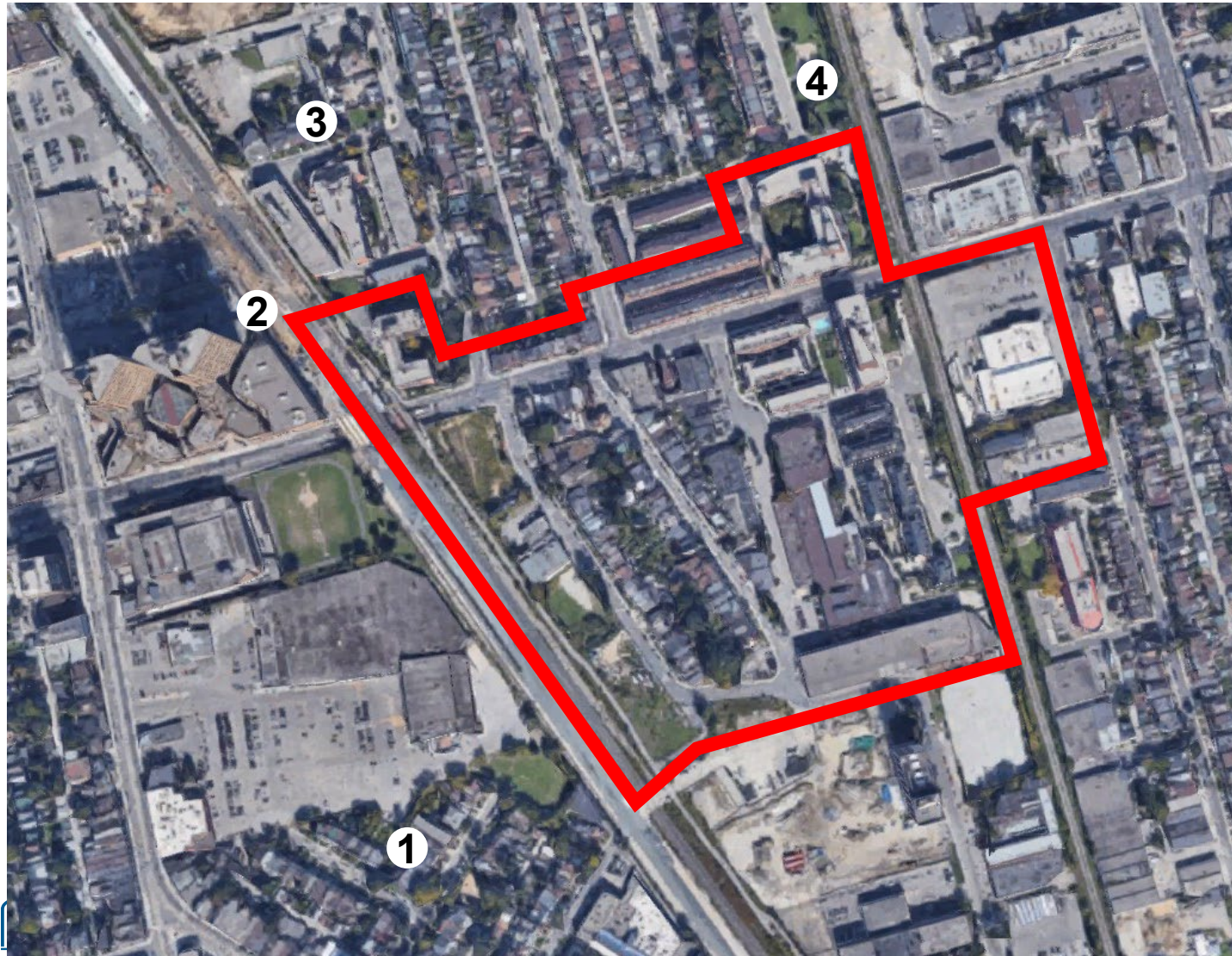


**Tower Automotive Building**  
**Museum of Contemporary Art (MOCA)**  
158 Sterling Road





# Types of Open Spaces



Ritchie Ave  
Parkette



West  
Toronto  
Rail Path



Perth  
Avenue  
Parkette

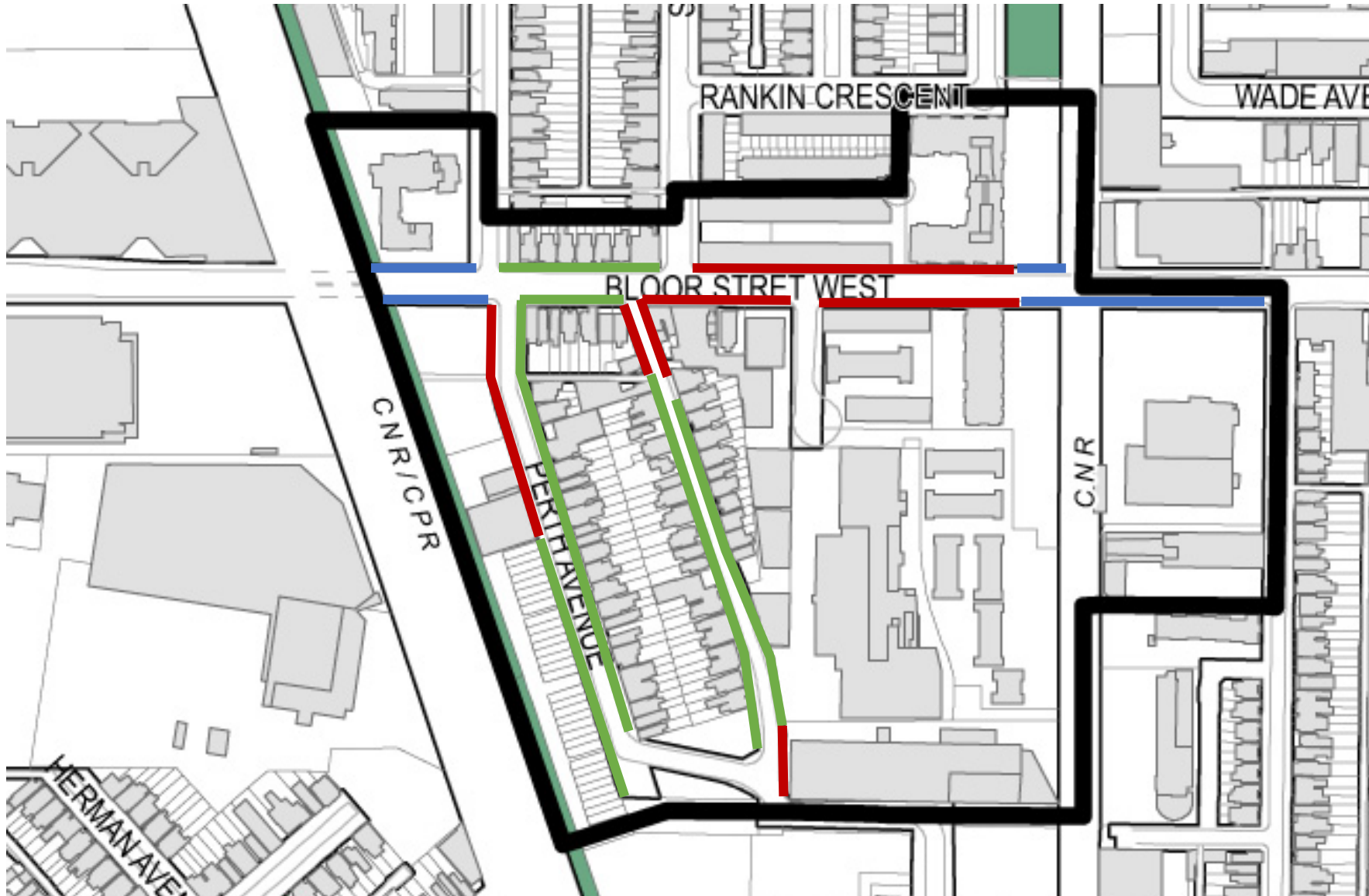


Erwin  
Krickhahn  
Park





# Streetscape



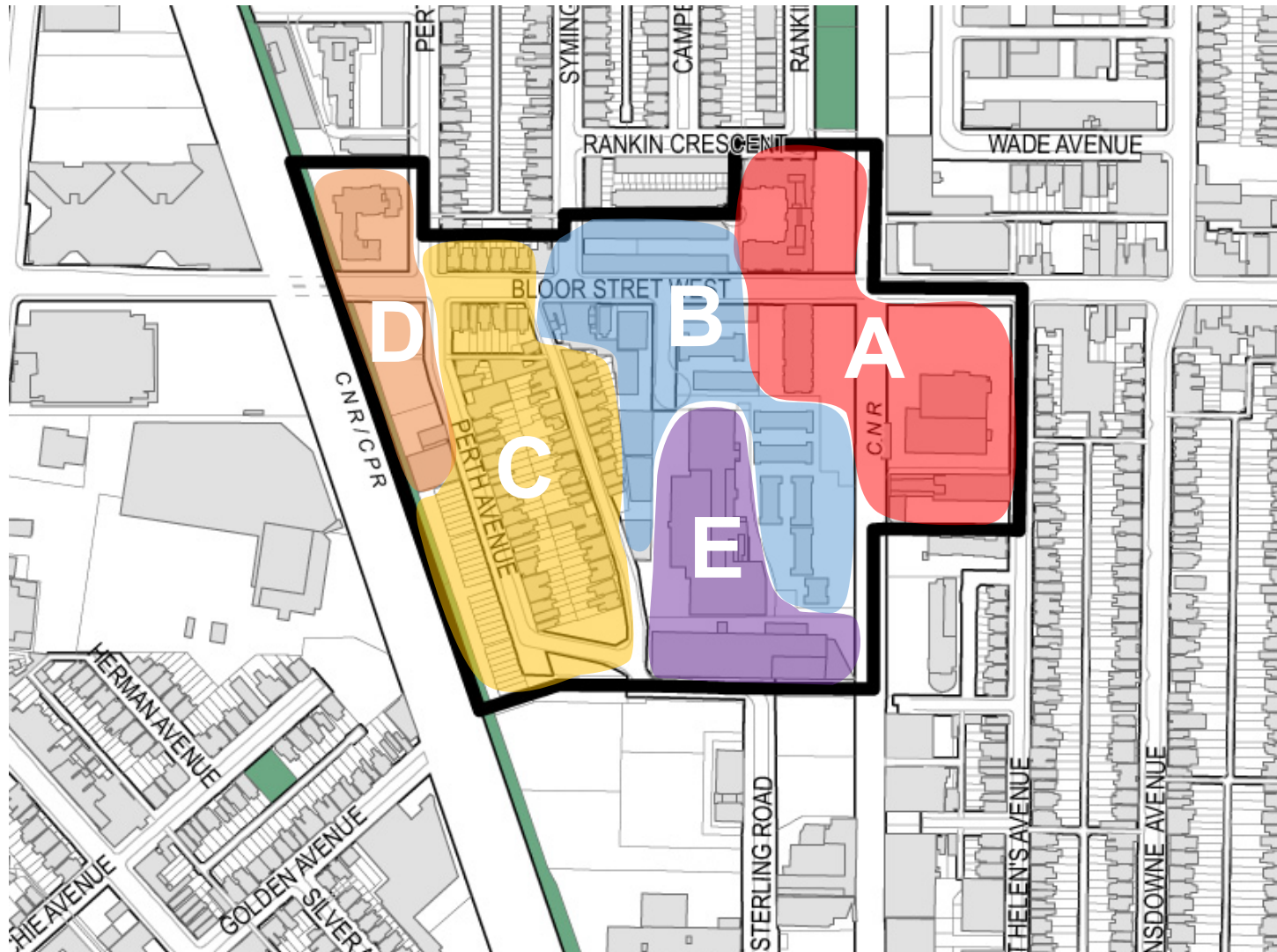
- ~3m sidewalks, no animation
- ~3m sidewalks, with building frontages and some planters
- 4-5m sidewalks with frontyard landscaping



# Character Areas

- Developed from Analysis & Public Feedback
- Includes Existing Character and Desired Future Character

# Character Areas



## Character Area A

Station Gateway

## Character Area B

Transition Zone

## Character Area C

Perth and Sterling Village

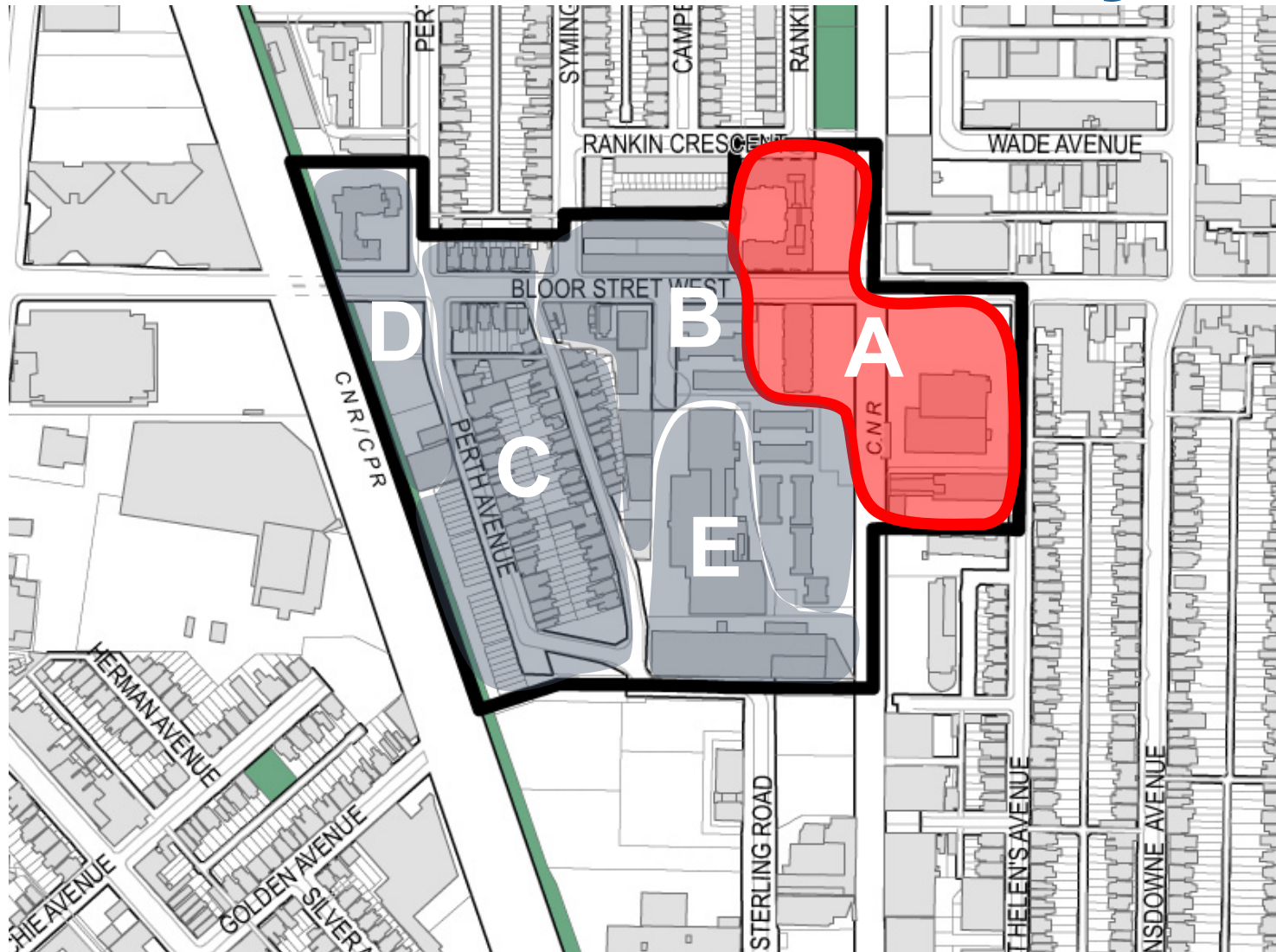
## Character Area D

Railpath Gateway

## Character Area E

Industrial Legacy

# Area A: Station Gateway





# Area A: Station Gateway



Image 1 – North Side of Bloor St.



Image 2 – South Side of Bloor St.

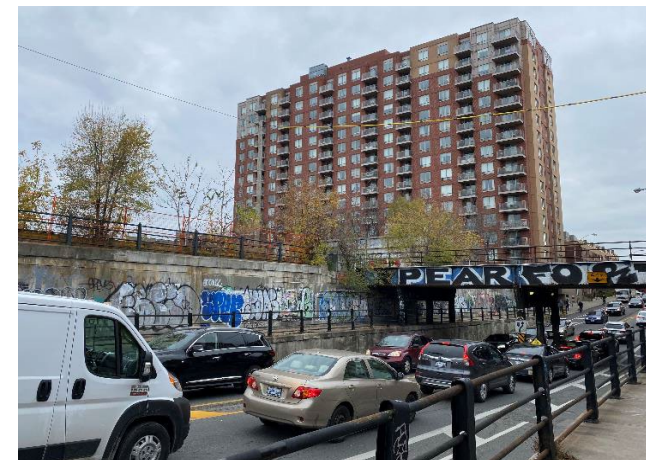


Image 3



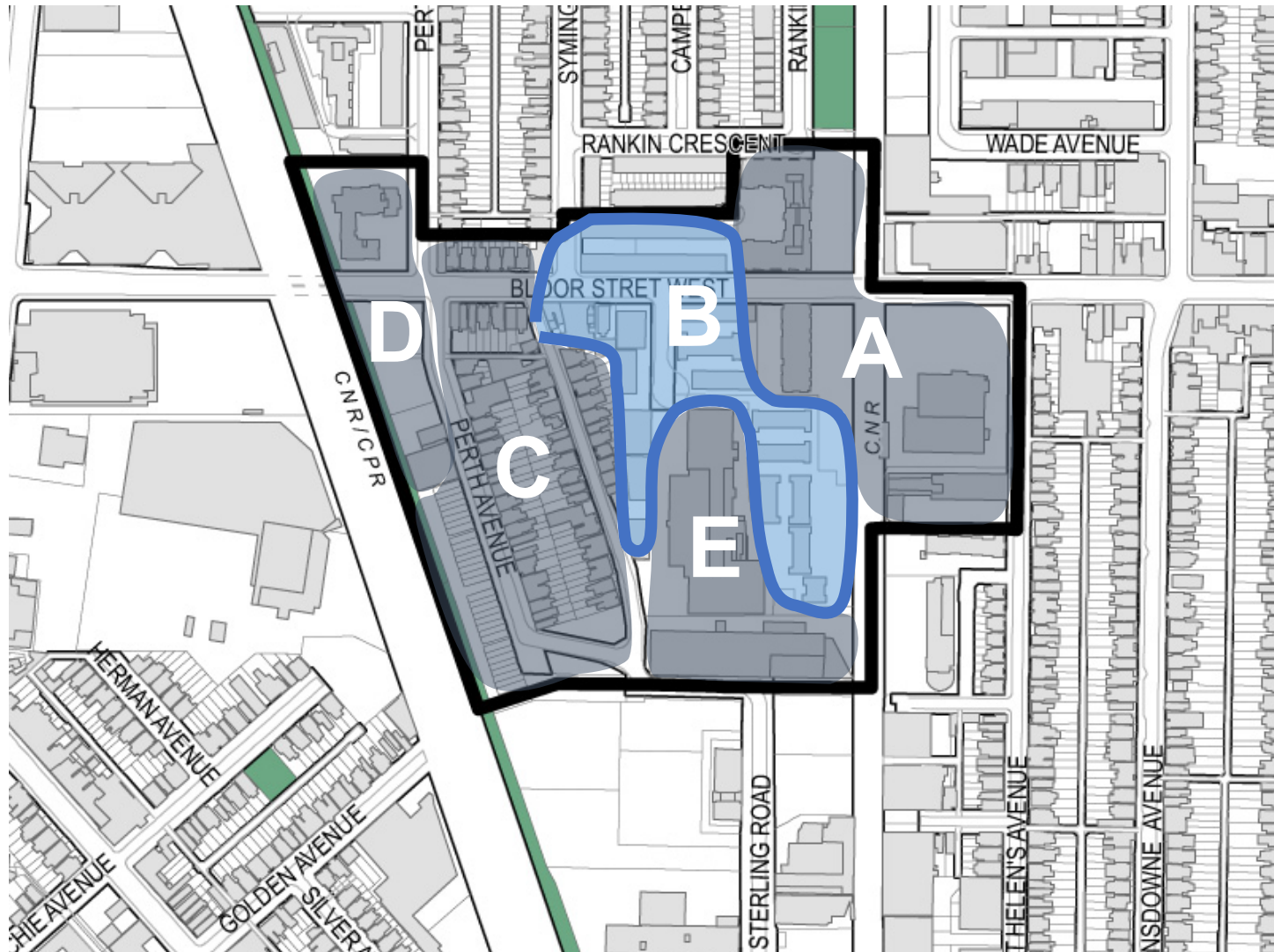
Image 4



Image 5



# Area B: Transition Zone



# Area B: Transition Zone



Image 6 – South Side of Bloor St.



Image 7 – South Side of Bloor St.



Image 8– Commercial Uses Along Bloor St.



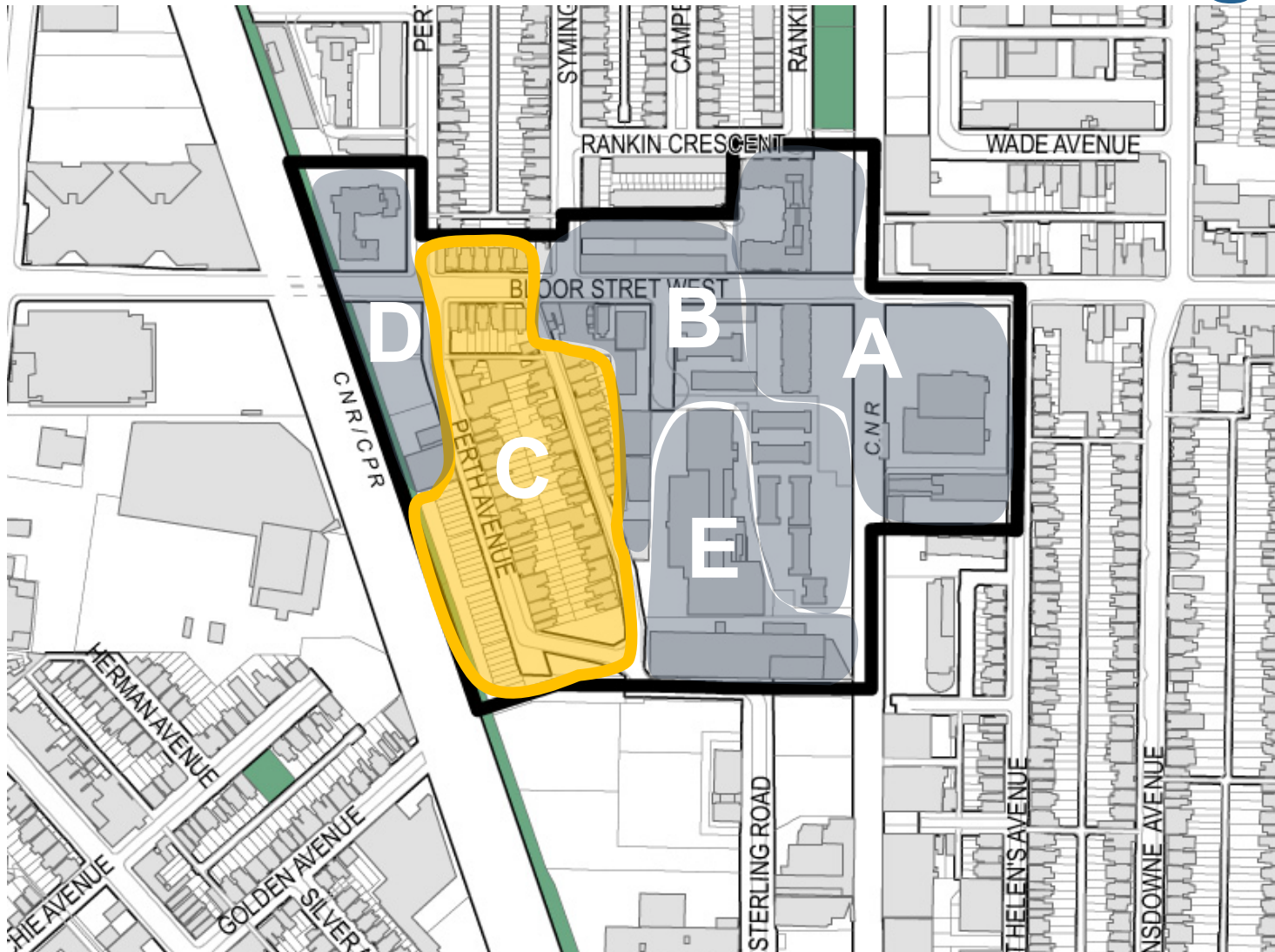
Image 9 – Rutlan Street



Image 10



# Area C: Perth and Sterling Village



# Area C: Perth and Sterling Village



Image 11 – Perth Ave



Image 12 – Sterling Rd.



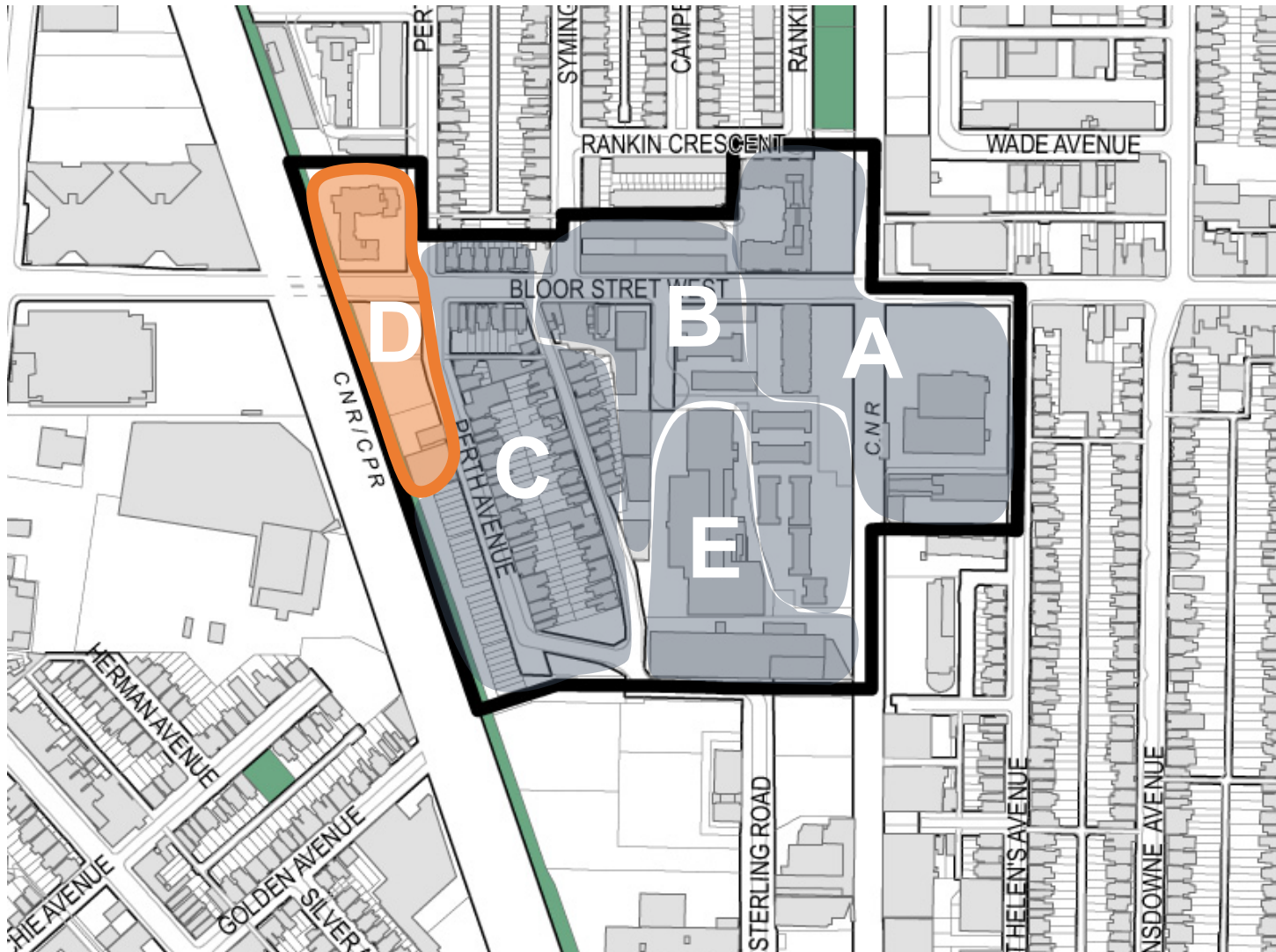
Image 13 – Bloor St.



Image 14 – Sterling Rd.



# Area D: Railpath Gateway





# Area D: Railpath Gateway



Image 15



Image 16



Image 17



Image 18

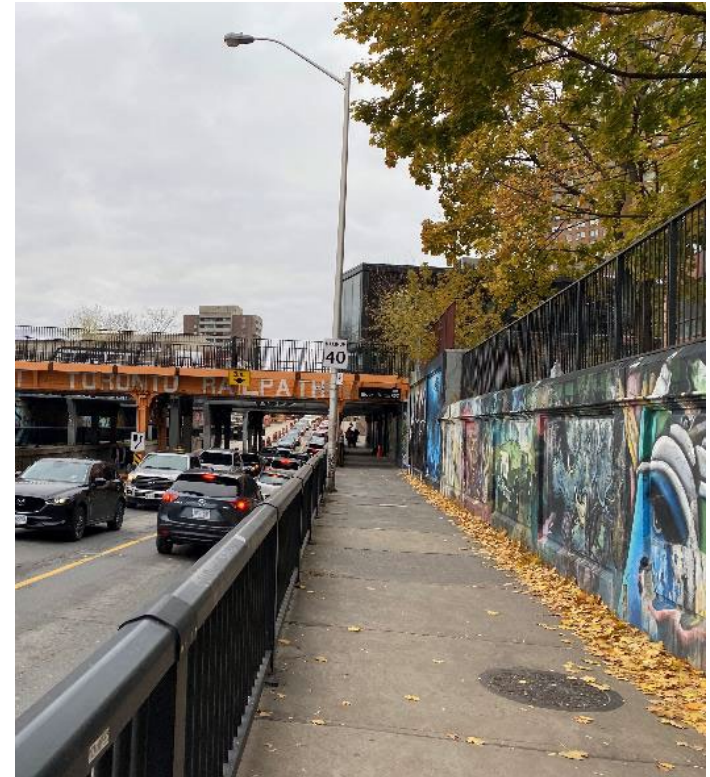
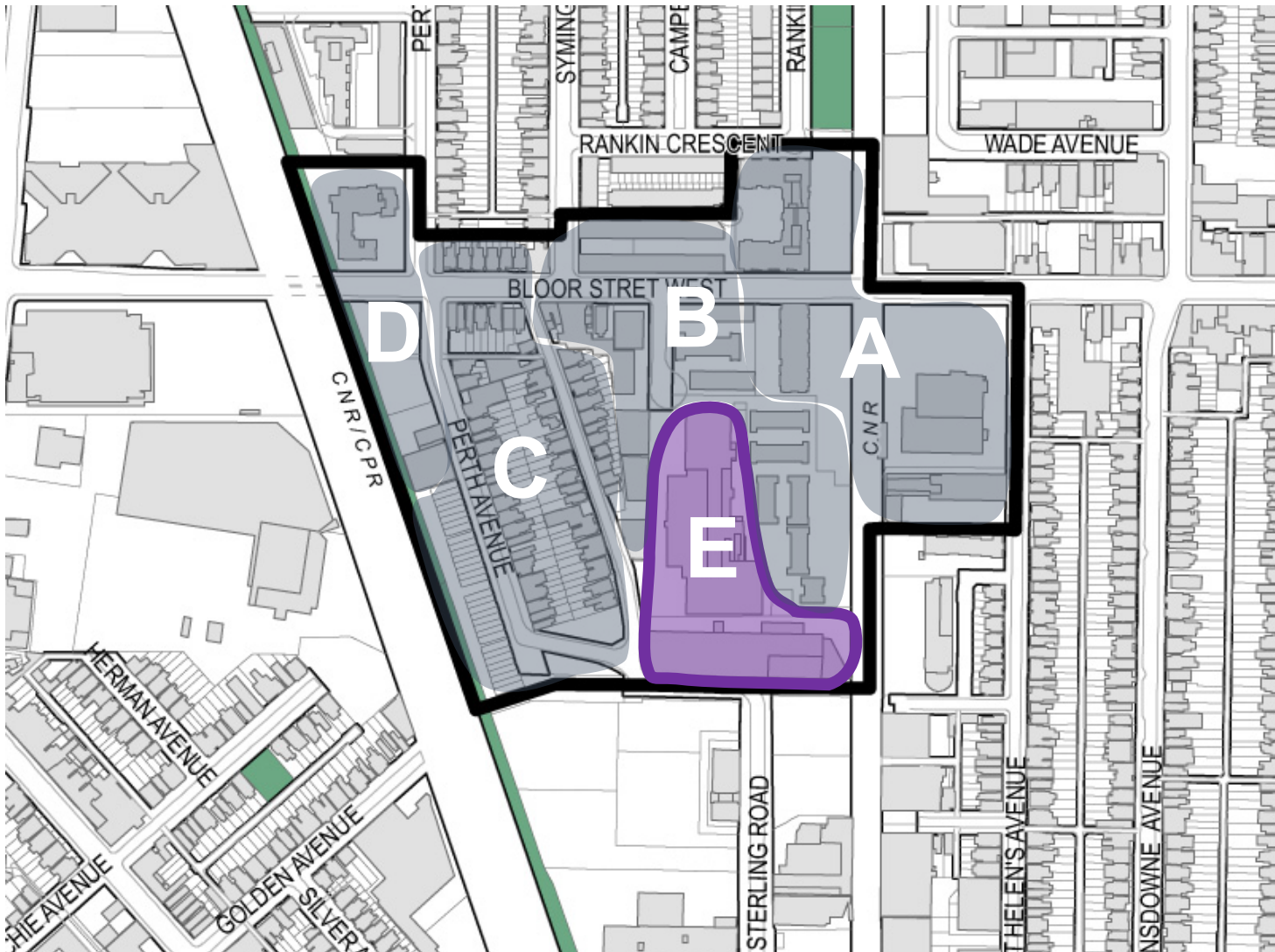


Image 19



# Area E: Industrial Legacy





# Area E: Industrial Legacy



Image 20



Image 21



Image 22



Image 23



# Discussion & Feedback



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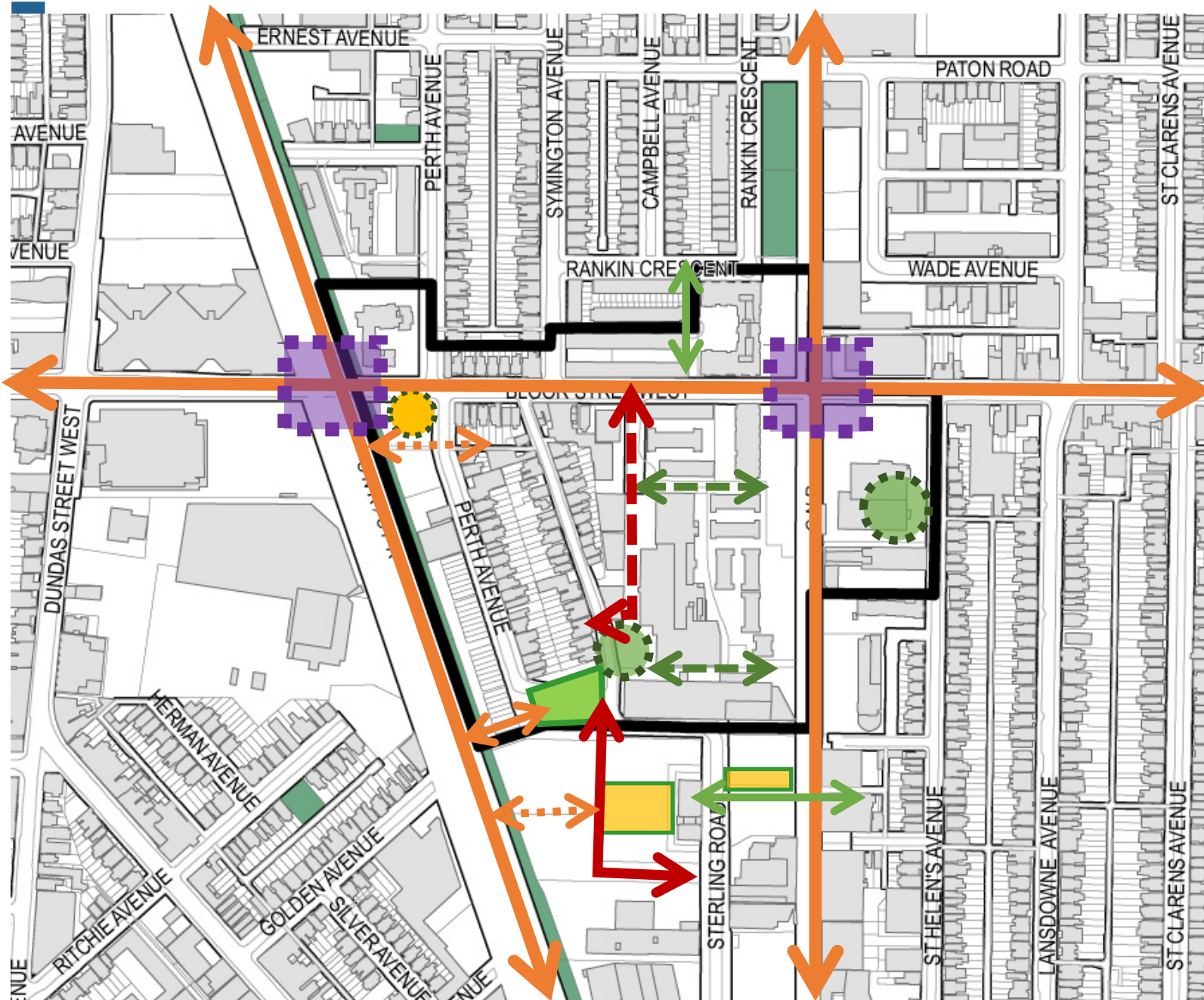
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## Vision Statement

Discussion (15 min)





# Public Realm

Discussion (15 min)

- Existing Parks
- Proposed Parks
- Proposed POPS
- Potential New Park
- Potential New POPS
- Proposed New Street
- Cycling Connections
- Pedestrian Connections
- Potential New Street
- Potential Cycling Connections
- Potential Pedestrian Connection
- Underpass Improvements



# Character Areas

Discussion (15 min)

## Character Area A

Station Gateway

## Character Area B

Transition Zone

## Character Area C

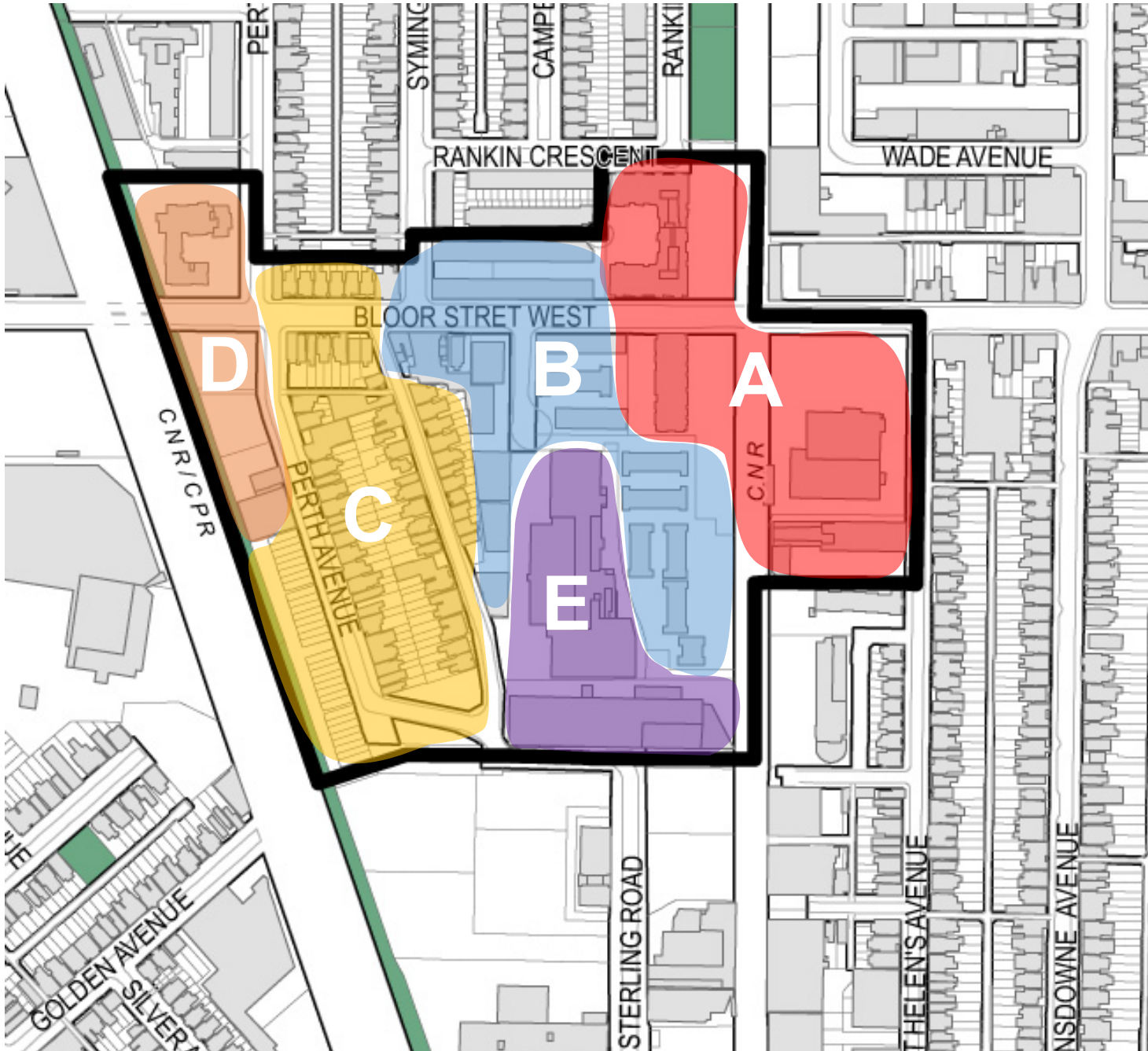
Perth and Sterling Village

## Character Area D

Railpath Gateway

## Character Area E

Industrial Legacy



# Next Steps

- Refinements to:
  - Vision Statement
  - Public Realm Network
  - Character Areas
- Q1: Heritage Meeting with area residents
- Q1: SAC Meeting #2: Built Form objectives
- Q1: Community Meeting #2 to present draft work and obtain feedback
- Q1/Q2: Final Staff Report on the Planning Framework to TEYCC

# Thank You for Attending!

Contact information for further questions:

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