

Stakeholders Meeting # 2

Bloor Study: Perth Avenue to St. Helens Avenue

Diane Silver, Senior Planner, MCIP, RPP

Ran Chen, Senior Urban Designer

Setareh Fadaee, Urban Designer

February 10, 2021



Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



Agenda

- | | |
|------------------|-----------------------------------------------------|
| 6:30 - 6:35 p.m. | Land Acknowledgement & Introductions |
| 6:35 - 6:40 p.m. | Opening Remarks - Councillor Ana Bailão |
| 6:40 - 7:20 p.m. | Planning, Urban Design, Heritage Staff Presentation |
| 7:20 – 8:25 p.m. | Discussion and Stakeholder's Feedback |
| 8:25 - 8:30 p.m. | Closing Remarks - Councillor Ana Bailão |

Community Consultation Schedule

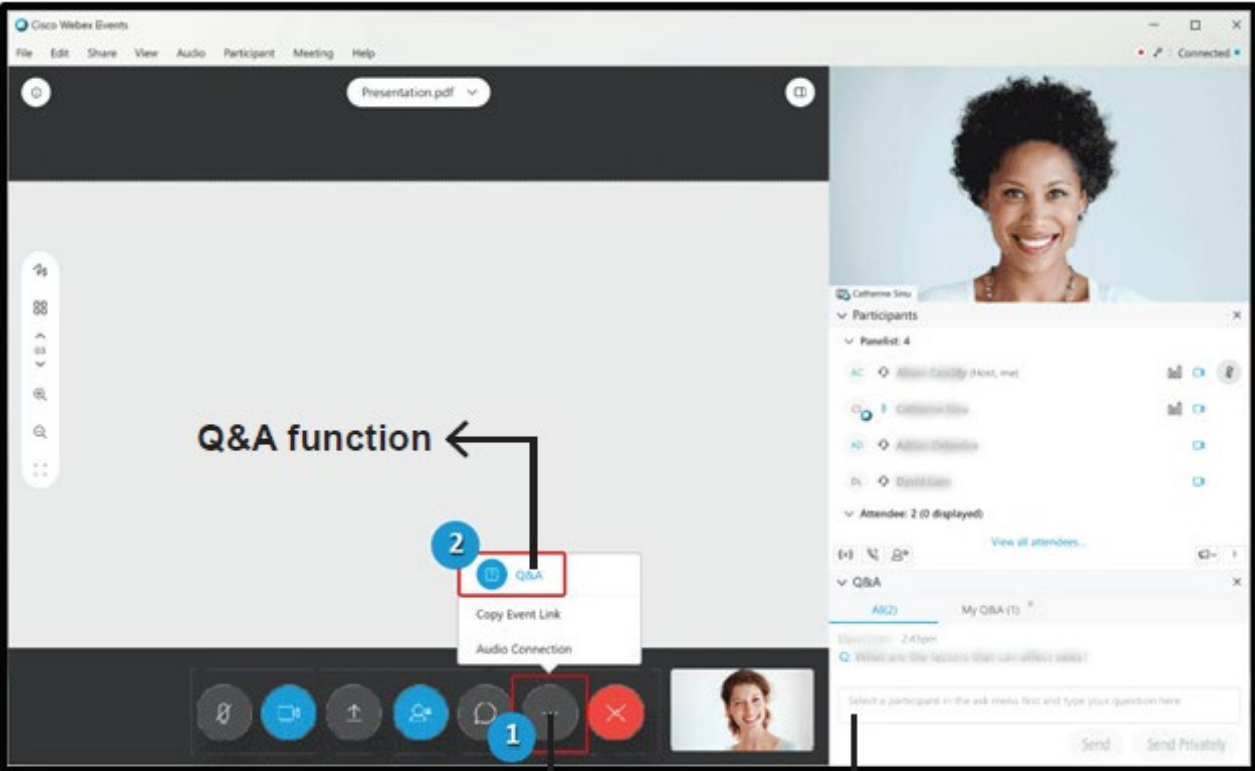
Phase 1:

- November 5, 2020 Community Meeting #1
- December 7, 2020 Stakeholder Meeting #1
- January 7, 2021 Heritage Focus Group Meeting #1
- January 26, 2021 Heritage Focus Group Meeting #2
- February 10, 2021 Stakeholder Meeting #2
- March 22, 2021 Community Meeting #2
- Q1 or Q2 2021 Final Staff Report on Planning Framework: TEYCC



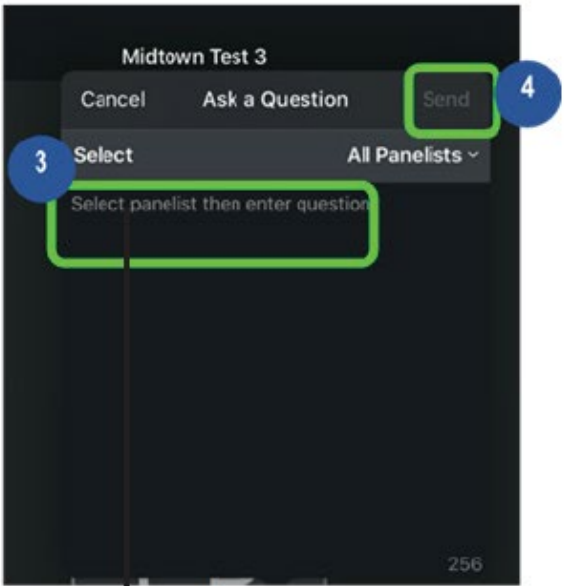
Please be aware that this meeting is being recorded and personal information, such as your opinions, statements and voice will become part of a public record. Under section 27 of the Municipal Freedom of Information and Protection of Privacy Act, records created for the general public do not restrict access and may be made available on the City Planning website. Your registration information will not be disclosed as part of the public record.

WebEx Meeting Center functionality:



If you are joining via the internet browser or WebEx App on your computer: click the “...” button at the bottom of the video window and select “Q&A”.

If you are joining on a smartphone or tablet: click the “...” button at the bottom of your screen and select “Q&A”. Type your question in the box and click Send.



“...” Menu

Type your question here

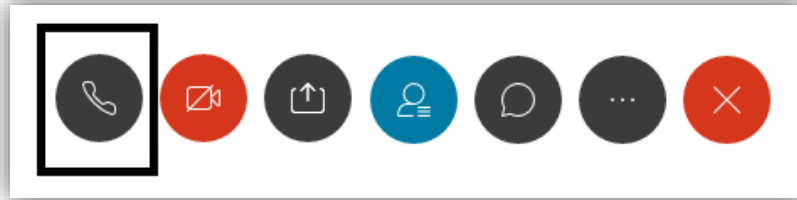
Trouble shooting Tips

Can't hear the Host/Presenter?

Option 1 Disconnect the headset and use the PC/laptop speakers

Option 2 Connect to the Audio Conference with landline/mobile

Step 1. Click **Audio** button by hovering at the bottom of the screen



Step 2. Select the “**Call me at**” feature

Step 3. Enter the 10 digit telephone number you want to use to connect

Step 4. Click “**Connect Audio**” button next to the phone number

Step 5. Answer the phone and follow the prompts to join the Audio Conference

Having issues with the audio?

- Dial: **416-915-6530**
- When prompted for a meeting number enter: **177 722 5232**

Meeting Rules

- One voice at a time. Be direct and frame questions to specific speakers.
- Stay focused, refrain from multi-tasking in order to avoid distracting others.
- Be brief and limit yourself to one question or comment at the time, there will be other opportunities to engage.
- Be a good listener and keep an open mind.
- Raise hand to ask questions.
- Be respectful. City of Toronto is an inclusive public organization. Racist or other forms of discriminatory, prejudicial, or hateful comments and questions will not be tolerated.
- Engage with high energy, be personable as you would in person!

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
 - Craig Glynn, Spar Marathon Roofing Supplies
 - 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
 - Daniel Rende, Bousfields Inc.
- City of Toronto staff:**
- Diane Silver, Dan Nicholson, Patrick Miller, Community Planning
 - Ran Chen, Setareh Fadaee, Urban Design
 - Daniel Reynolds, Transportation Services
 - Brent Fairbairn, Nigel Tahair, Transportation Planning
 - Susan Kitchen, Community Facilities & Services
 - Gary Miedema, Nathan Bortolin, Heritage Planning
 - Andrea Bake, Parks, Forestry & Recreation

For Discussion Today

- Heritage Review Update
- Community Services and Facilities Update
- Transit Infrastructure
- Vision Statement
- Public Realm Network
- Character Areas
- Built Form Recommendations



Heritage Updates

Cultural Heritage Resource Assessment

- Cultural Heritage Resource Assessment Methodology
- What We Heard from Heritage Focus Group
- Summary of Historical Overview
- Heritage Survey results

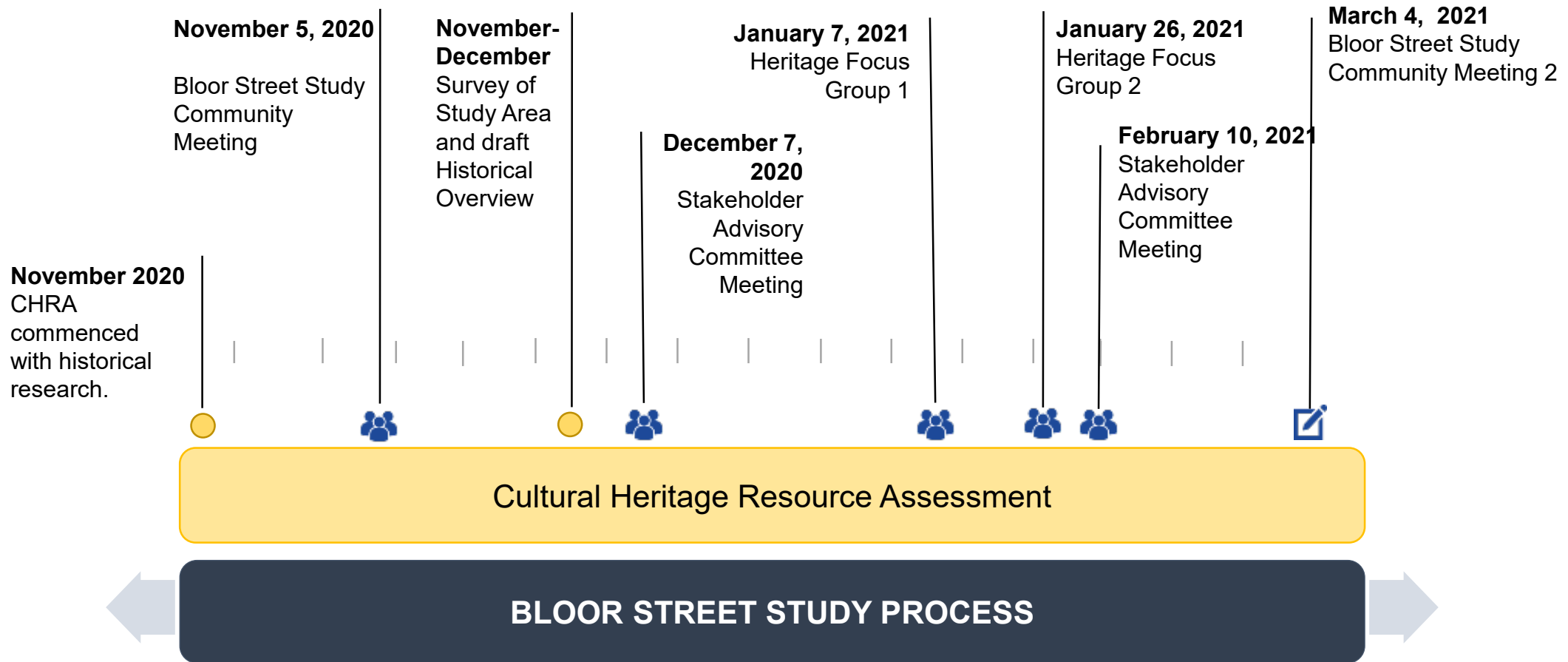
Cultural Heritage Resource Assessment

City Planning undertakes a Cultural Heritage Resource Assessment to document an area's development history and to ensure that properties of cultural heritage value or interest are appropriately identified, understood and conserved.



Bloor St W. looking west to Symington, 1934. City of Toronto Archives.

Cultural Heritage Resource Assessment



How will the results of the CHRA be used?

- Properties identified as heritage resources inform planning policies and guidelines to make sure that they are an integral part of the future.
- These properties will also be considered for inclusion on the City of Toronto's Heritage Register.



Map showing properties identified through the Danforth Avenue I CHRA (Source: Map 4, [Danforth Avenue Urban Design Guidelines](#))

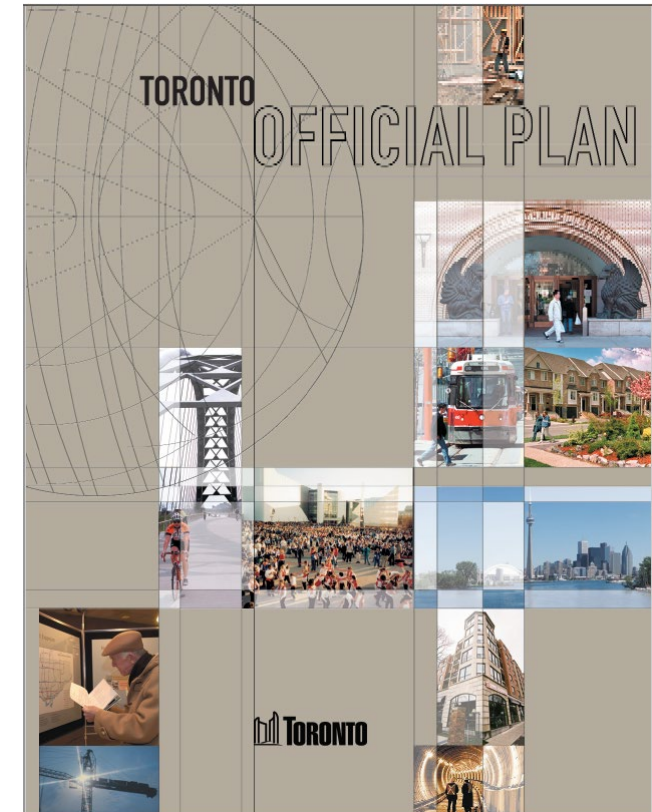
Framework for Listing Non-Designated Properties on the Heritage Register

Ontario Heritage Act

27 (1.2): ...the register may include a property that has not been designated...but which the council of the municipality believes to be of cultural heritage value or interest and shall contain...a description of the property sufficient to readily ascertain the property

Official Plan

3.1.5.2: Properties...of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations.



Provincial Evaluation Criteria Regulation 9/06

Criteria for Determining Cultural Heritage Value or Interest:

- design value or physical value
- historical or associative value
- contextual value

ONTARIO REGULATION 9/06

MADE UNDER THE

ONTARIO HERITAGE ACT

CRITERIA FOR DETERMINING CULTURAL HERITAGE VALUE OR INTEREST

Criteria

1. (1) The criteria set out in subsection (2) are prescribed for the purposes of clause 29 (1) (a) of the Act.
(2) A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:
 1. The property has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - ii. displays a high degree of craftsmanship or artistic merit, or
 - iii. demonstrates a high degree of technical or scientific achievement.
 2. The property has historical value or associative value because it,
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,

- ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
- iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

3. The property has contextual value because it,
 - i. is important in defining, maintaining or supporting the character of an area,
 - ii. is physically, functionally, visually or historically linked to its surroundings, or
 - iii. is a landmark.

Transition

2. This Regulation does not apply in respect of a property if notice of intention to designate it was given under subsection 29 (1.1) of the Act on or before January 24, 2006.

Listing on the Heritage Register

- Having properties “listed” on the Heritage Register as non-designated properties is an important first step in ensuring we can preserve our heritage, but it does not prevent growth.
- A "listed" property has no legal protection under the Ontario Heritage Act; the only change for a property owner is that they will need to provide 60 days notice when applying for a demolition permit, or prepare a Heritage Impact Assessment when submitting a planning application.
- When a property is listed it does not necessarily mean that it will be subsequently “designated” under the Ontario Heritage Act. Listed means further evaluation of the property will take place.
- "Listing" a property does not change the existing building permit process - it does not restrict an owner's ability to make exterior and interior alterations, when demolition is not involved. It does not trigger maintenance requirements over and above existing property standards.

Summary:

What we heard from Heritage Focus Group

- The rail lines and industry are fundamental to the historic context of the area, and connect this area to the larger industrial history of the City of Toronto.
- Immigration tied to employment in local industries is an important part of the history of this area.
- A number of former industrial buildings were identified by participants as being significant to the area's history, including the Fairbanks-Morse site.
- The houses in the study area are valued by participants as representing a historically working class neighbourhood related to industry.
- The main street commercial buildings on Bloor Street West within the study area are valued by participants for their historical connection to the neighbourhood.

Summary:

What we heard from Heritage Focus Group

- The transformation of former industrial sites into spaces for the arts was considered significant to the area's contemporary context and present community composition.
- The gathering and sharing of this area's history is important to participants
- General agreement with list of identified heritage potential properties. Request for further review of others (eg. 240 Sterling Road)
- Interest in considering the area as a district, beyond individual heritage potential properties
- Remnants of industrial uses in landscape (eg. railway tracks still in pavement) are important.



Questions of Clarification

Questions may also be emailed following the meeting to Zoi de la Peña,
Assistant Heritage Planner: zoi.delapena2@toronto.ca

*Sketch Sheets
of a
Winter Reconnaissance of
the Country West of Toronto to the Humber River,
&c. to the Davenport Road.*

City of Toronto

L. Ontario

Scale 6". = 1 mile

References

Roads etc.	(Ground Water, plan for Grey City Co.)
Bridging	(Light)
	(County & Ship)
	(Lake - of Town & Harbor)
	(works & of m. between opposite shore, distance 20-30 acres)
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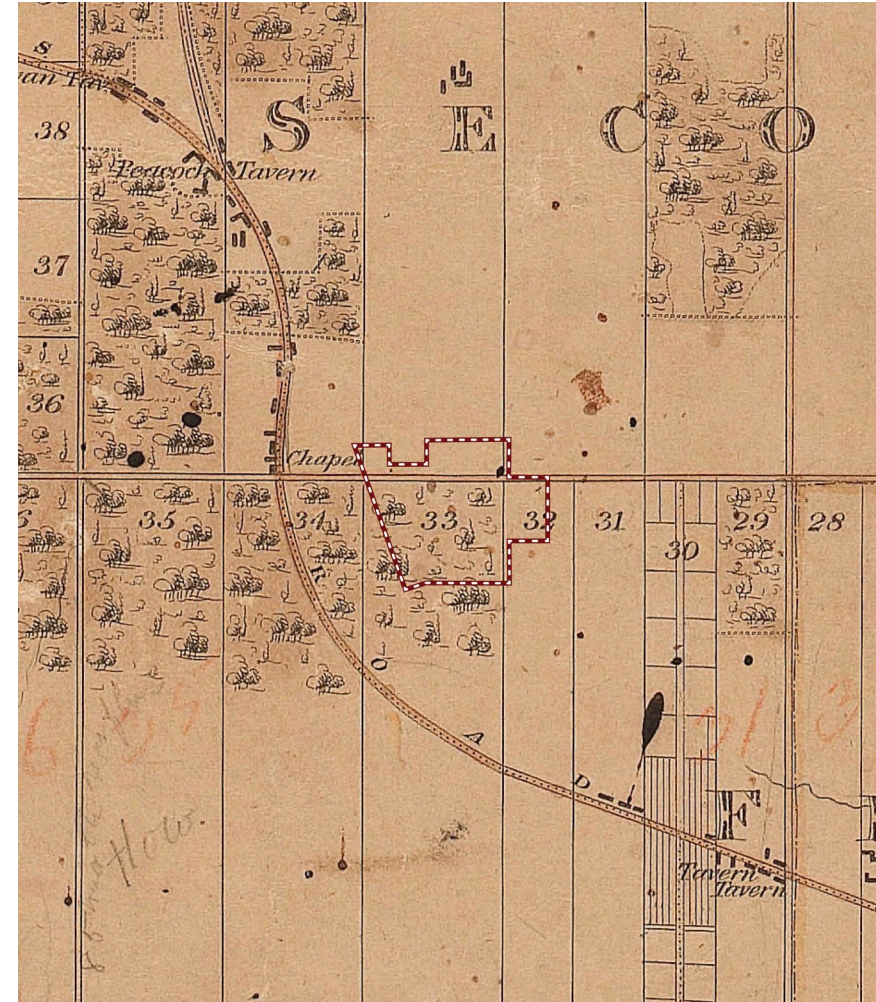
European Settlement 1790s to 1840s

Surveying of Toronto commenced between Queen and Bloor streets and patenting of lots began in the late 1790s.

1797 - Concession 1, Township Lot 33 patented to Lt. Col. David Shank.

1798 - Concession 1, Park Lot 32 patented to Alexander McDonnell.

1809 - Concession 2, Township Lot 33 patented to John McGill.



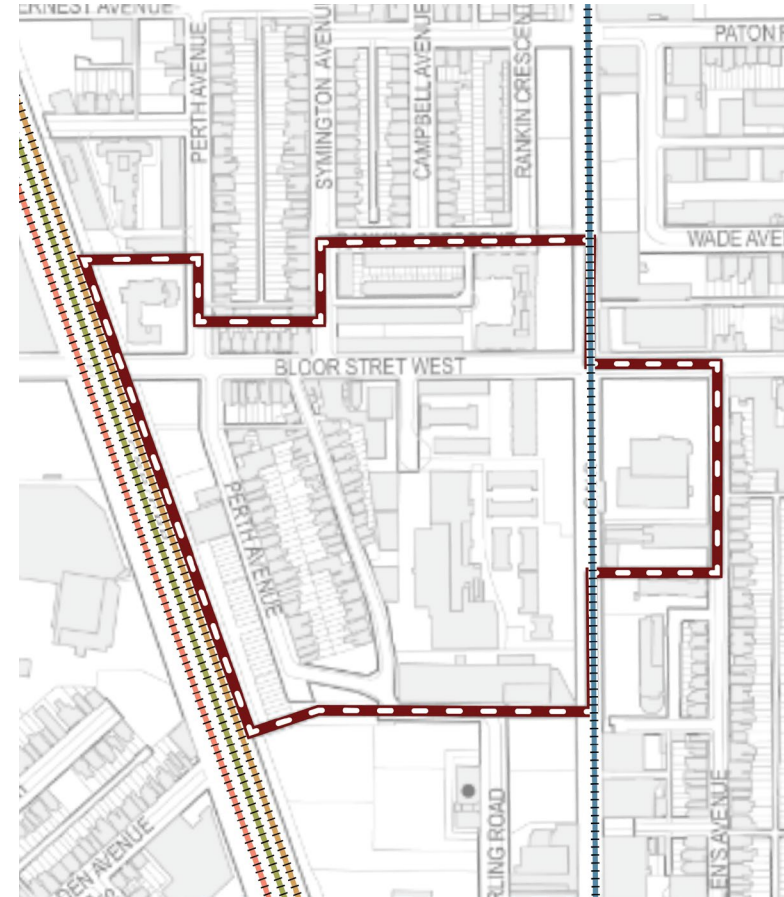
1851 J.O. Browne map of York Township with study area. COTA.

Railway Development 1850s to 1870s

Between 1853 and 1884, five railway lines constructed:

- 1853** - Ontario, Simcoe & Huron (blue)
- 1856** - Grand Trunk (green)
- 1871** - Toronto, Grey & Bruce (brown)
- 1879** - Credit Valley (red)
- 1884** - Ontario & Quebec (north of study area)

These lines become part of Canada's two national railway systems - Canadian Pacific Railway and Canadian National Railway.

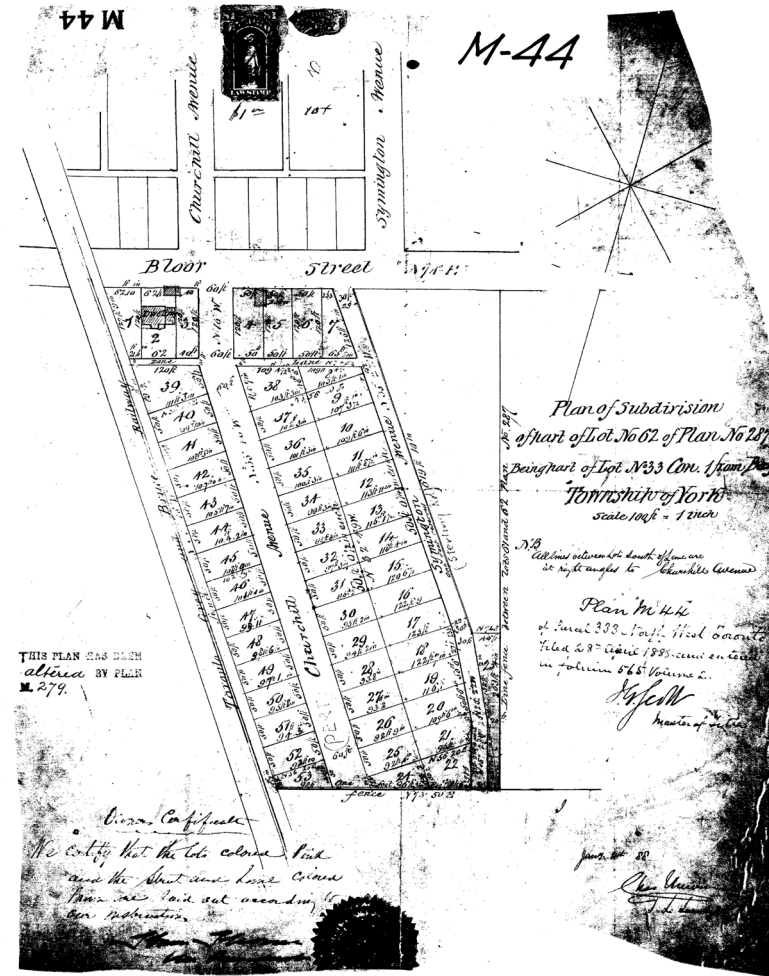


Study area built form with railway lines. City of Toronto, CBCollective, 2020.

Block & Subdivision Plans 1880s to 1890s

The preceding wave of railway construction led to a surge in land subdivision as developers anticipated industrial development along the rail corridors.

Several subdivision plans were registered in the study area in the 1880s, creating building lots and establishing many of the study area's street and block patterns.



1888 Plan of Subdivision. LRO.

Industry & Manufacturing 1900s to 1930s

In the early 1900s industrial decentralization drew companies to build new facilities along railway lines outside Toronto's downtown manufacturing core.

In 1906, Fairbanks-Morse Canadian Manufacturers, purchased 8 acres of property in the study area for \$500,000.



Fairbanks-Morse complex looking northwest, 1914. LAC a024502.

Industry & Manufacturing 1940s to 1980s

Industry and manufacturing remained significant economic activities in the study area, although different companies came to occupy the industrial buildings constructed at the beginning of the century.

The Fairbanks-Morse complex taken over by several businesses. Industries on St. Helen's Avenue included millwork, dies, castings and clothing production.

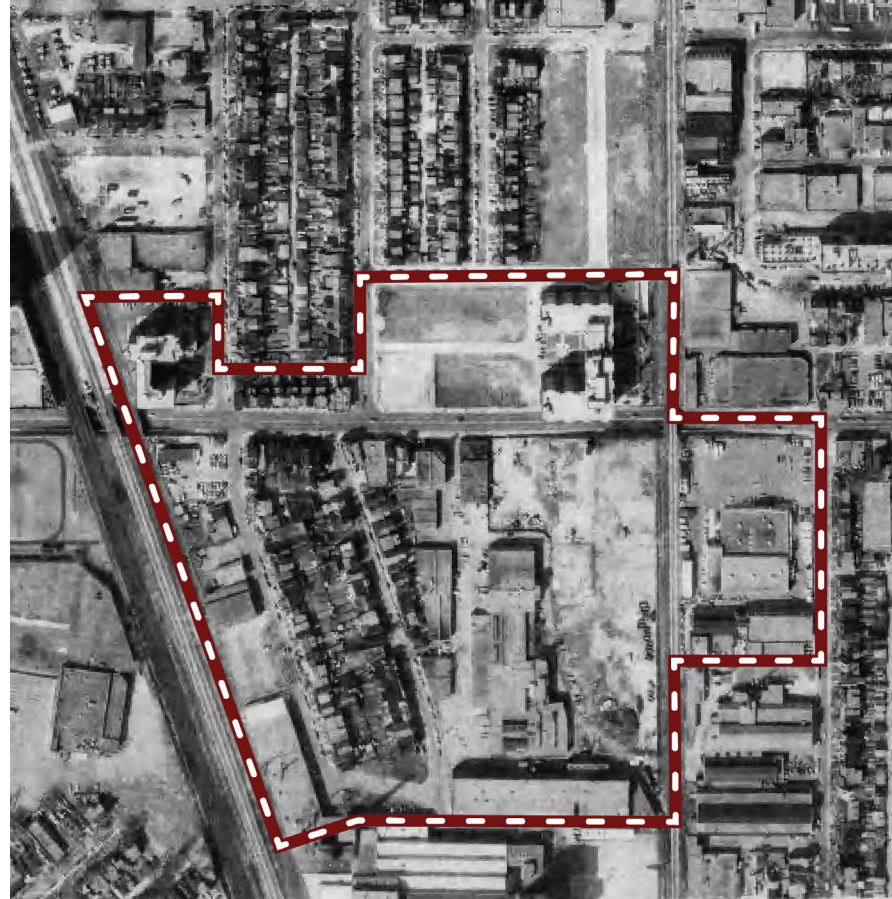


Arthurs-Jones Lithographing (left) and Moloney Electric Transformers (right), 1980. TPL.

Industry Decline & Residential Redevelopment 1990s to present

By the late 20th century many of Toronto's industrial operations were in decline, and the large sites left behind by closures created opportunities for new uses or redevelopment.

In the study areas, the post-industrial transformation manifested in both adaptive re-use and large scale infill development.



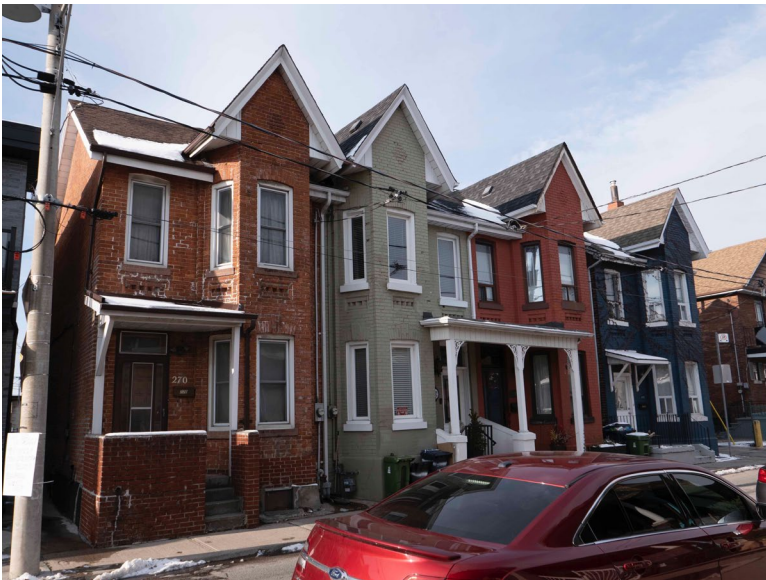
1992 aerial photo of study area. COTA/CBCollective 2020.

Identified Heritage Potential Properties



Identified Heritage Potential Properties

Theme: Urban / Residential Development



270-6 Sterling Road
Built c1890



1411 Bloor Street West
Built c1894

Identified Heritage Potential Properties

Theme: Economic Activity / Industry & Manufacturing



213 Sterling Road
Built c1914



221 Sterling Road
Built c1914



284 St. Helen's Avenue
Built c1913

Identified Heritage Potential Properties

Theme: Urban / Commercial Development



1419 & 1421 Bloor Street West
Built c1910



1424-6 Bloor Street West
Built c1918

Community Services & Facilities Update: Key Considerations by Sector

The following are key considerations by Sector based on a population increase between 25,577 and 26,772



Children's Services: a need for an estimated 600+ child care spaces

New Facilities: 5 planned capital projects will add 222 spaces of which four will be completed by late 2023



Parks, Forestry & Recreation: key priority is new and approved parkland, cricket pitch gap in the south west portion of the Study Area, a need for wading pools to be repurposed as splash pads

New Facilities: Wallace-Emerson Community Recreation Centre (CRC), 89,500 square feet, aquatic centre, gym and a 62 space new child care, completion Springs 2023. Wabash CRC, 72,484 sqft., indoor pool, gymnasium, flexible multi-purpose program space, anticipated construction 2023-2026



Toronto Public Library: most immediate need is to relocate or expand the Perth Dupont Neighbourhood Library which is listed in critical condition with a 1 to 10 year time line

Key Considerations by Sector - continued











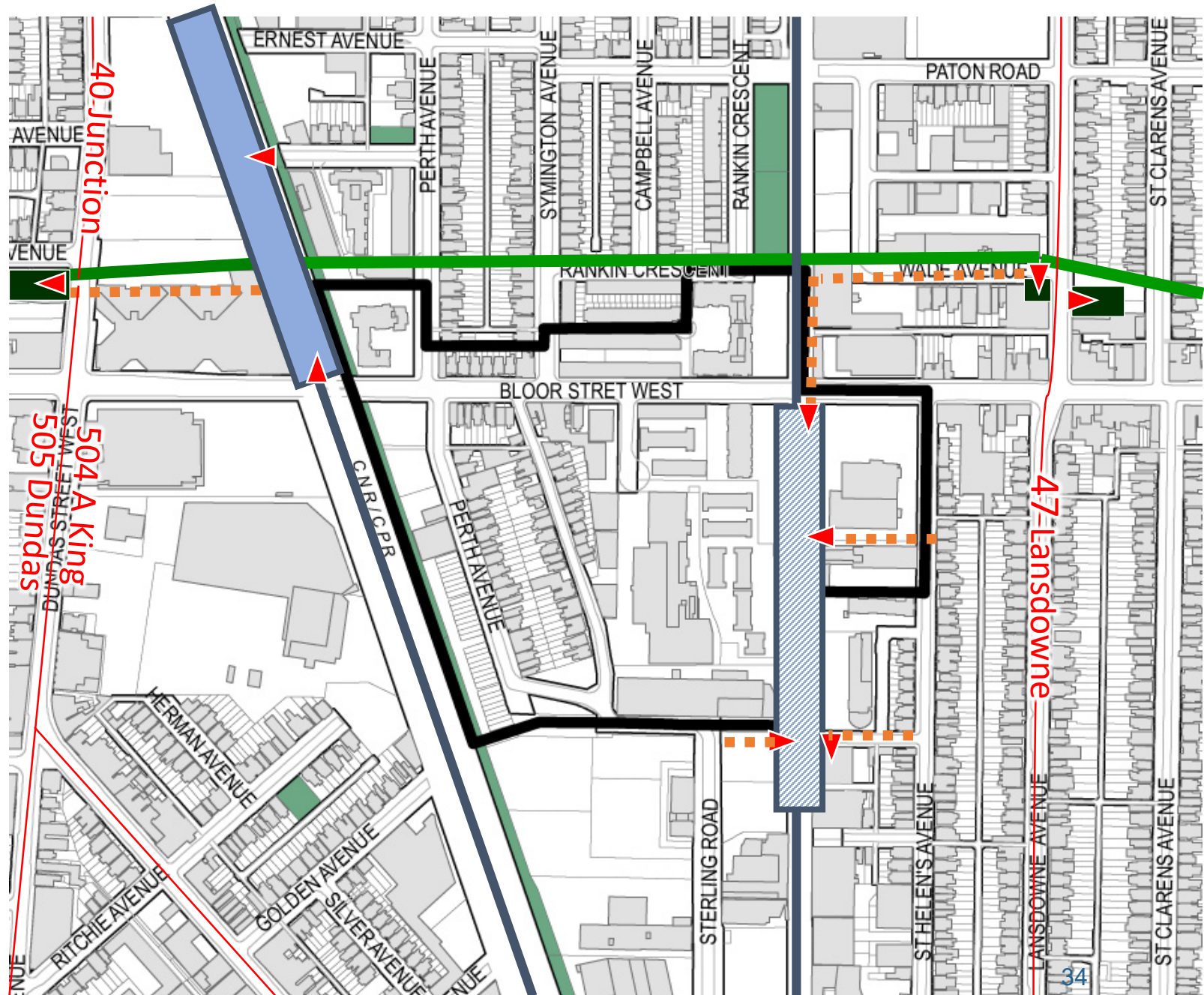
Human Services & Community Agency Space: based on City Survey additional non-profit agency space was identified due to ageing building, too small of existing space and not accessible space for Wheel Trans and no accessible elevator or washrooms. Explore opportunities for co-location of space with other non-profit to share amenities and reduce cost in locations that are accessible to transit and located on a main floor with separate access



Schools (TDSB, TCDSB, French Boards): currently have capacity but the School Boards will continue to monitor residential development in this area to understand the cumulative impact on local schools

Transit Network

-  Bloor GO/UPX Station
(Existing)
-  Bloor-Lansdowne Station
(Proposed)
-  GO Rail corridor
-  TTC Line 2 Bloor subway
-  TTC subway station building
-  Rapid transit entrance
-  TTC bus/streetcar route
-  Potential new/enhanced pedestrian connection





What We Heard

Stakeholder Meeting # 1: December 7, 2020

- Draft Vision Statement
- Proposed Public Realm Network
- Proposed Character Areas

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.”

Vision Statement

What We Heard:

- It captures a lot of key priorities;
- Acknowledge the people who live in the community now;
- The area is not universally accessible nor child friendly;
- What does “...reflecting the authenticity of the area...” mean?
- South Junction Triangle area is unique and worth protecting as a whole;
- The need for small businesses and independent retailers instead of chains or large corporations;
- Desire to have more voices commenting on it to ensure it resonates and reflects the community;
- Study area encompasses different development areas with different characters, requirements and built forms;
- Include Provincial policy re: areas in close proximity to higher order transit as appropriate for sites for growth and intensification;
- Revise end of first paragraph: “In response to growth demands, the types of community services and amenities **required for projected future populations** will be identified and **planned to be** located in highly visible and accessible areas”;
- What is intended with ‘desirable’: “These spaces will be designed to be sustainable, green and desirable towards achieving a complete community”; revise it to: “...spaces will be designed to be sustainable, green and **accessible**”

Additional Comments

What We Heard

- Needs of existing residents be prioritized;
- Too many tall buildings developing the area
- Increased density is appropriate;
- Concerns for new development resulting in an increase of population;
- Recognition of the West Toronto Rail Path and its many and diverse uses;
- Concerns about the lack of; transit, green and recreational spaces, parking spaces, hospitals and schools;
- Foster complete and mixed-use communities including affordable housing; and
- Expand the study boundary, lengthen the review timeline, and maintain an inclusive and equitable community consultation process.

Revised Draft Vision Statement

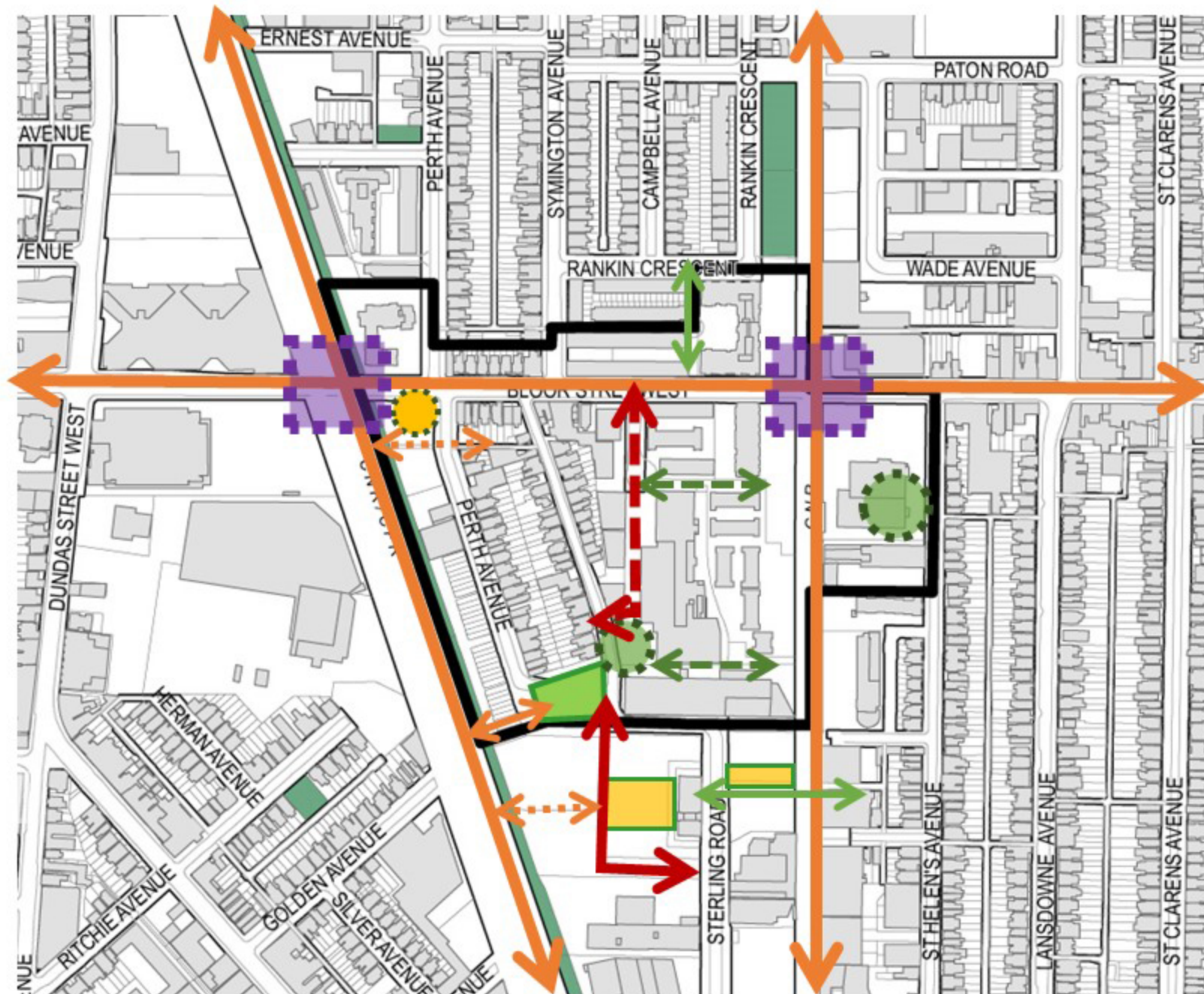
“Development of the lands will **support a mix** of residential, commercial, and employment uses, **affordable housing**, and promote a high quality of urban design which integrates cultural heritage resources **to support the existing community while evolving to meet the needs of the future residents and workers. New development and its massing will respond appropriately to the differing and unique character areas.** 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 **accessible** towards achieving a complete community.”

Public Realm Network

-  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



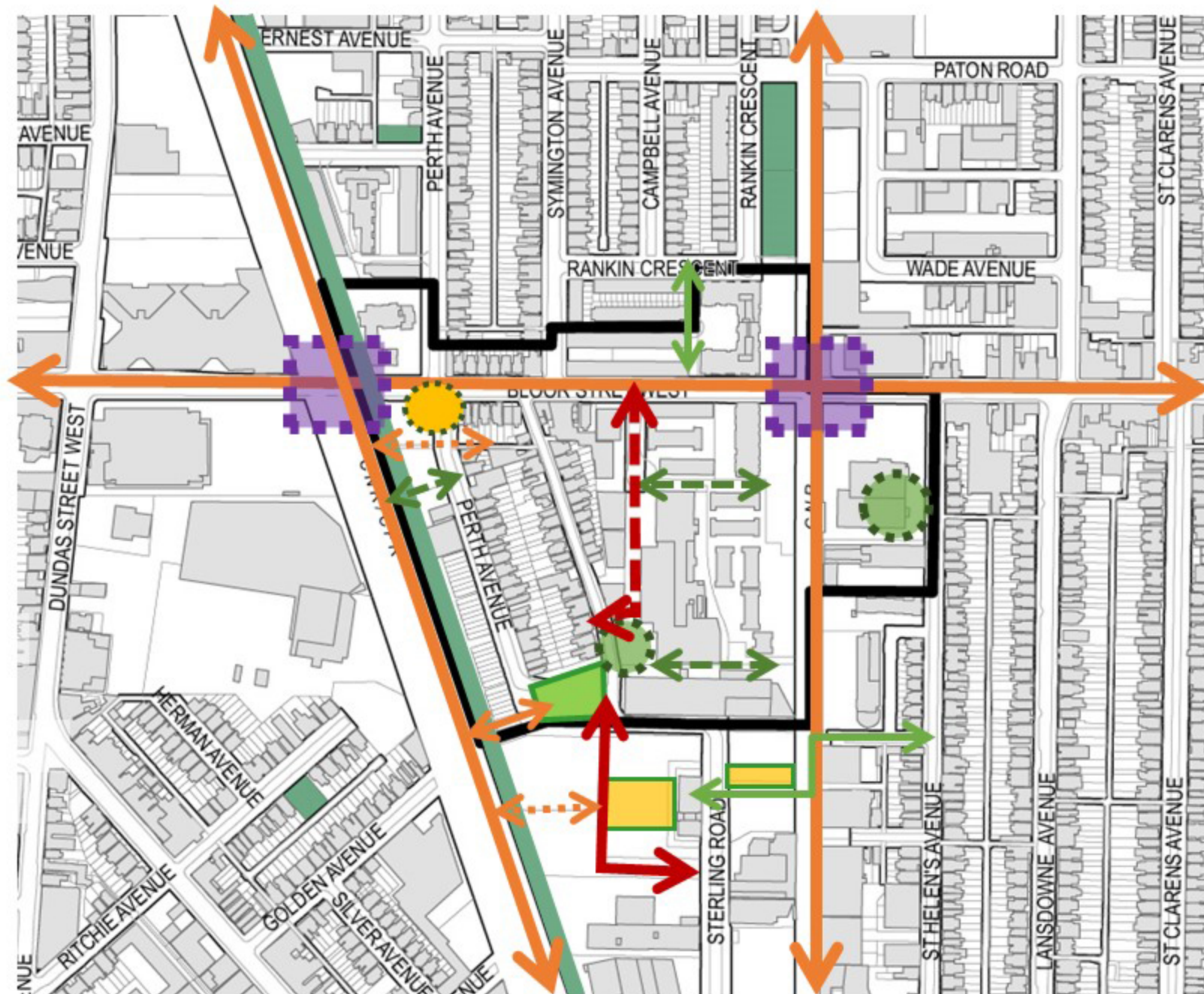
Public Realm Network

What We Heard

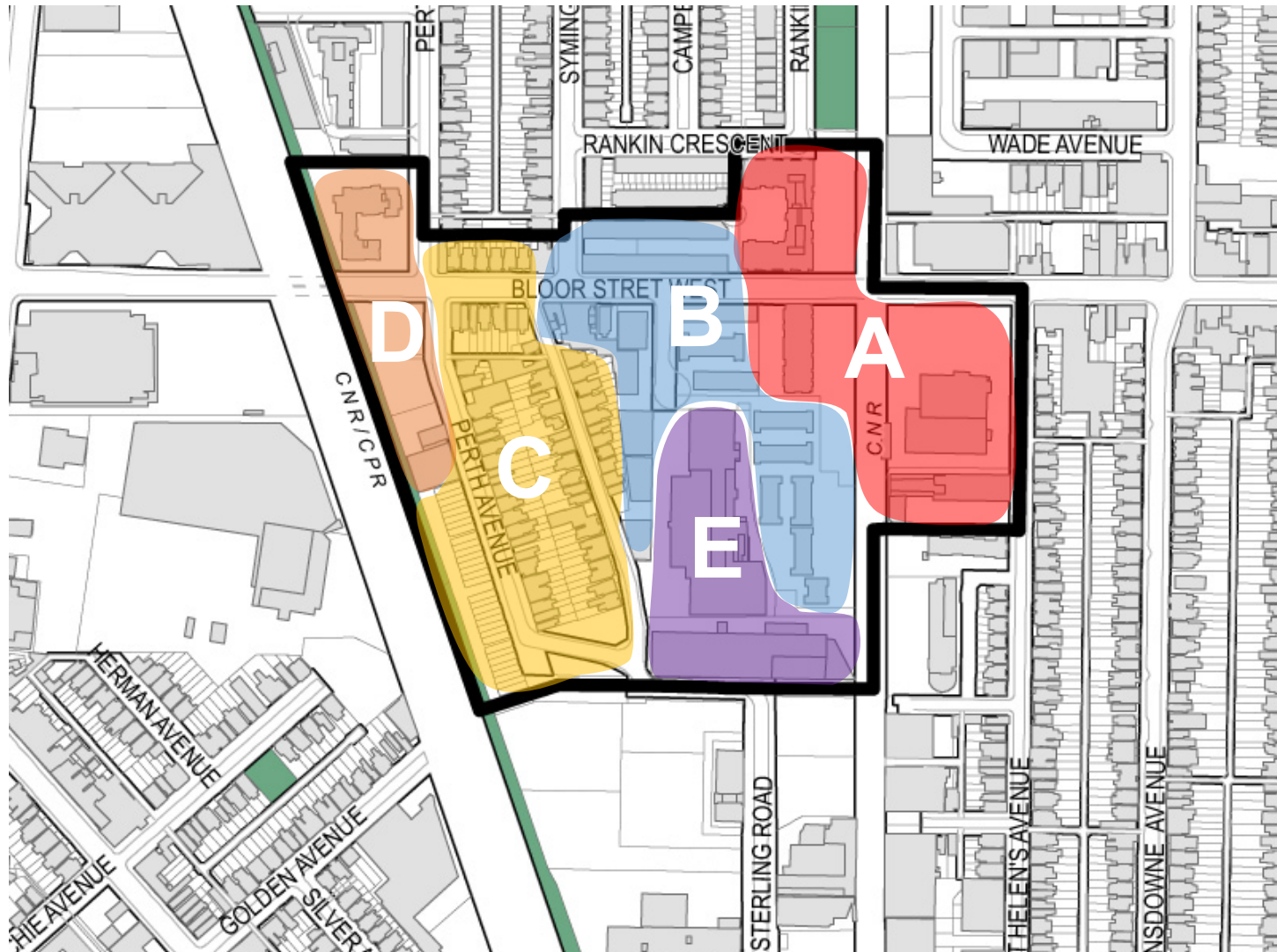
- Highlight the role of the West Toronto Rail Path (WTRP) as an existing park in the area
- Identify all proposed additional parkland
- Include views to heritage buildings from different vantage points.

Revised Public Realm Network

-  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



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

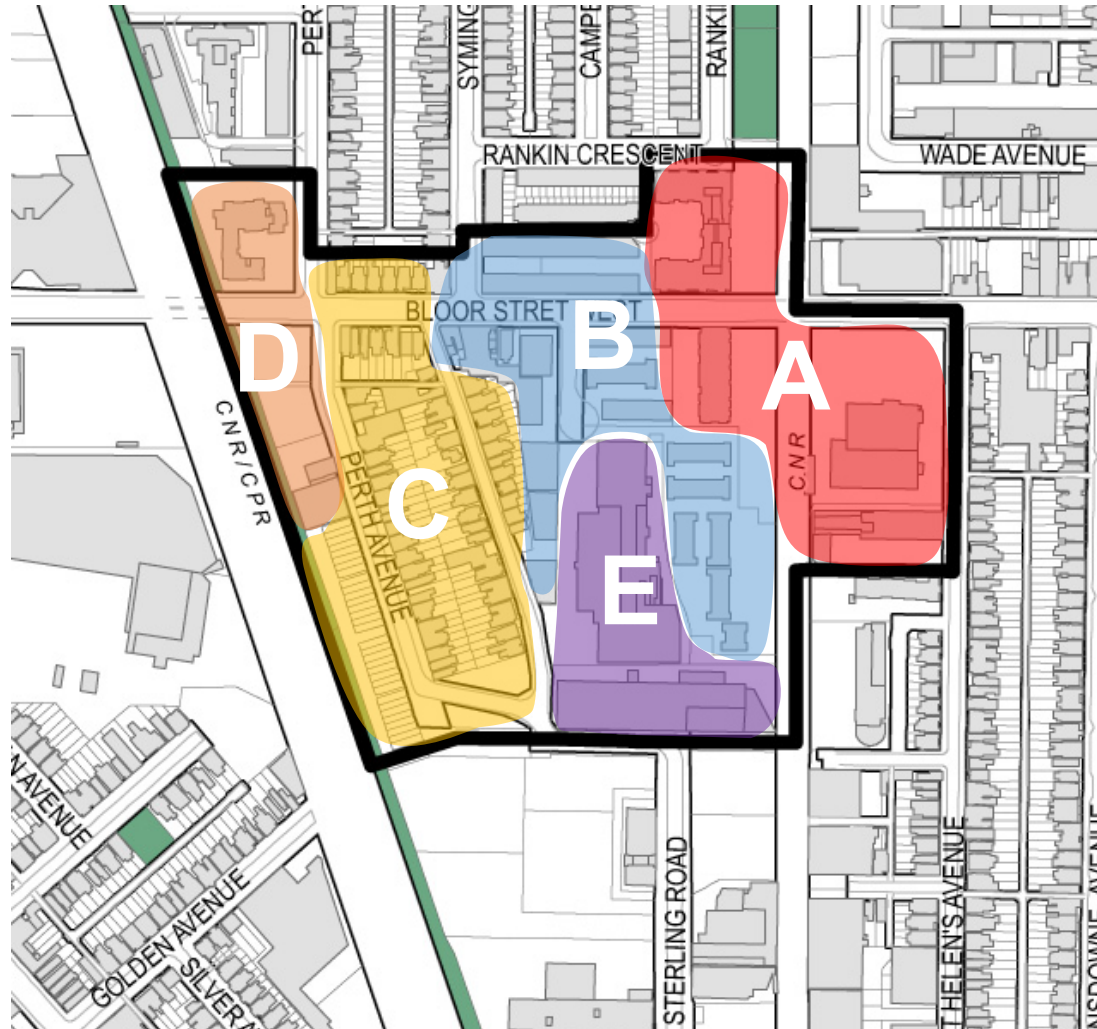
Industrial Legacy

Character Areas

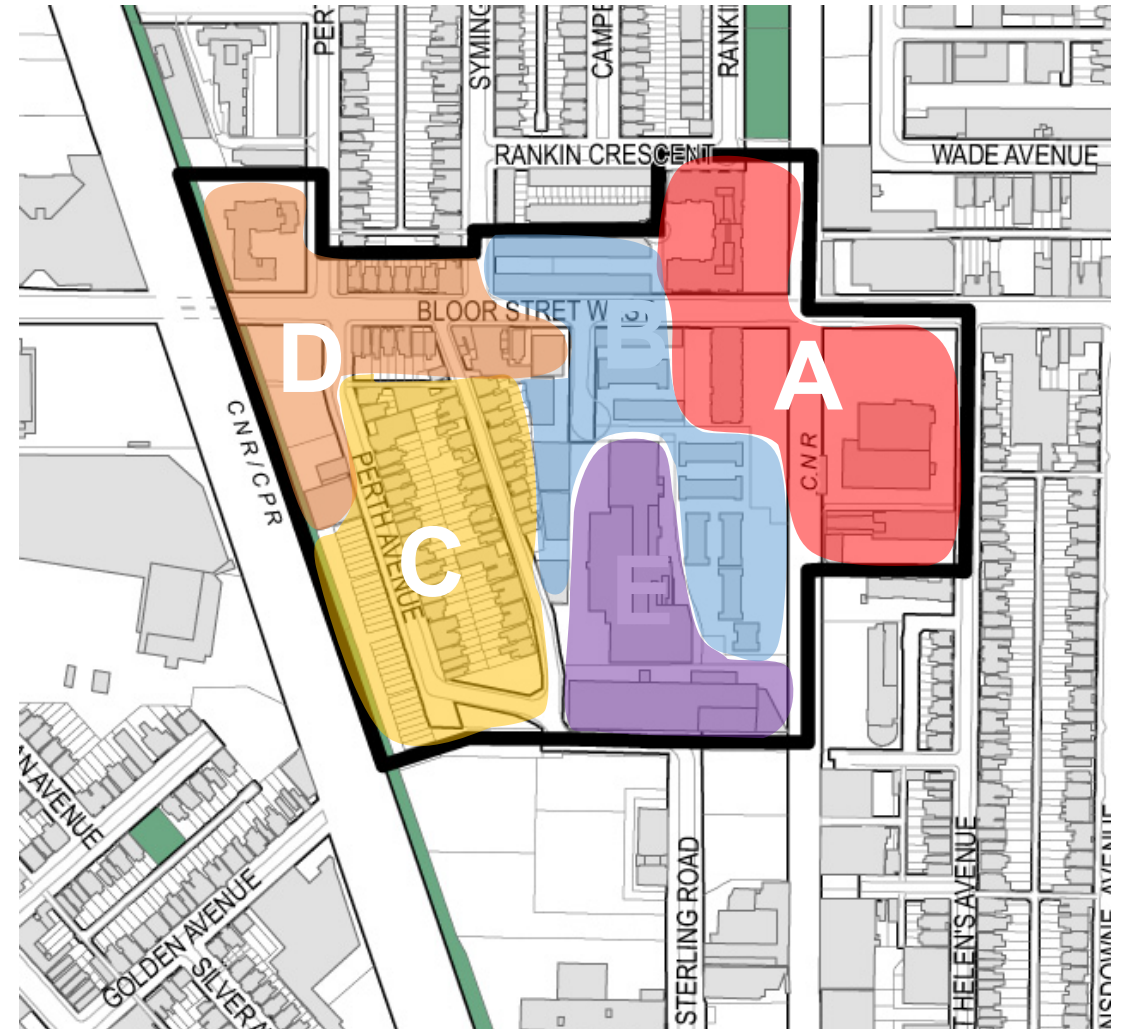
What We Heard

- **Area A:** emphasis on the proximity to transit and the need to transition to the lower scale *Neighbourhoods* to the east.
- **Area B:** discrepancy with character between 1405 Bloor St. W. proposal and the lofts on Ruttan Street. Concerns that 1405 Bloor St. W. proposal is being “pre-approved” by grouping it with properties on the north side of Bloor Street.
- **Area C:** lands fronting on Bloor Street are different from the residential uses to the south. They are targeted for mixed-use intensification. Towards the south of this character area there are houses 70-100 years old that will need further heritage review.
- **Area D:** boundary needs to include: 1422-1452 Bloor St. W. and 1423-1437 Bloor St. W.
- **Area E:** what is intended by the “Industrial Legacy” Character Area classification?

Character Areas



Revised

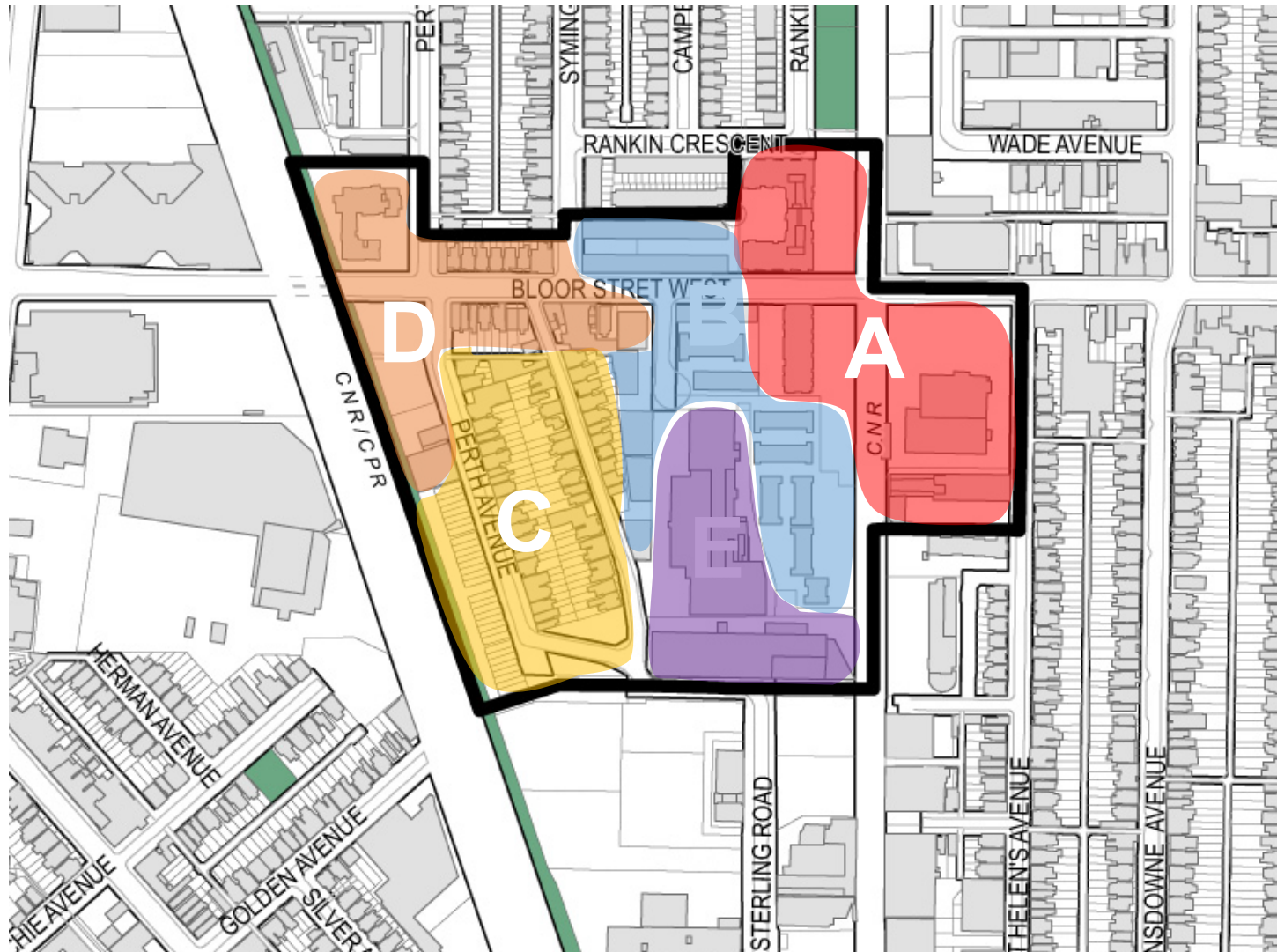




Built Form Recommendations

- Developed from Character Areas boundaries
- Considers Transportation Infrastructure and Heritage analysis

Revised Character Areas



Character Area A

Transit Hub Zone

Character Area B

Transition Zone

Character Area C

Perth and Sterling Village

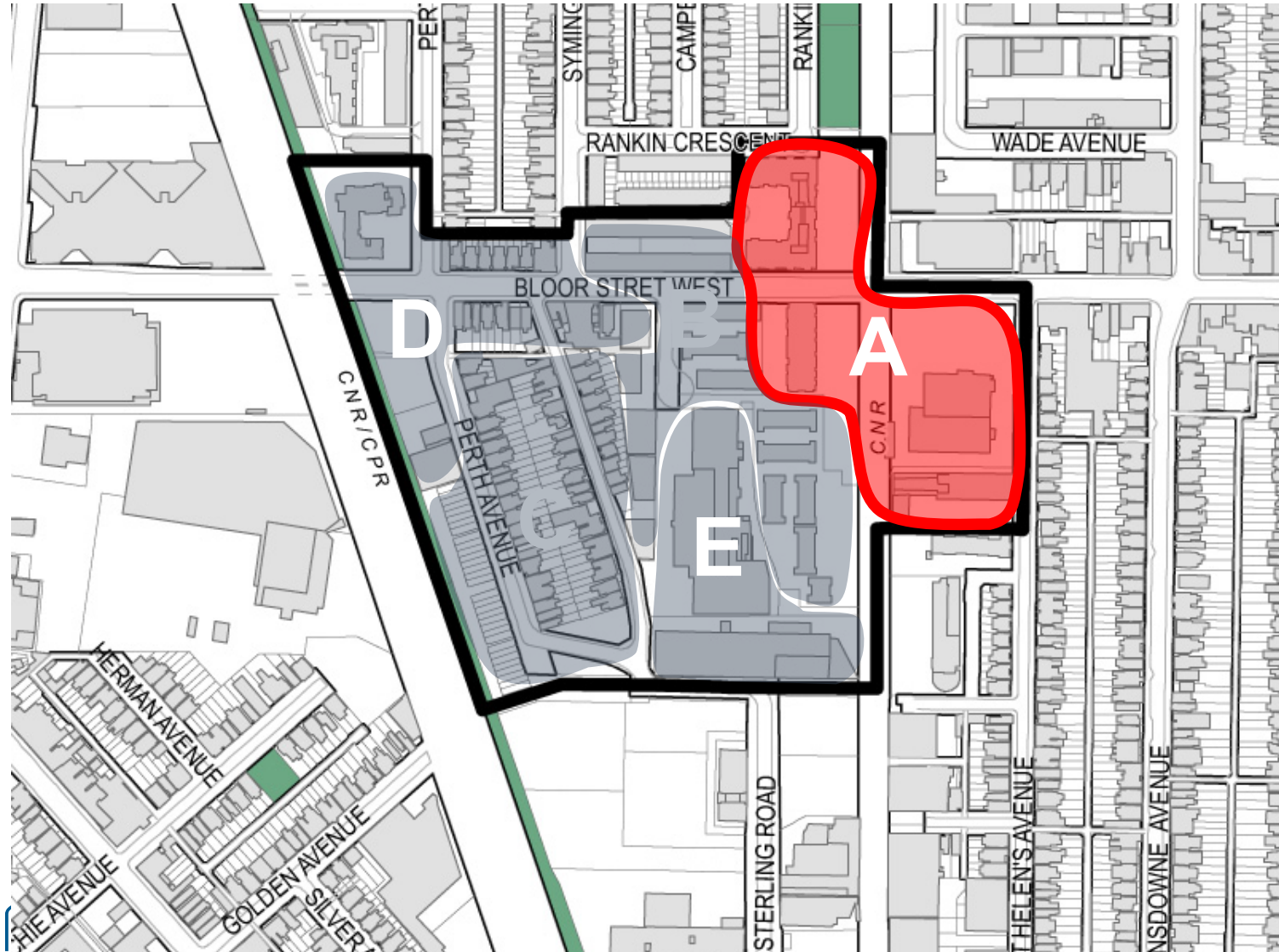
Character Area D

Railpath Corridor

Character Area E

Industrial Legacy

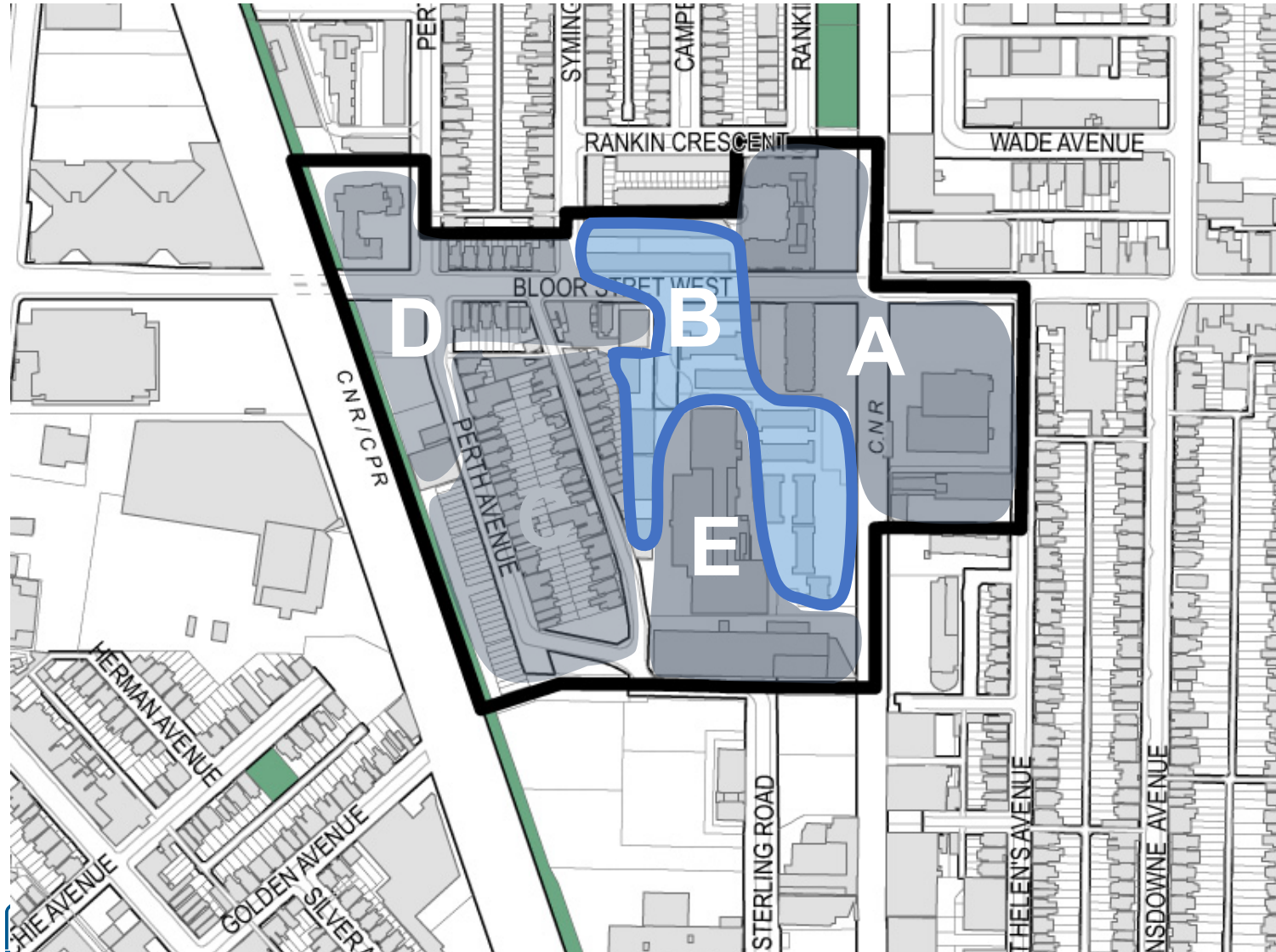
Area A: Transit Hub Zone



Height Peak for the Area

- Existing context has **tall buildings and large lots** that can accommodate taller buildings
- Higher density compatible within proximity to future multimodal **transit hub** in this area
- Generous setbacks** will be required from Bloor Street to allow for public realm improvements and **new open spaces**
- Transition** needs to be provided towards lower neighbourhoods to the east and south.
- Tall buildings will **not cast new net shadows** on existing and future Parks and Open Spaces

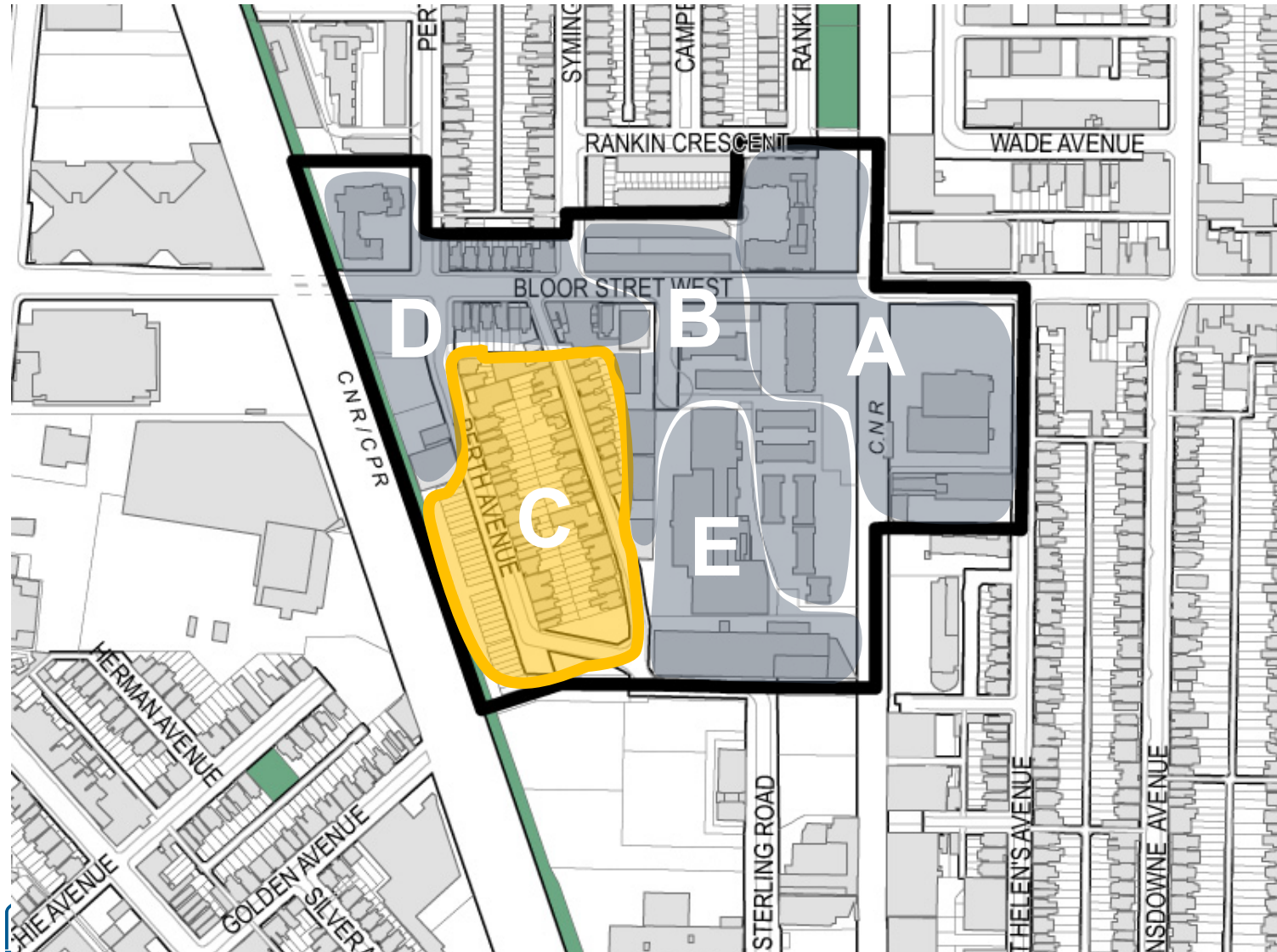
Area B: Transition Zone



Transition area with Gentle Intensification

- Big but not very deep lots, with **mostly low scale residential** buildings and some industrial buildings
- Existing patterns call for gentle intensification with **low-rise to mid-rise buildings**
- Opportunity for increased building setbacks **along Ruttan Street** to allow for public realm expansion.

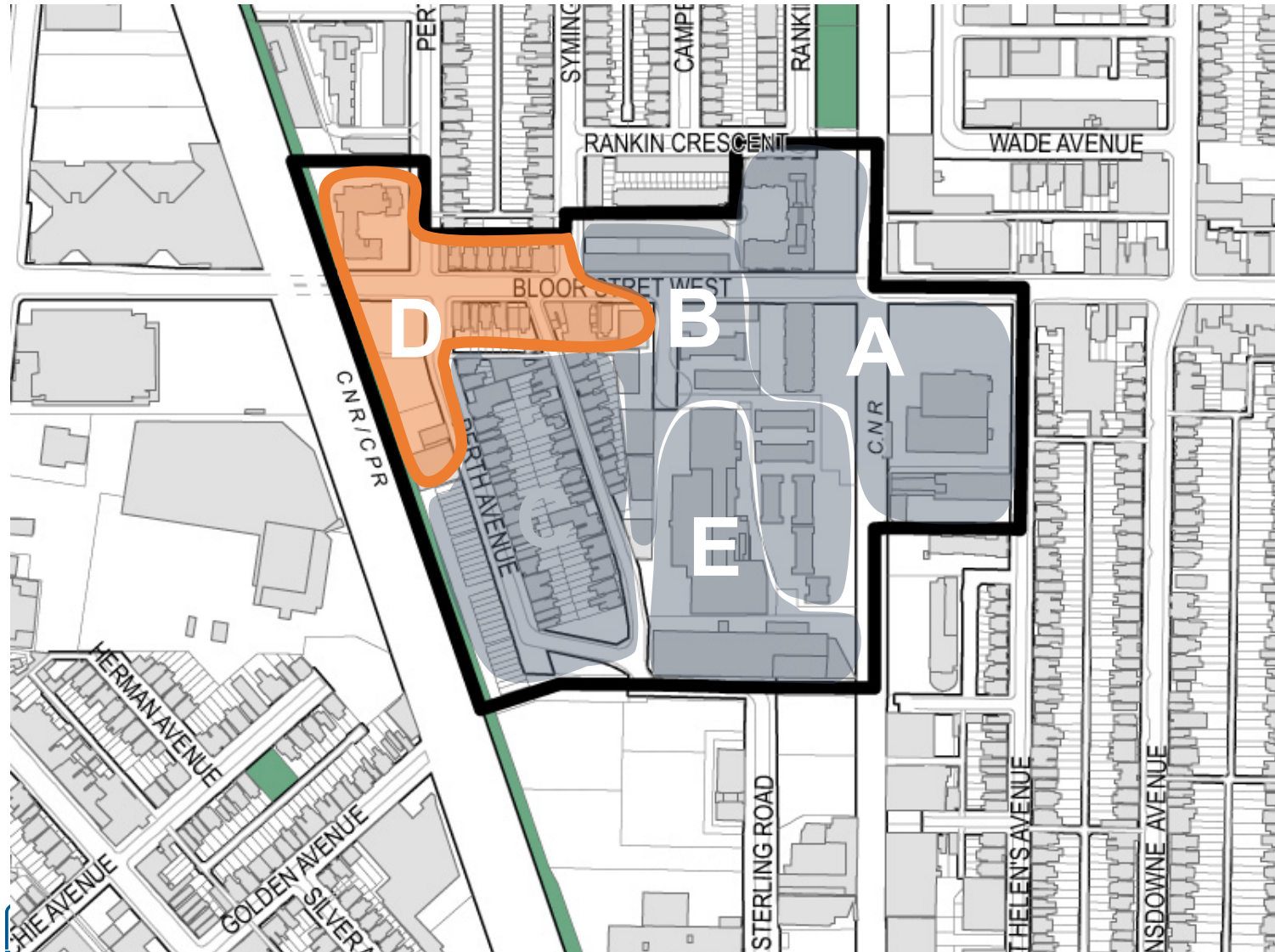
Area C: Perth and Sterling Village



Lower scale Residential Developments

- Small and narrow lots suitable for **low-rise built form**
- New development to be sensitive to existing, stable residential character.

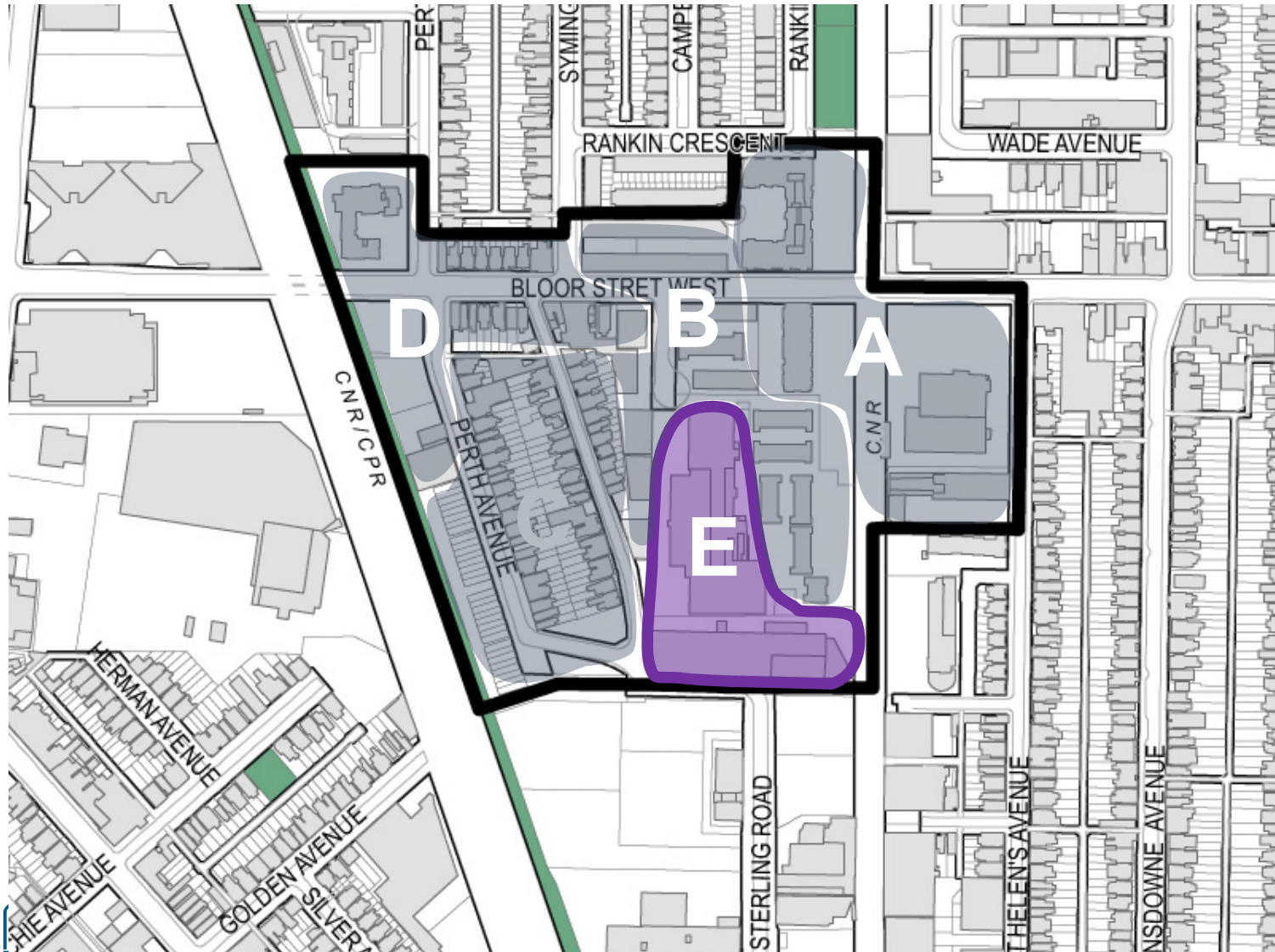
Area D: Railpath Corridor



Gradual Intensification

- Bigger lots and *Mixed-use* designation may allow opportunities for higher buildings, but **not as tall as Character Area A**
- Height of buildings will be tied to its ability to meet required **separation distances**
- Opportunities to **add open spaces / connections** that leads into the Railpath
- **Generous setbacks** from Bloor Street to allow for public realm
- **Transition** needs to be provided towards the low-scale residential areas to the south.

Area E: Industrial Legacy



Intensification Fitting with Existing Industrial Character

- Large former industrial lots allow for sensitive density.
- **Heritage considerations** for any new development.
- Building setbacks will be required to open up the area with new **public streets, pedestrian connections** and **sensitive to heritage buildings**.
- **Transition** to be provided towards lower residential buildings to the east and west.

Discussion & Feedback



Next Steps

- Refinements to:
 - Vision Statement
 - Public Realm Network
 - Character Areas
- March 4, 2021: Community Meeting #2 to present draft work and obtain and feedback
- Q1/Q2: Final Staff Report on the Planning Framework to TEYCC

Thank You for Attending!

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Bloor Study Webpage link:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/bloor-street-study-perth-to-st-helens-avenue/>

