

Bloor Street Study: Perth Avenue to St. Helens Avenue

Community Consultation Meeting # 2

April 12, 2021





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Land Acknowledgment

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. | Opening Remarks |
| 6:35 - 6:40 p.m. | Study Team Introductions & Study Timeline |
| 6:40 - 7:20 p.m. | Planning, Urban Design & Heritage Staff Presentation |
| 7:20 – 8:25 p.m. | Discussion and Feedback |
| 8:25 - 8:30 p.m. | Closing Remarks |

Study Team

- **Dan Nicholson, Victoria Fusz & Patrick Miller** Community Planning, City Planning
- **Setareh Fadaee & Ran Chen** Urban Design, City Planning
- **Gary Miedema & Nathan Bortolin** Urban Design (Heritage Preservation Services), City Planning
- **Susan Kitchen & Jane Welsh** Strategic Initiatives, Policy & Analysis (Community Services & Facilities), City Planning
- **Brent Fairbairn & Nigel Tahair** Transportation Planning, City Planning
- **Greg Tokarz, Allison Meistrich, Brian Anders, Janet Lee & Brendan Rice** Transit Implementation Unit, City Planning
- **Andrea Bake & Rosanne Clement** Parks Development, Parks, Forestry & Recreation
- **Daniel Reynolds** Development Planning & Review, Transportation Services
- **Ellen Kowalchuk & David Deo** Common Bond Collective

Bloor St Study Community Consultation

Phase 1 Planning Framework:

- 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
- April 12, 2021 Community Meeting #2
- April 21, 2021 Community Services & Facilities Working Group Meeting #1
- Q2 2021 Final Staff Report on Planning Framework to TEYCC

◀ **WE ARE HERE**

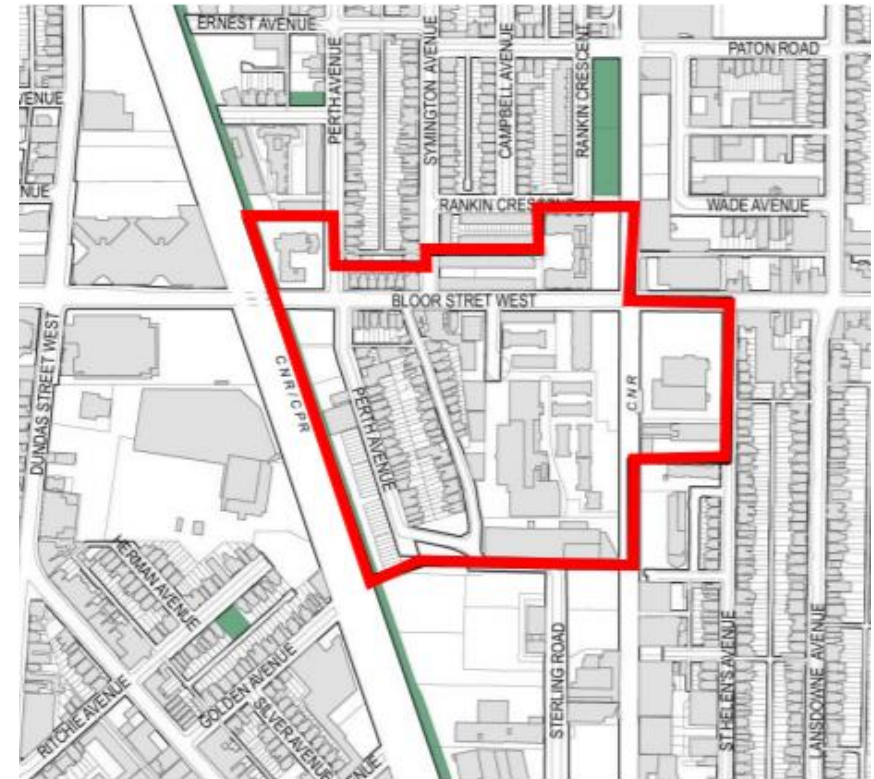
Bloor St Study Planning Framework



City Council Motion

adopted July 28, 2020

- City Council instructed the Chief Planner and Executive Director, City Planning to undertake an area study generally bounded by;
 - the north side of Bloor Street West;
 - St. Helen's Avenue to the east;
 - the Kitchener GO Rail corridor to the west; and
 - Sterling Road to the south
- The Study was to develop a planning framework, including an evaluation of **appropriate built form**, **transportation and pedestrian networks**, an overall **public realm strategy** including parks and open spaces and **potential heritage sites**
- Phase 2 will consist of an Official Plan Amendment and/or a Site and Area Specific Policy to implement the findings of the Phase 1 Planning Framework



Bloor St Study Objectives & Discussion Today

Create a new **vision** for the area and develop a new Planning Framework by:

- Identifying and defining future **street networks** and **character areas** within the Study Area;
- Determining the **appropriate built form** criteria;
- Identifying opportunities for **public realm improvements** including pedestrian and cyclist networks and open spaces; and
- Evaluating and identifying **potential heritage assets**

Today's Discussion

1. **Vision Statement**
2. **Heritage Review Update**
3. **Community & Services Facility Update**
4. **Transit Infrastructure**
5. **Public Realm Network**
6. **Character Areas**
 - **Built Form Recommendations**

What We've 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 Study Vision

Street lighting
behind Sterling
Studio spaces

Park Spaces

Keep bicycles
off sidewalks

Mobility

Wider
sidewalks

Affordable housing

Ample street
parking

Employment
Uses

Lively streets

What are your top 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)

Identifying the Study Area 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
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, improved 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 Study Vision Statement



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.

Developing the Vision Statement

- Resident responses to Question # 1 from the November 5th community consultation meeting
- Feedback received from focus groups: Stakeholder and Heritage
- Build on ideas expressed in previous planning documents
- Review and discuss with the Deputy Mayor's office
- Professional expertise as City staff in many disciplines

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.”

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 and cultural 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.

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Heritage Update



Cultural Heritage Resource Assessment

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

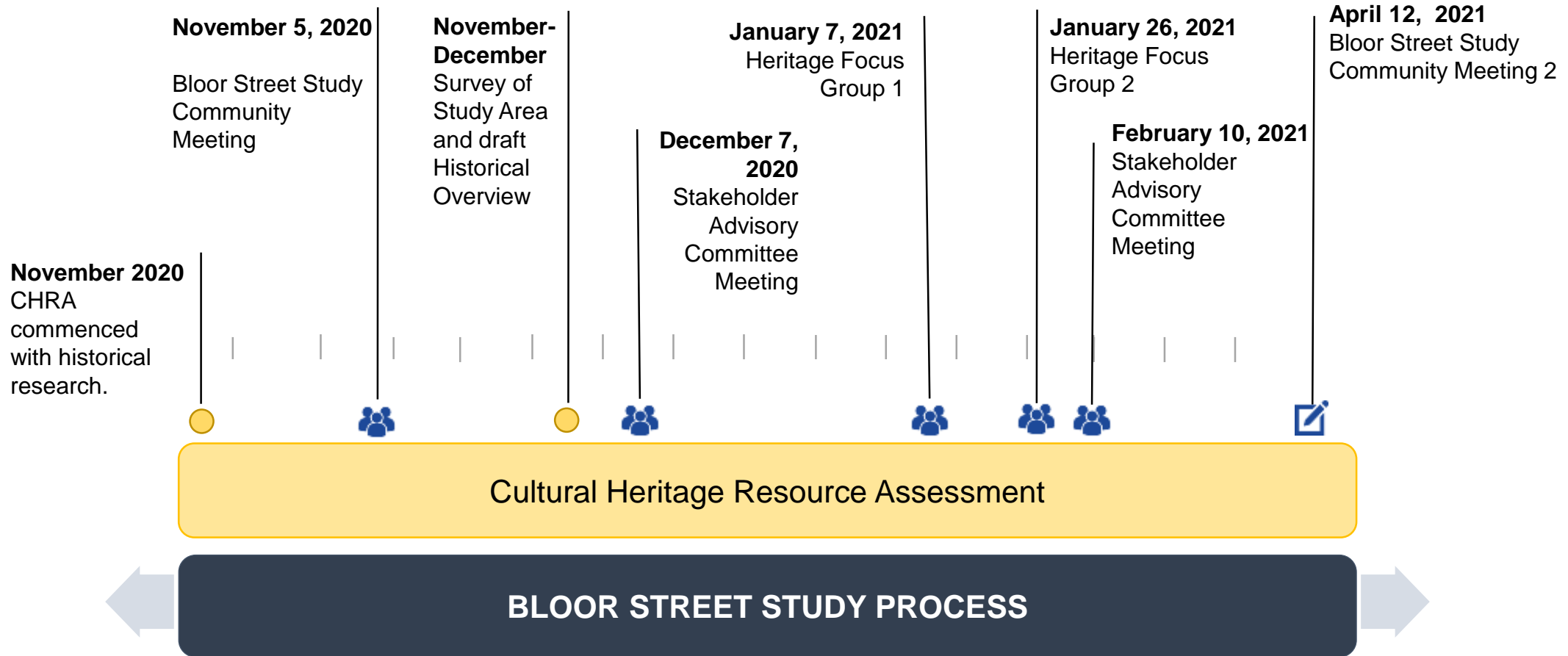
Cultural Heritage Resource Assessment

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](#))

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

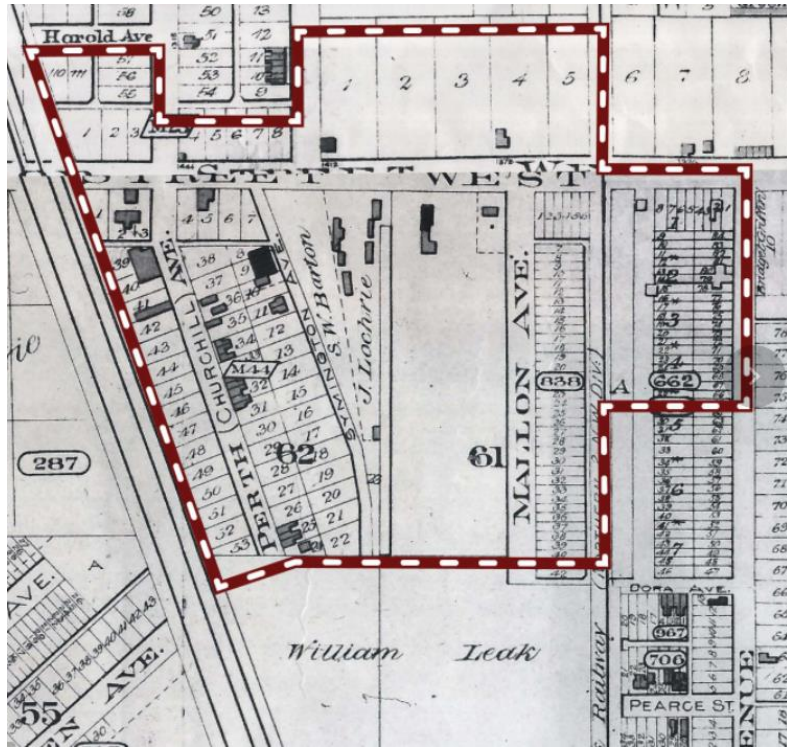
What We Heard From the Heritage Focus Group

- 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

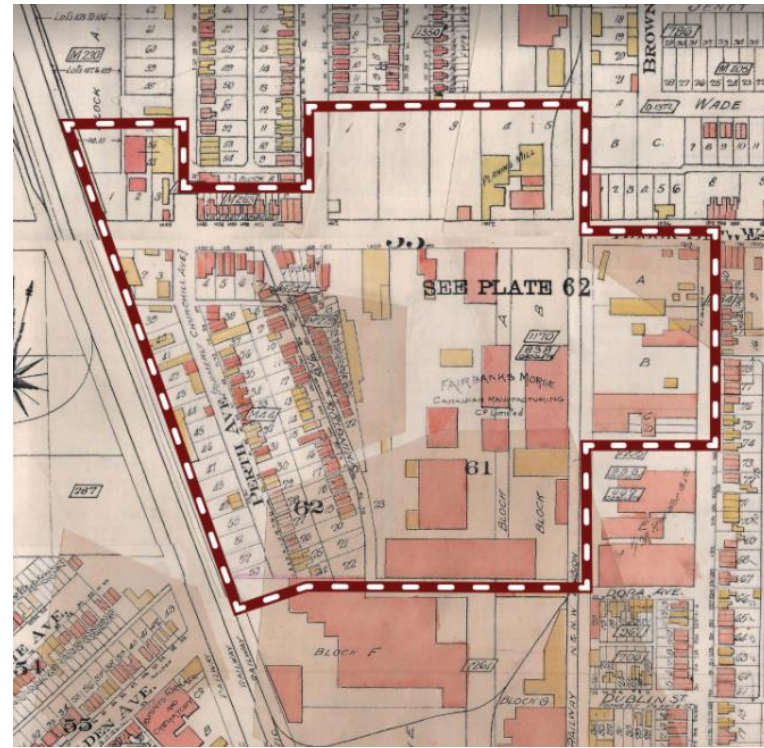
What We Heard From the Heritage Focus Group Cont'd

- 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

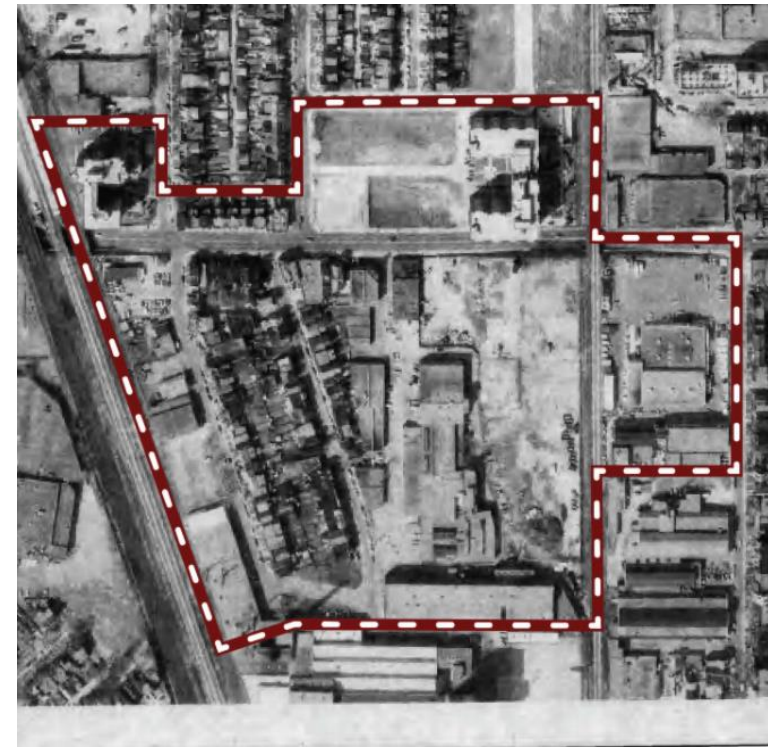
Historical Development of the Study Area



1903



1924



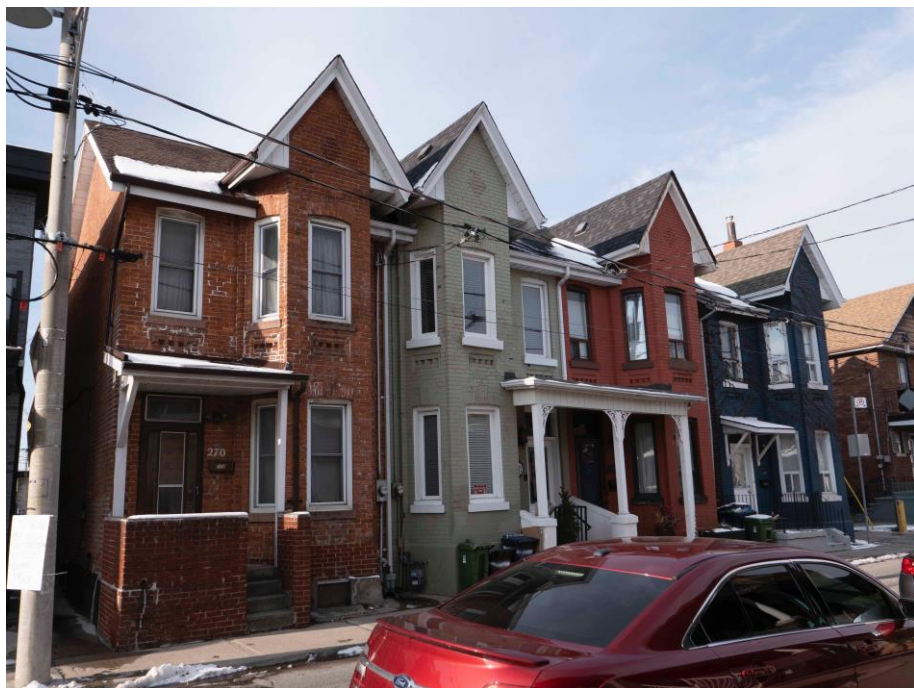
1992

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

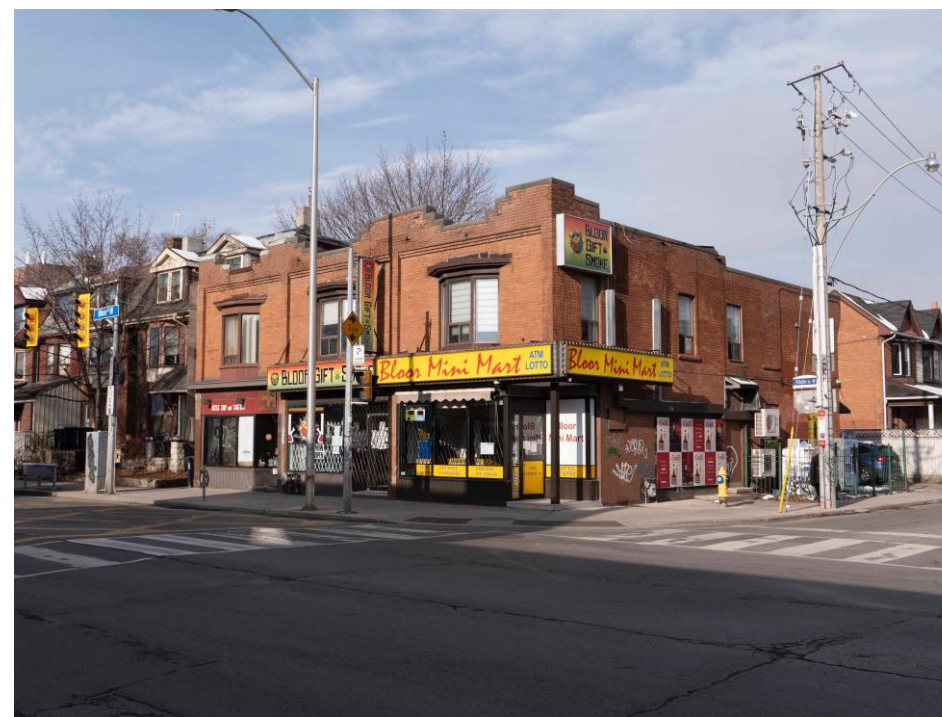
Built c1913

Identified Heritage Potential Properties

Theme: Urban / Commercial Development



1419 & 1421 Bloor Street West
Built c1910



1424-6 Bloor Street West
Built c1918

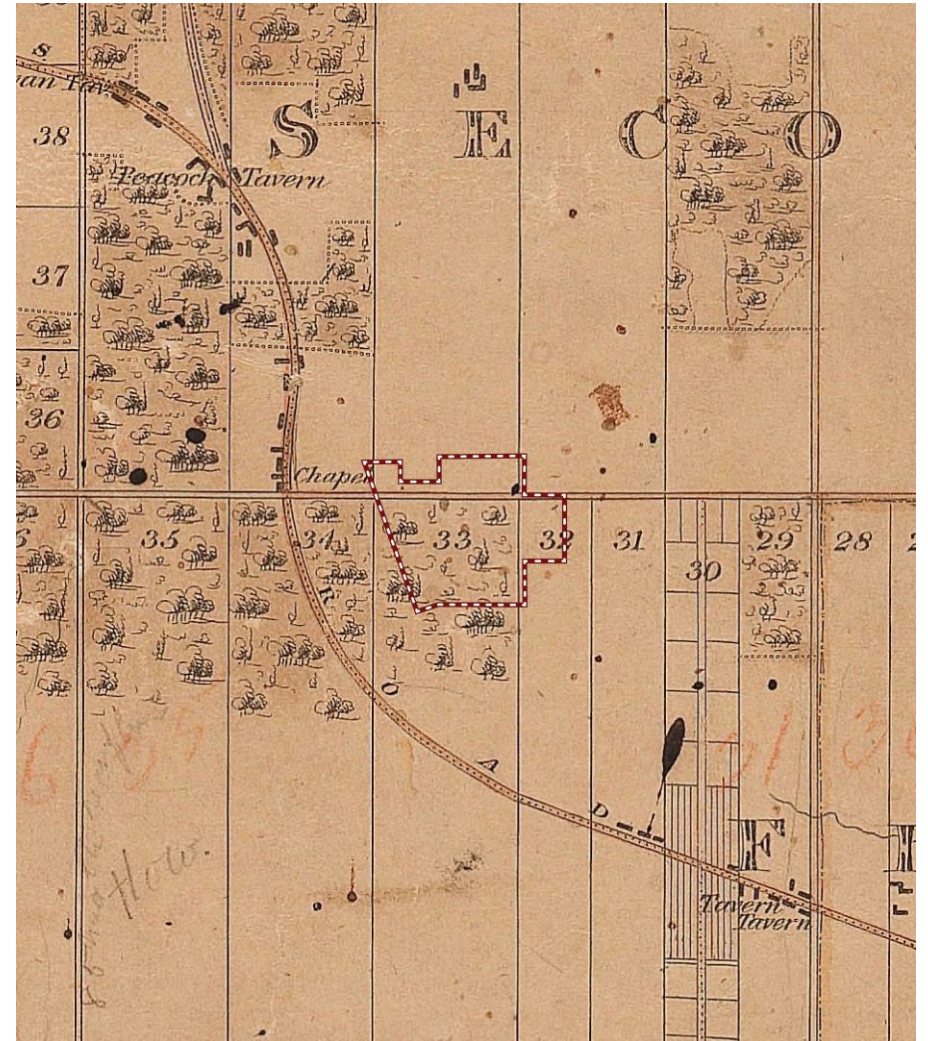
European Settlement 1790s to 1840s

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)

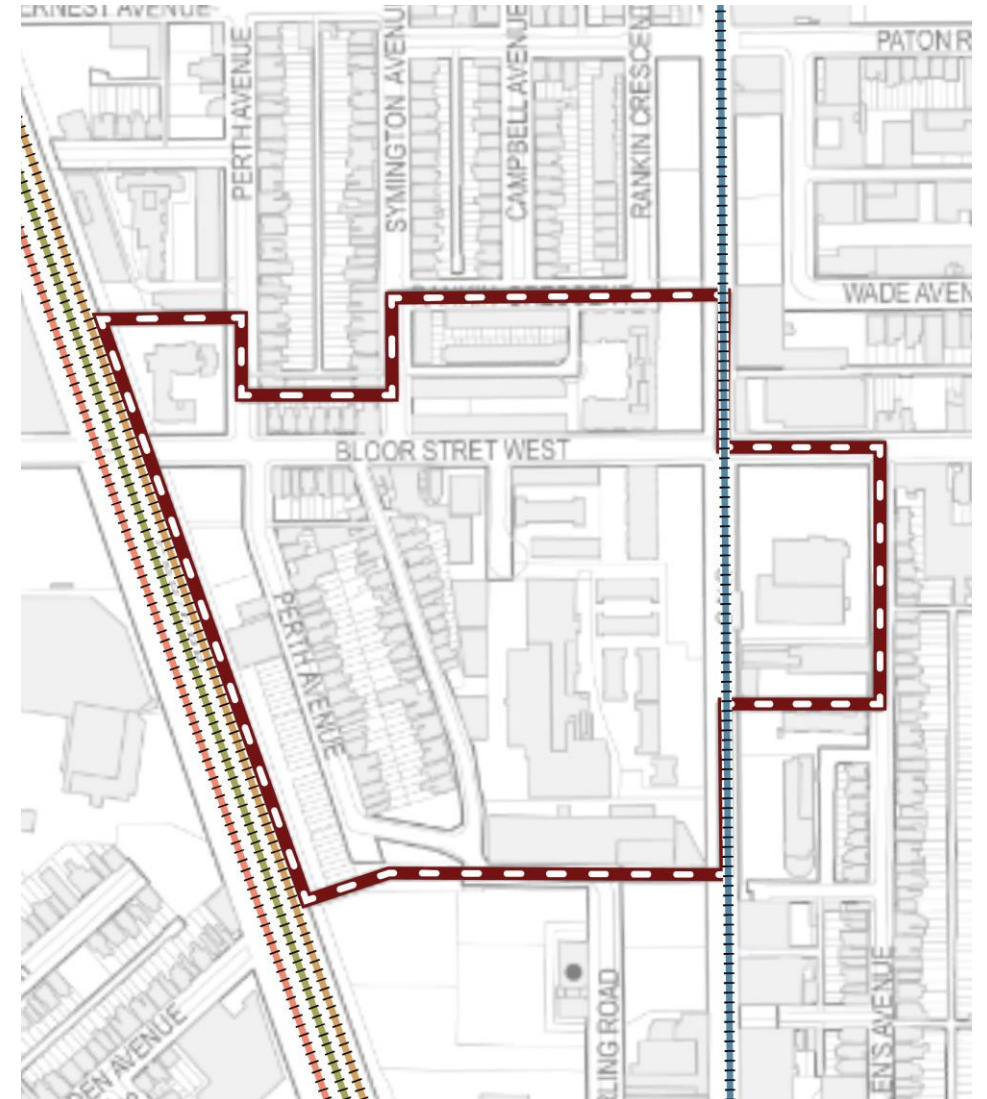
1856 - Grand Trunk (green)

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.

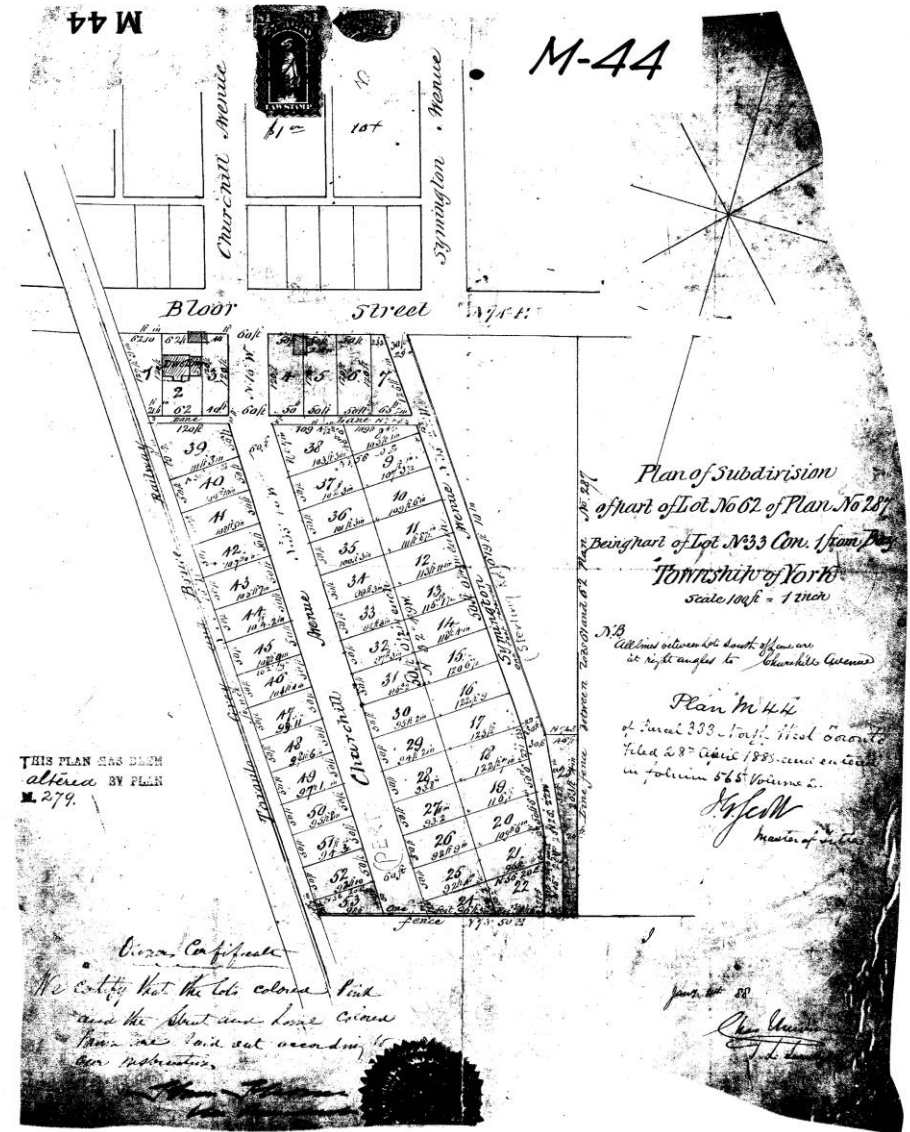


Study area built form with railway lines. City of Toronto, CBCollective, 2020.

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. Helens Avenue included millwork, dies, castings and clothing production.

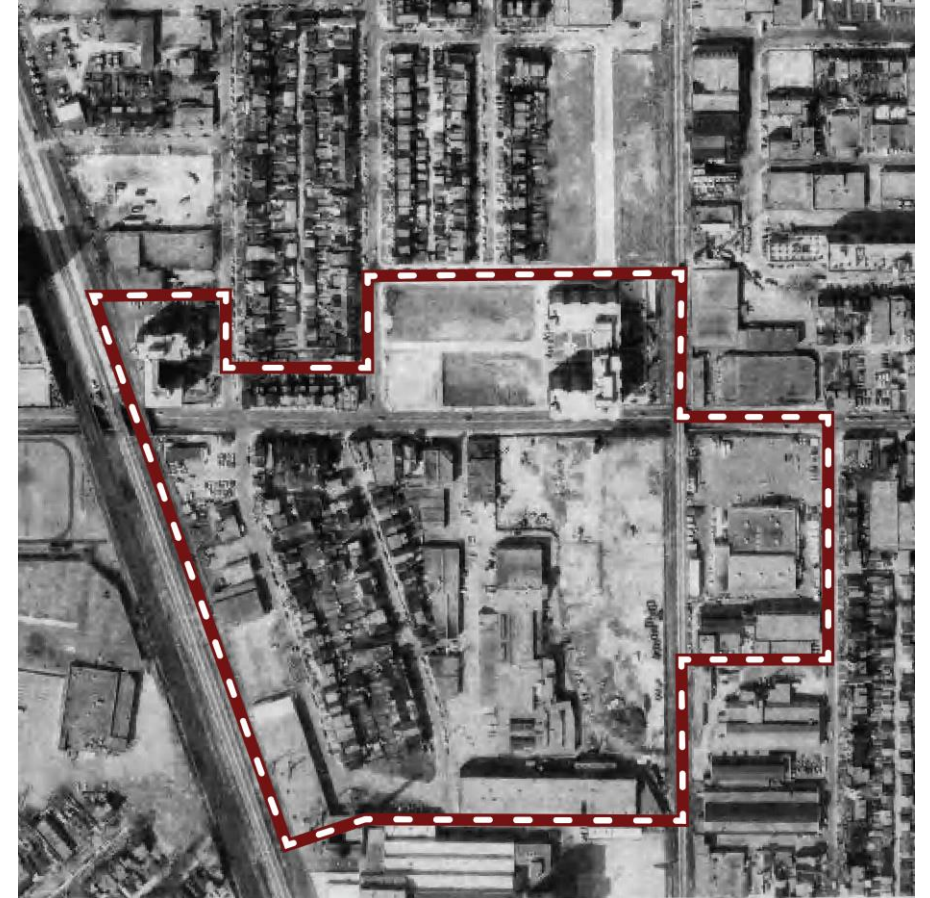


Arthurs-Jones Lithographing (left) and Moloney Electric Transformers (right), 1980. TPL.

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.

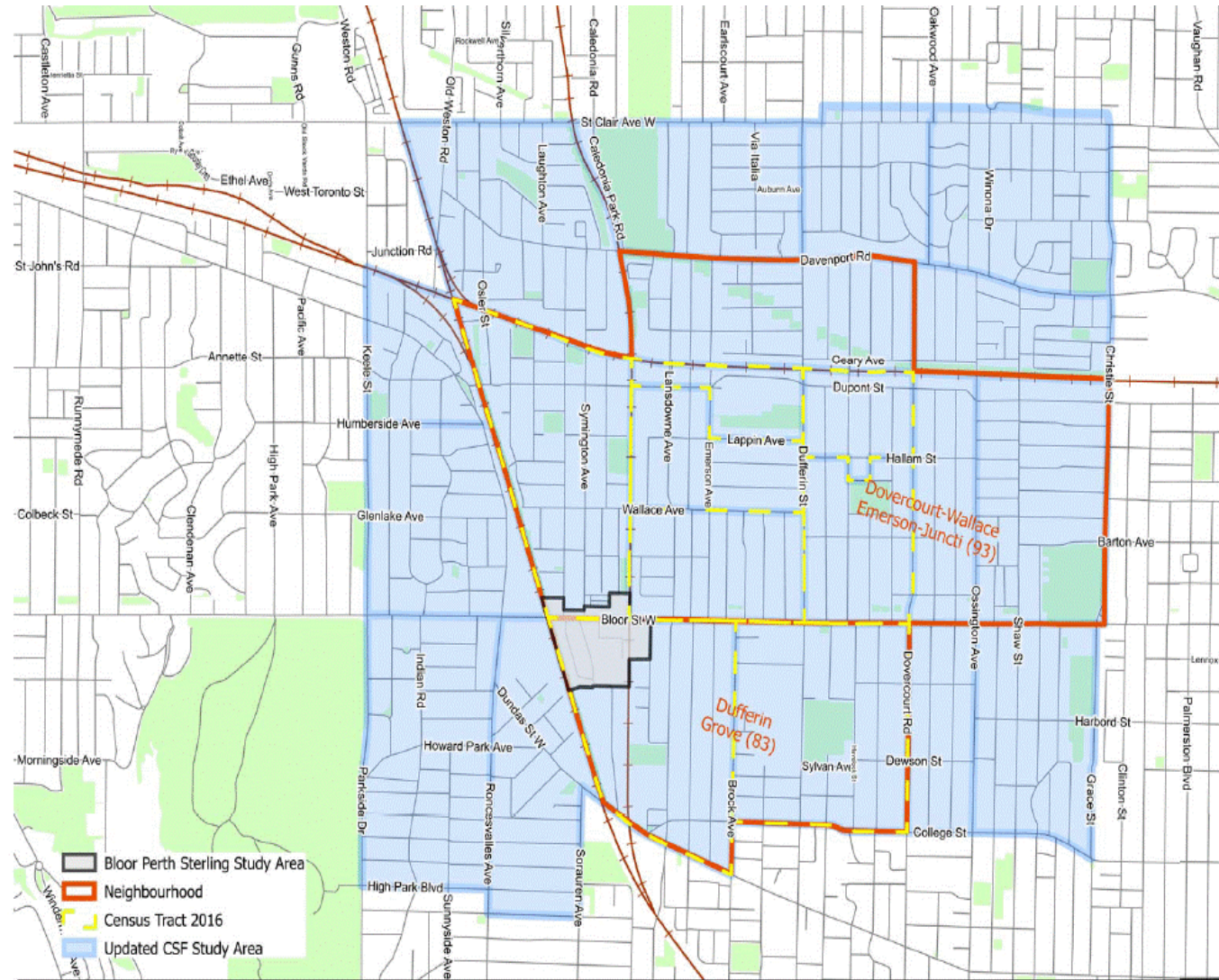


1992 aerial photo of study area. COTA/CBCollective 2020.

Community Services and Facilities Update



Community Services & Facilities Study Area



Key Considerations by Sector

The following are key considerations by Sector based on a population increase between 28,043 and 29,356



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 ft², aquatic centre, gym and a 62 space new child care, completion Springs 2023. Wabash CRC, 72,484 ft², indoor pool, gymnasium, flexible multi-purpose program space, anticipated construction 2023-2026

Key Considerations by Sector Cont'd



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



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

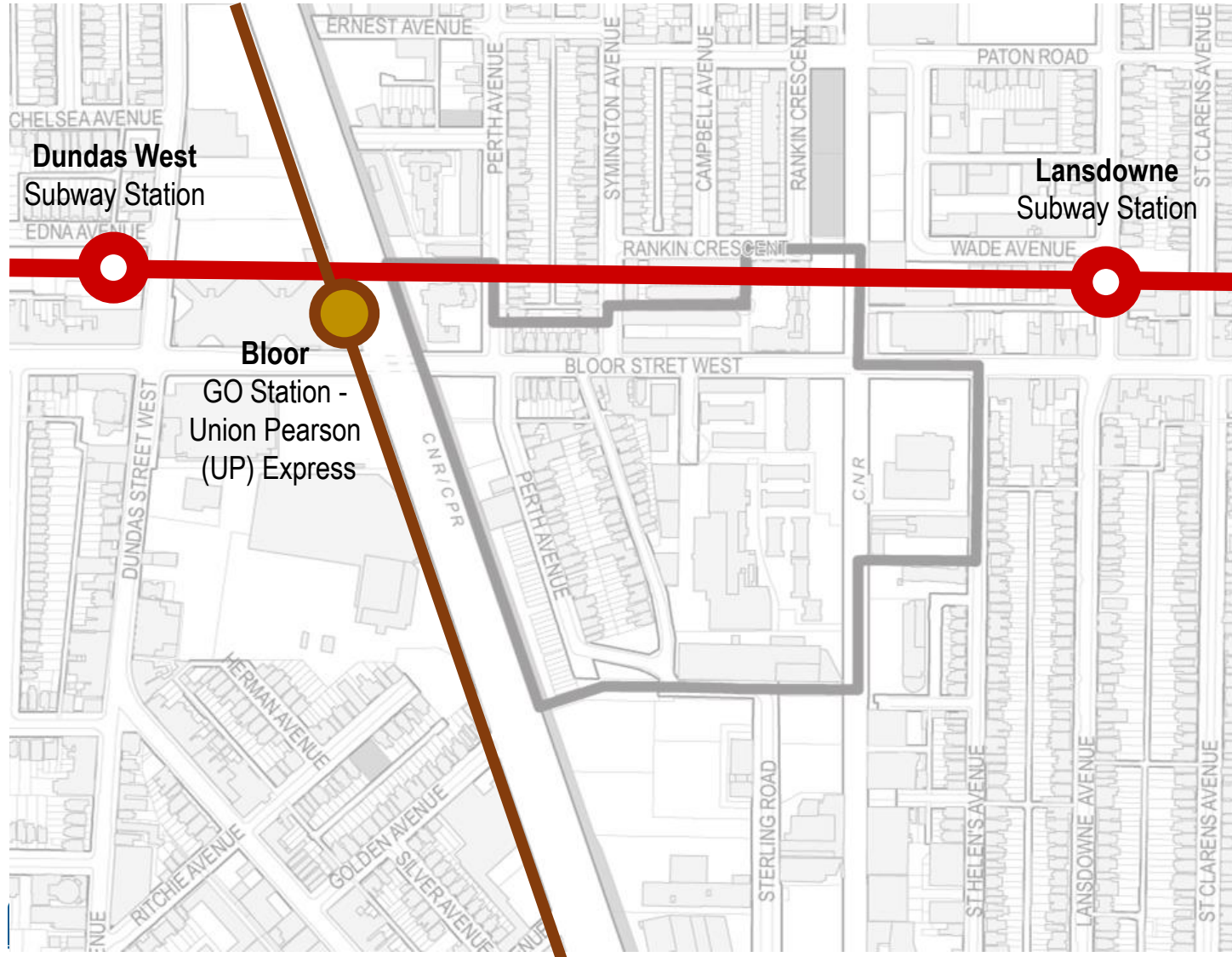
Next Steps

- Phase 2 for community services and facilities is to secure CSF priority in the future Site & Area Specific Policy for parkland provision, affordable child care, and community agency space
- The area is well served with library services with the replacement of the Perth- Dupont Neighbourhood Branch at 299 Campbell Avenue from 3,604 ft² to 10,000 ft²
- The area is well served with community recreation centre with the replacement of Wallace-Emerson (89,500 ft²) and the new Wabash Community Centre (72,484 ft²)

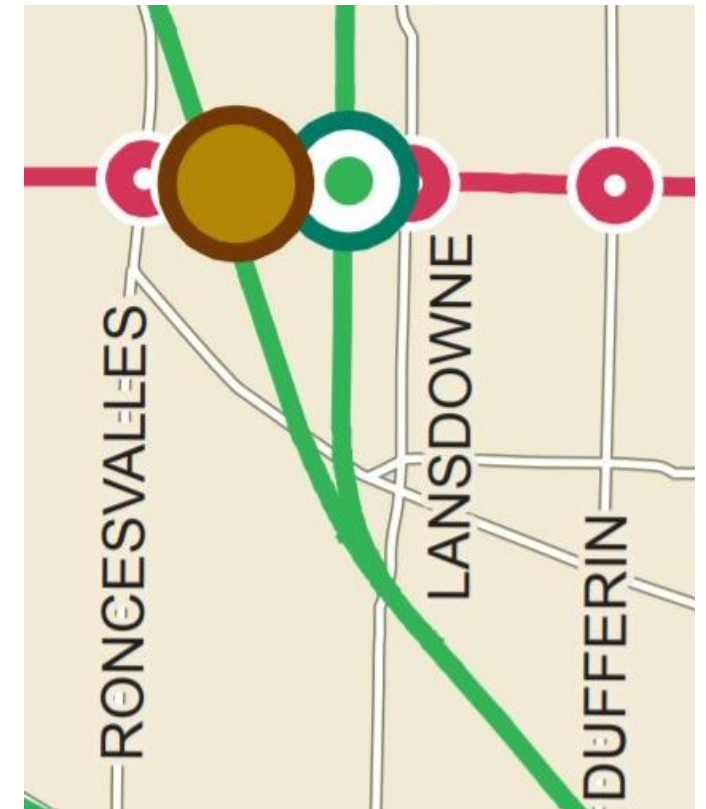
Transit Infrastructure





Transportation



OP Map 4: Higher Order Transit Corridors











Existing

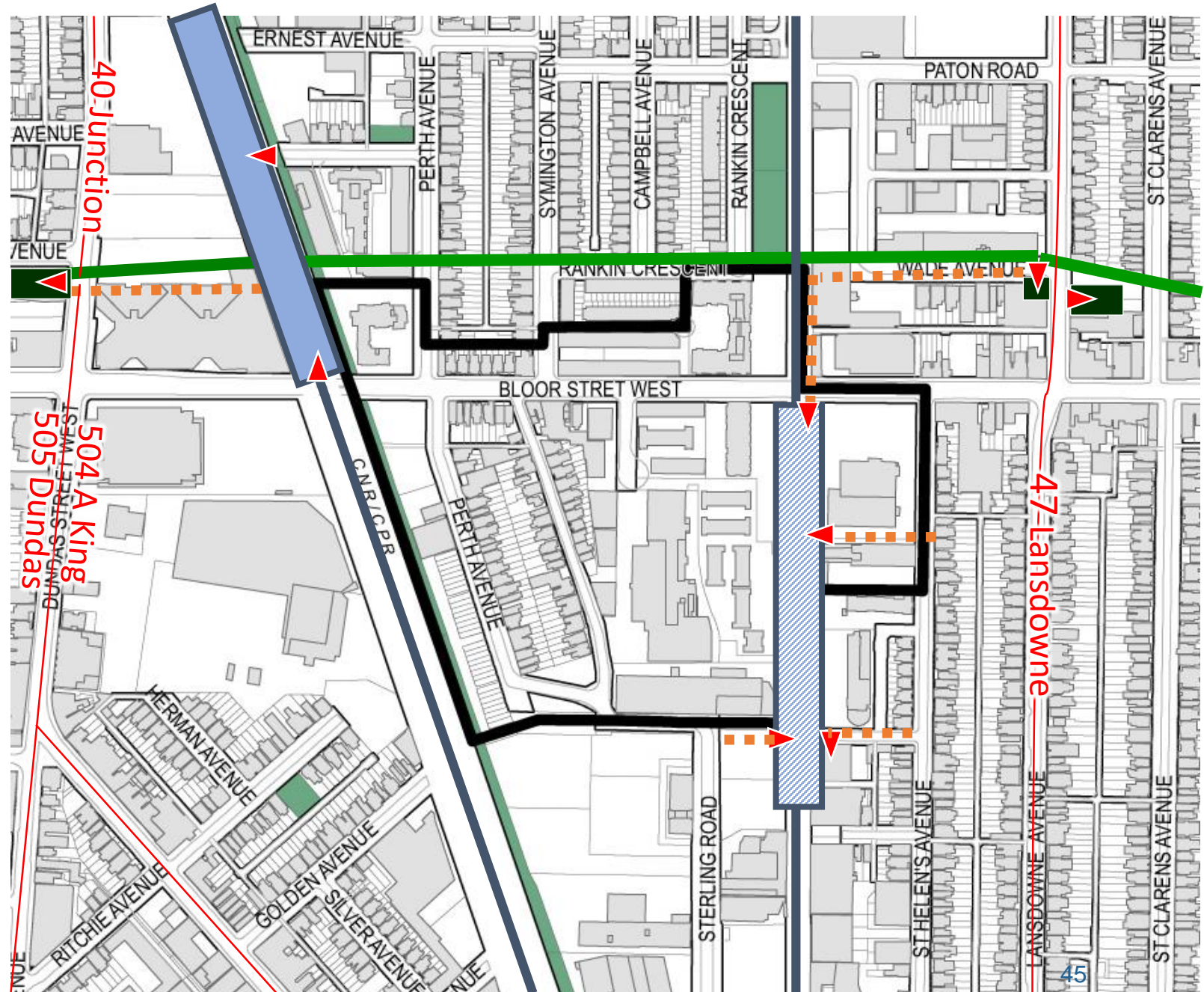
-  TTC Subway and LRT Lines
-  GO Rail Lines

Expansion Elements

-  Transit Corridors
-  GO/TTC Interchange GO
-  Rail Station

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



Public Realm Network

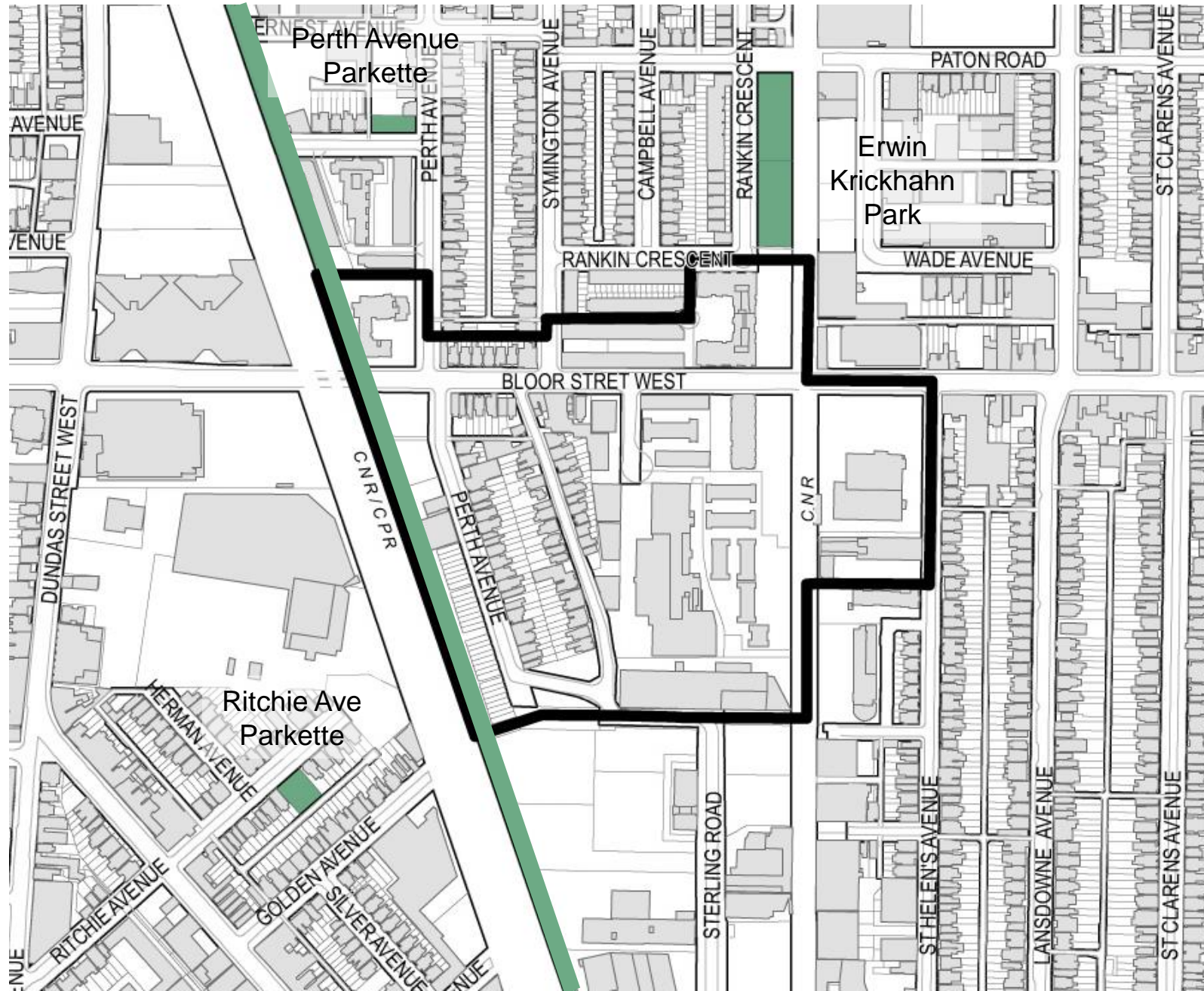


Public Realm Network

- Analysis of existing and proposed Parks & Open Space systems
- Developed through Public Feedback from Community Meeting #1
- Further revisions shaped by feedback received in focus groups

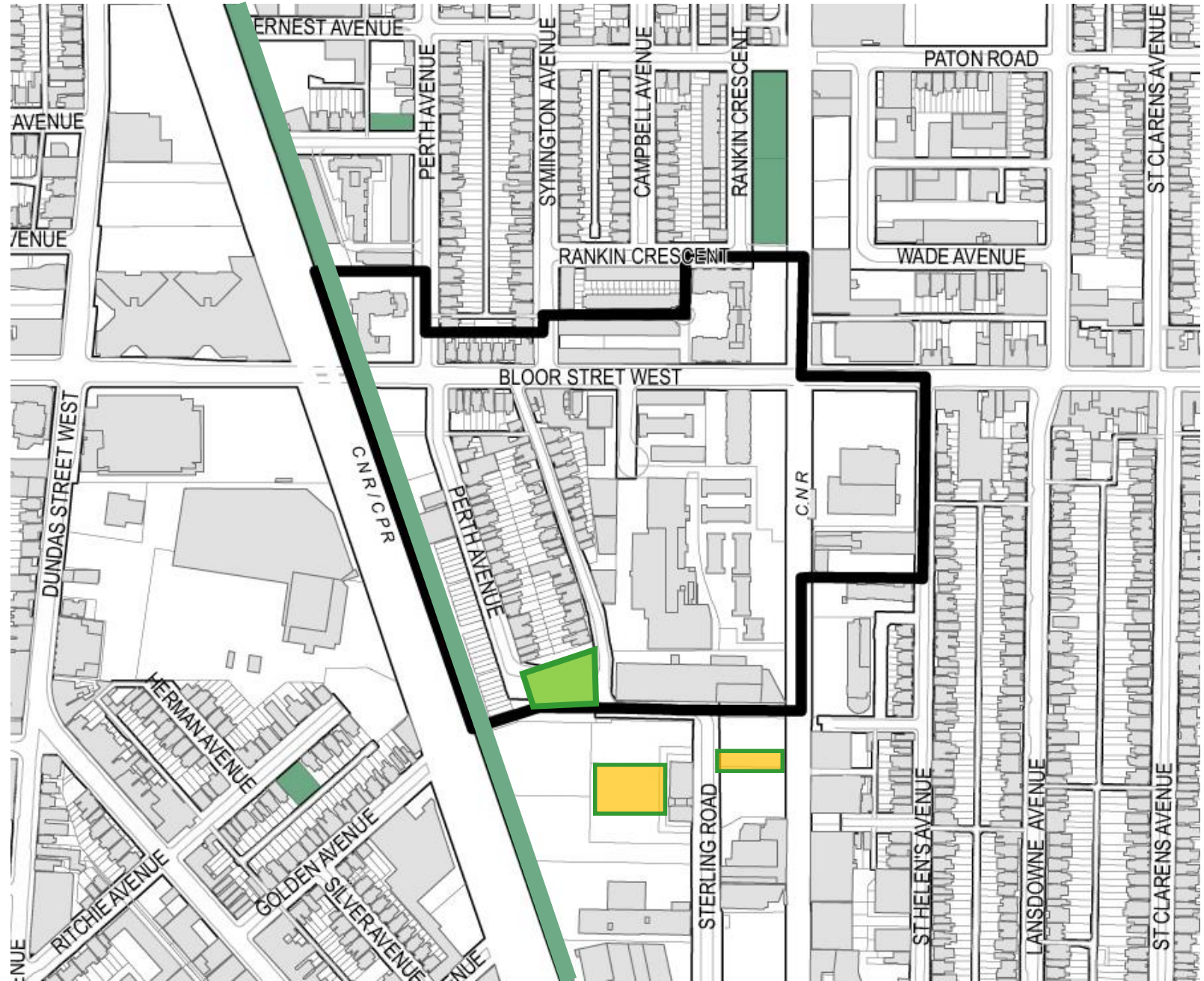
Existing Open Spaces

 Existing Parks



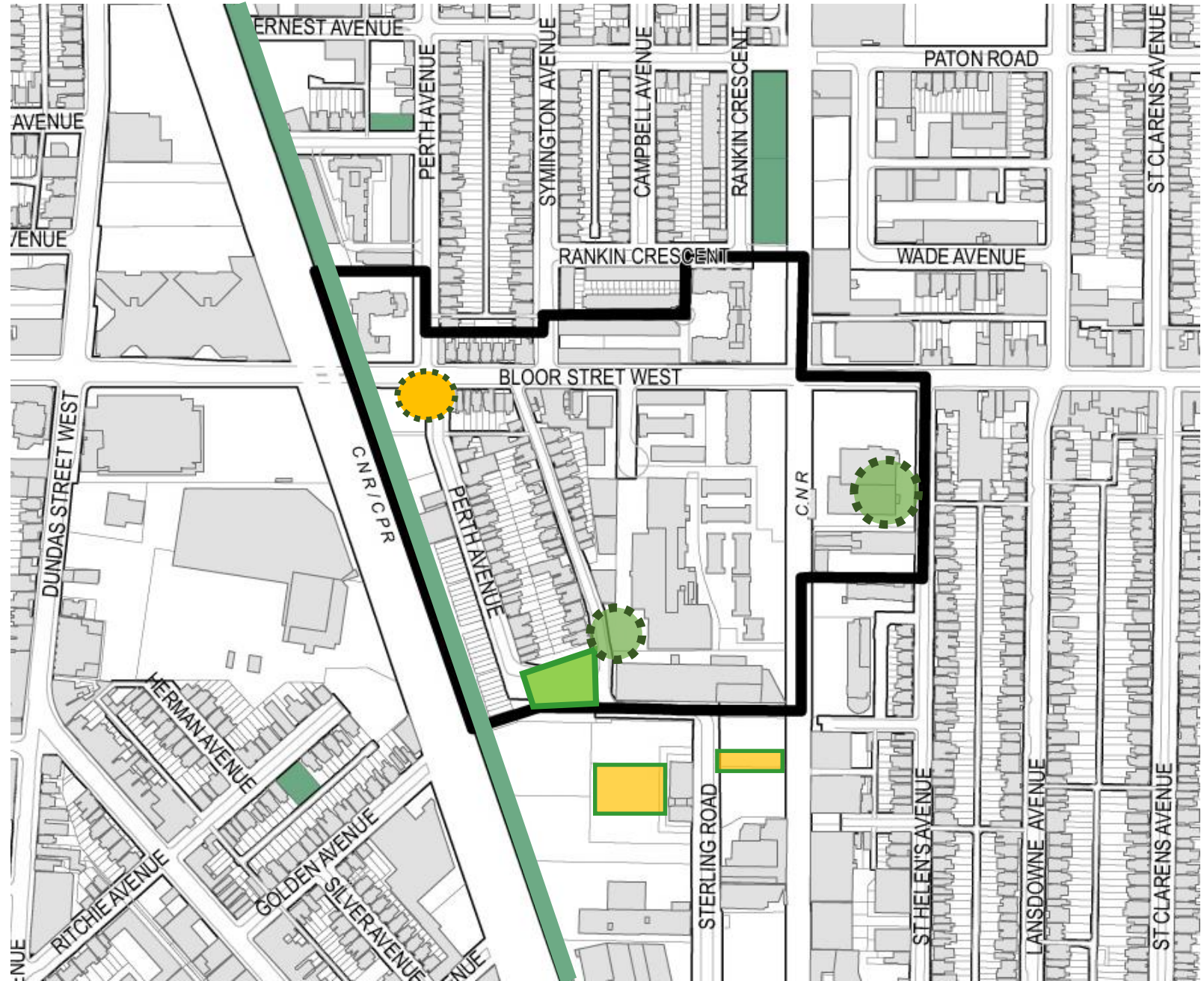
Proposed Open Spaces

- Existing Parks
- Proposed Parks
- Proposed POPS



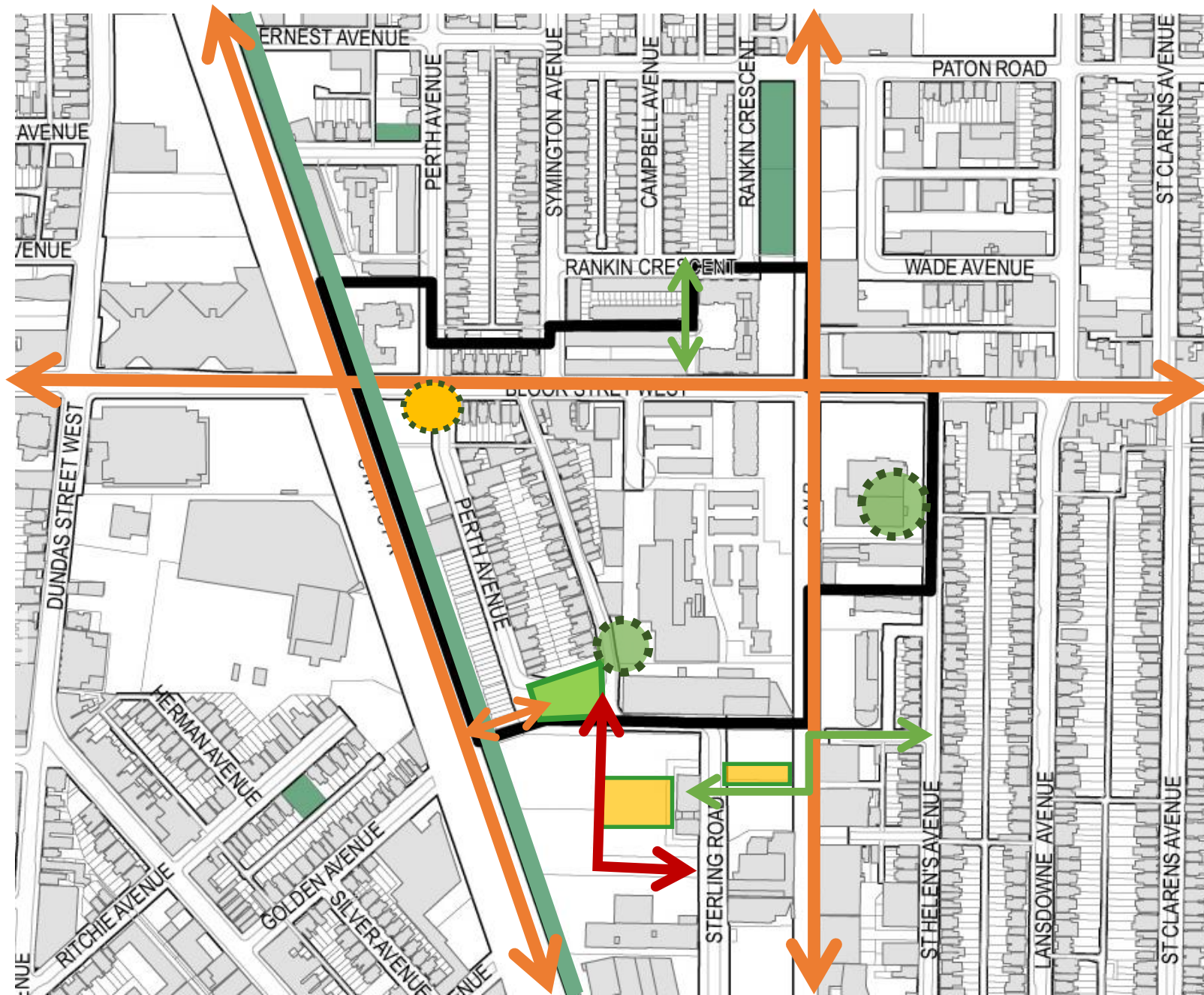
Potential New Open Spaces

- Existing Parks
- Proposed Parks
- Proposed POPS
- Potential New Park
- Potential New POPS



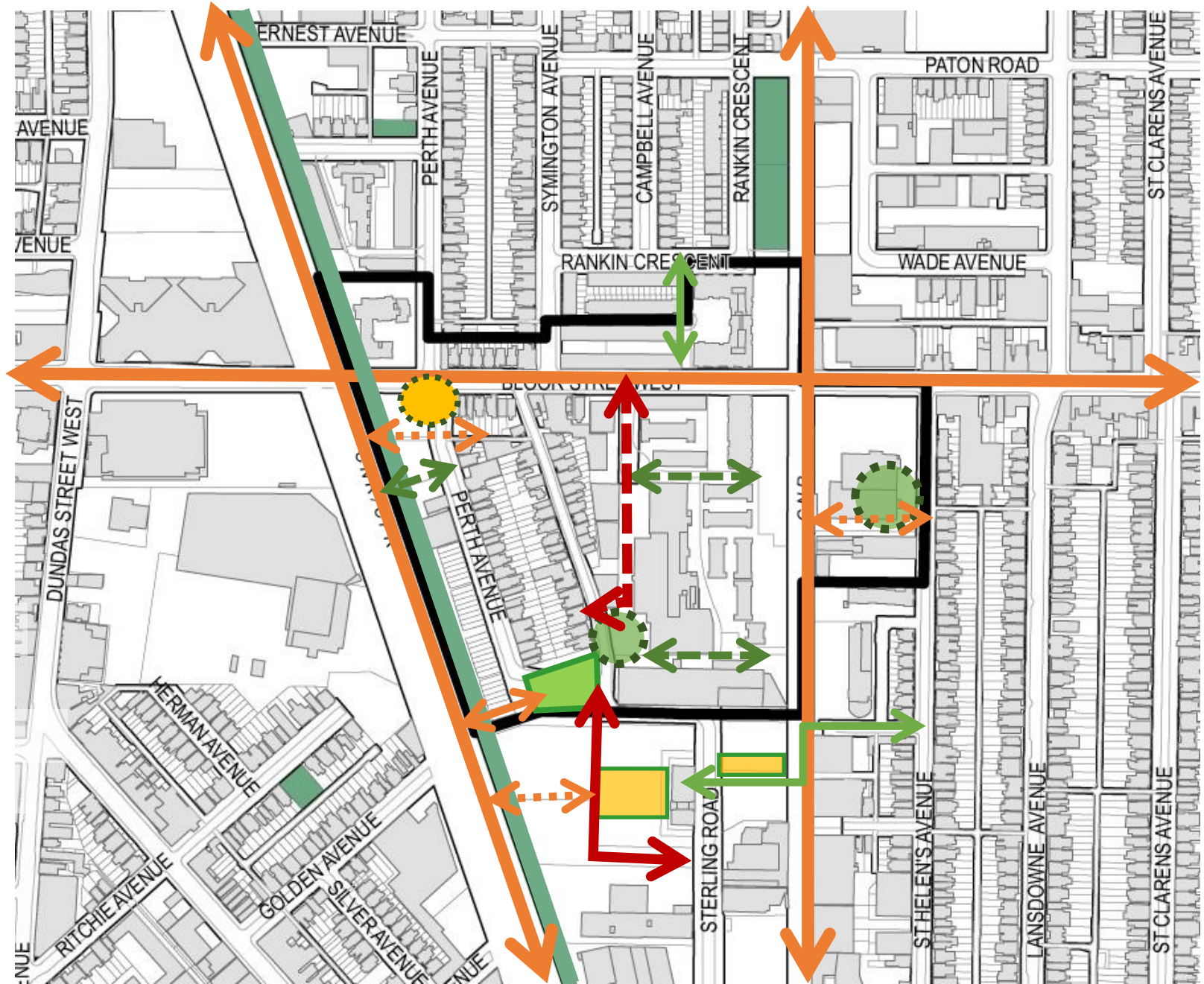
Existing and Proposed Connections

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






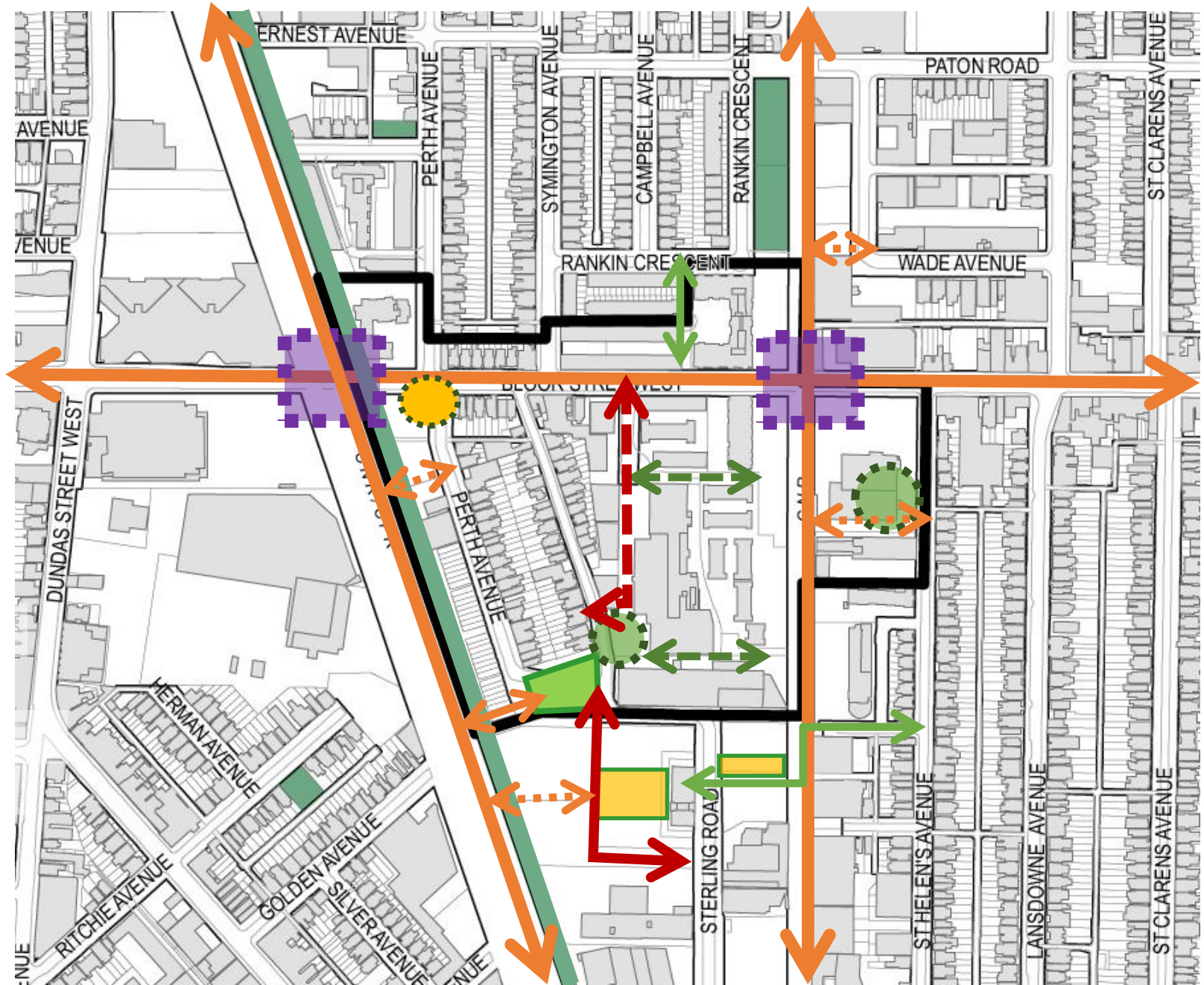
Potential New Connections

- 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



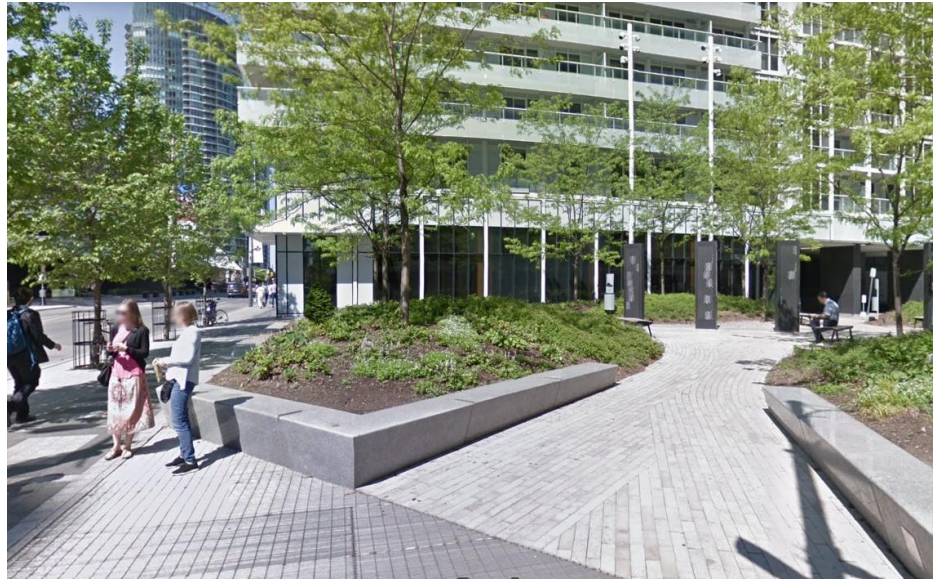
Public Realm Improvements

-  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

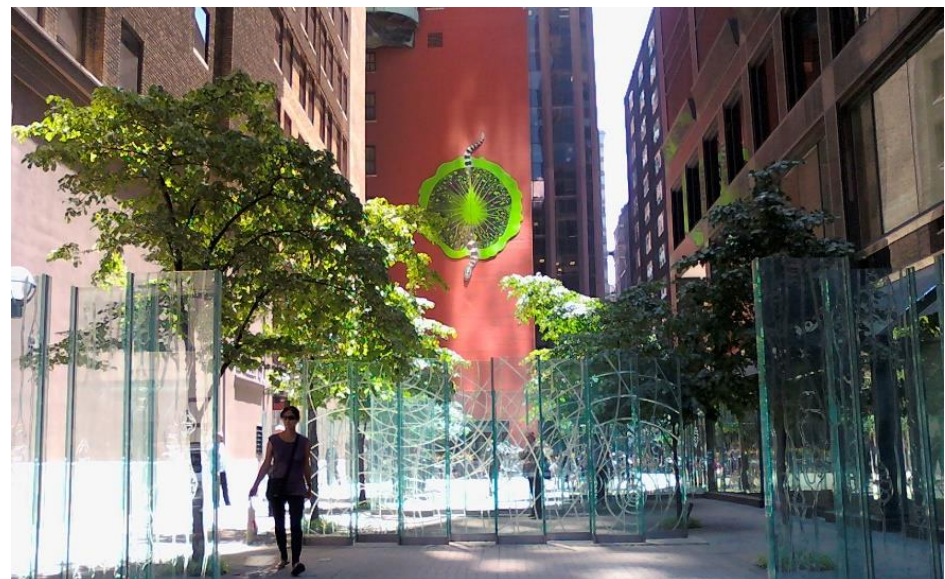


Public Realm Opportunities Identified

Parks and POPS



Pedestrian Connections



Public Realm Opportunities Identified

Railpath Connections

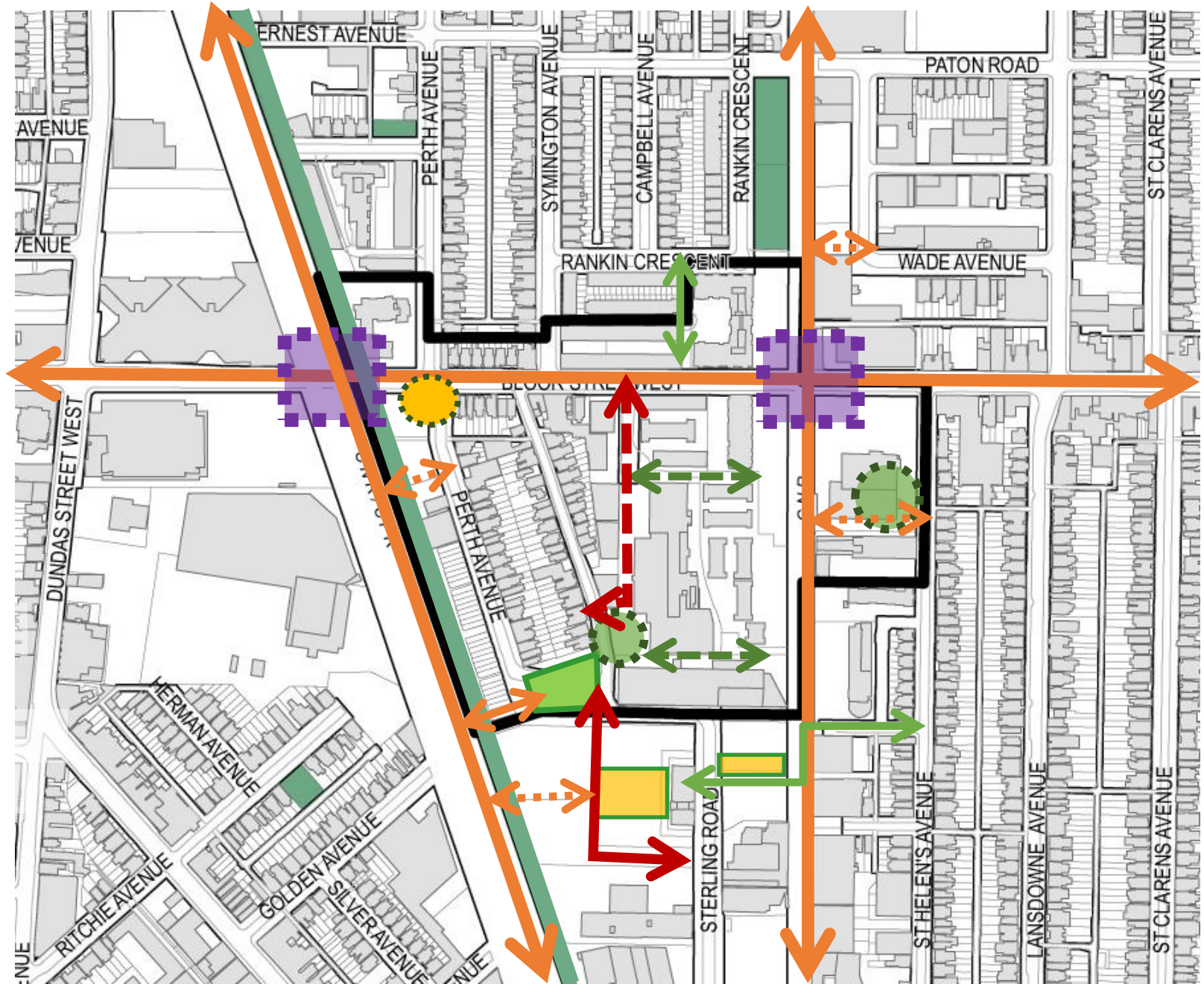


Underpass Improvements



Proposed Public Realm Network

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



Character Areas & Built Form Recommendations



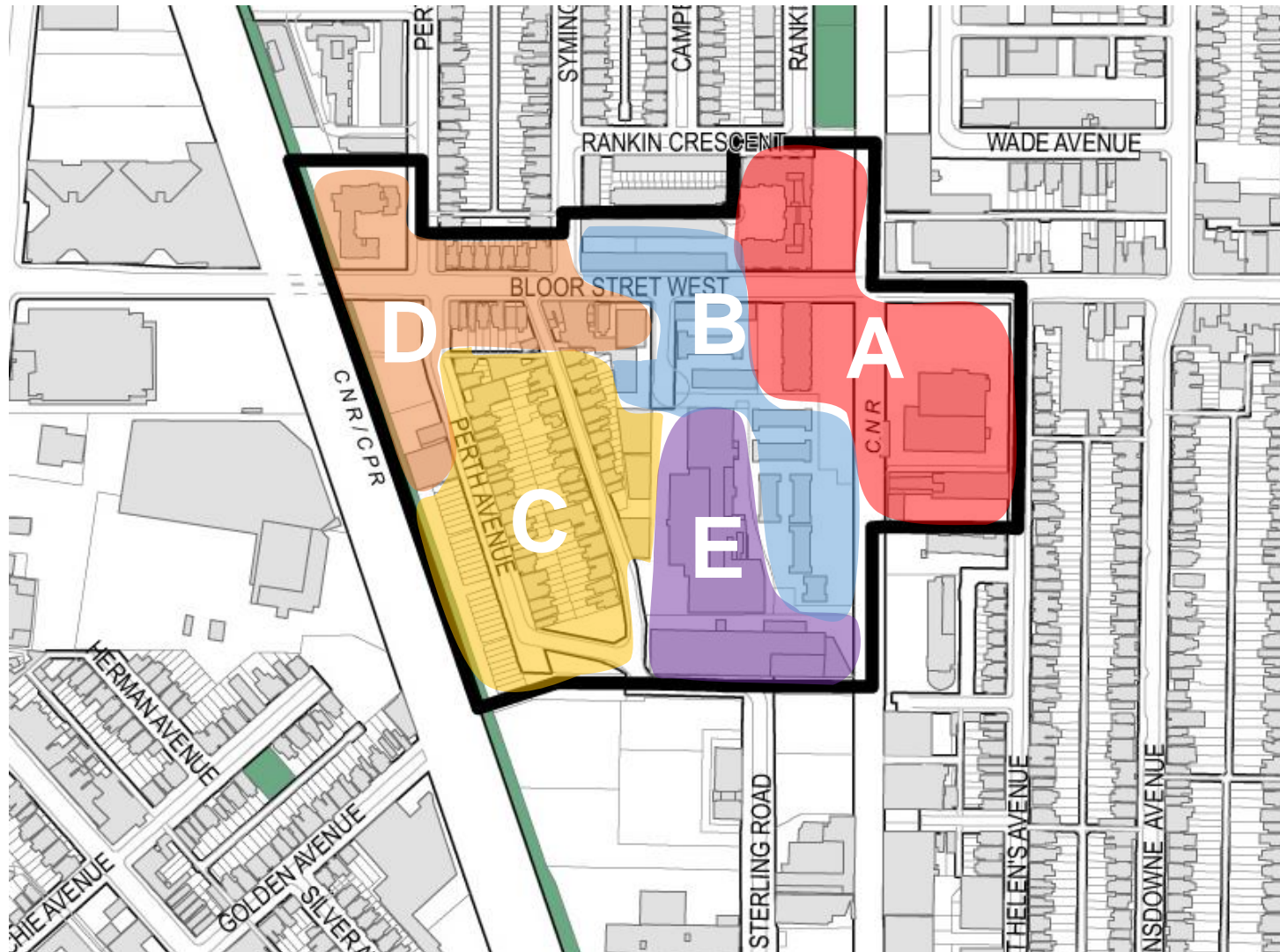
Character Area Recommendations

- Developed from analysis of existing conditions, active applications, and public feedback
- Includes existing character and desired future character
- Considers transportation infrastructure and heritage analysis

Official Plan Land Use Map



Character Areas



Character Area A

Transit Hub Zone

Character Area B

Transition Zone

Character Area C

Perth and Sterling Village

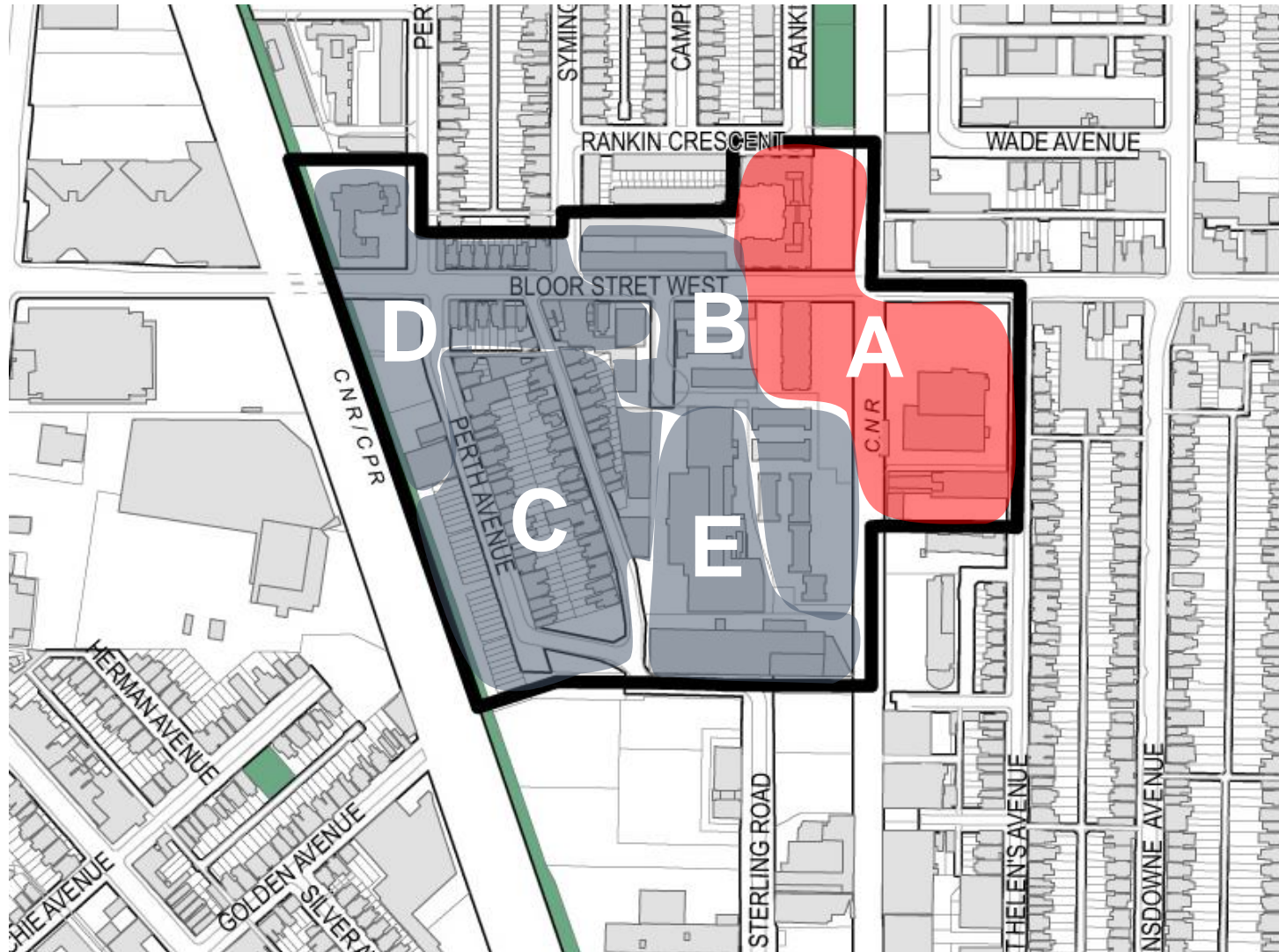
Character Area D

Railpath Corridor

Character Area E

Industrial Legacy

Character Area A: Transit Hub Zone



Transit Hub Zone Existing Conditions



Sidewalk condition along north side of Bloor St W



South side of Bloor St W at 1369 Bloor St W



Bloor St W, looking southwest

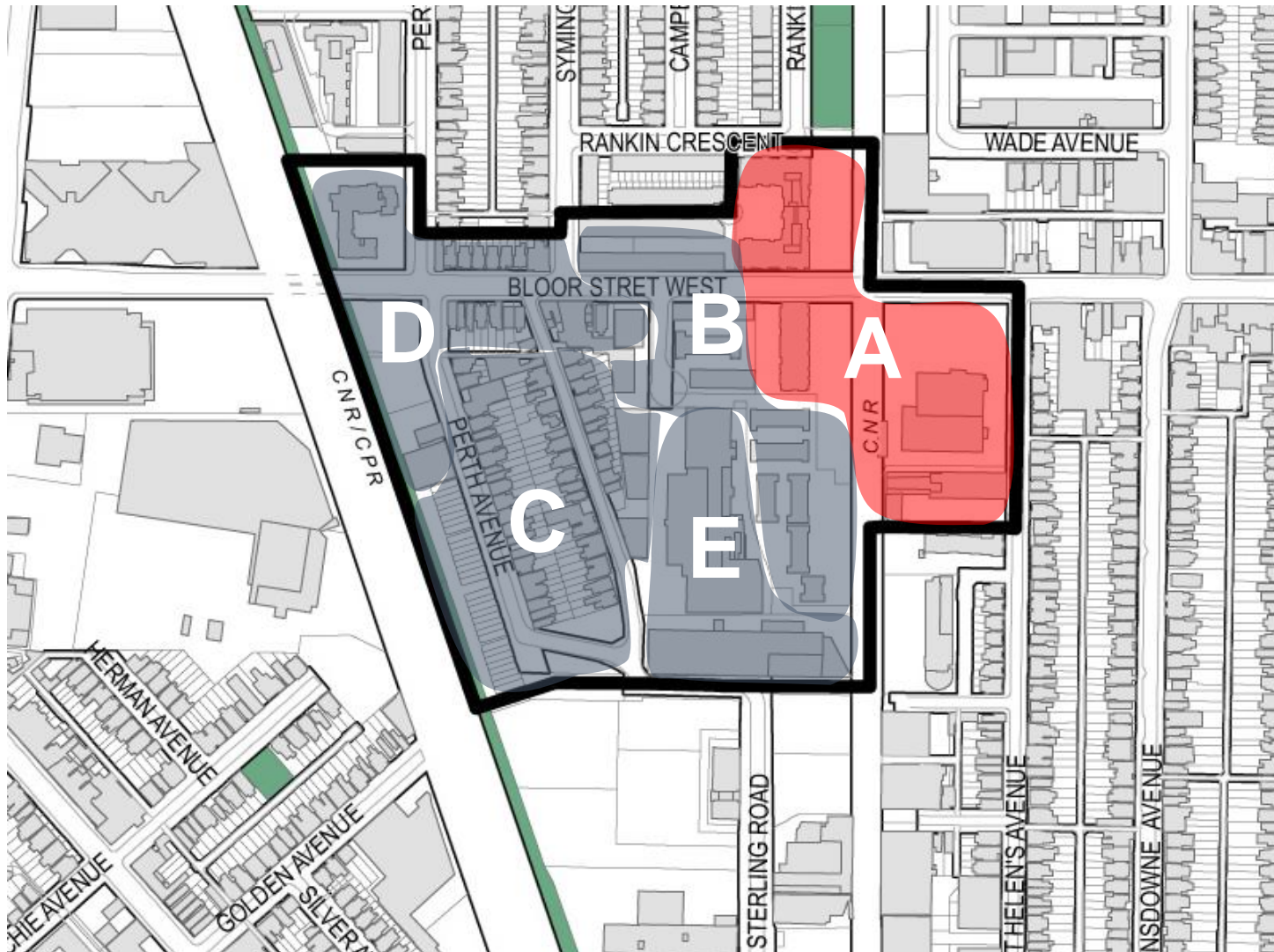


284 St. Helens Ave, south of Bloor St W



Value Village at 1319 Bloor St W

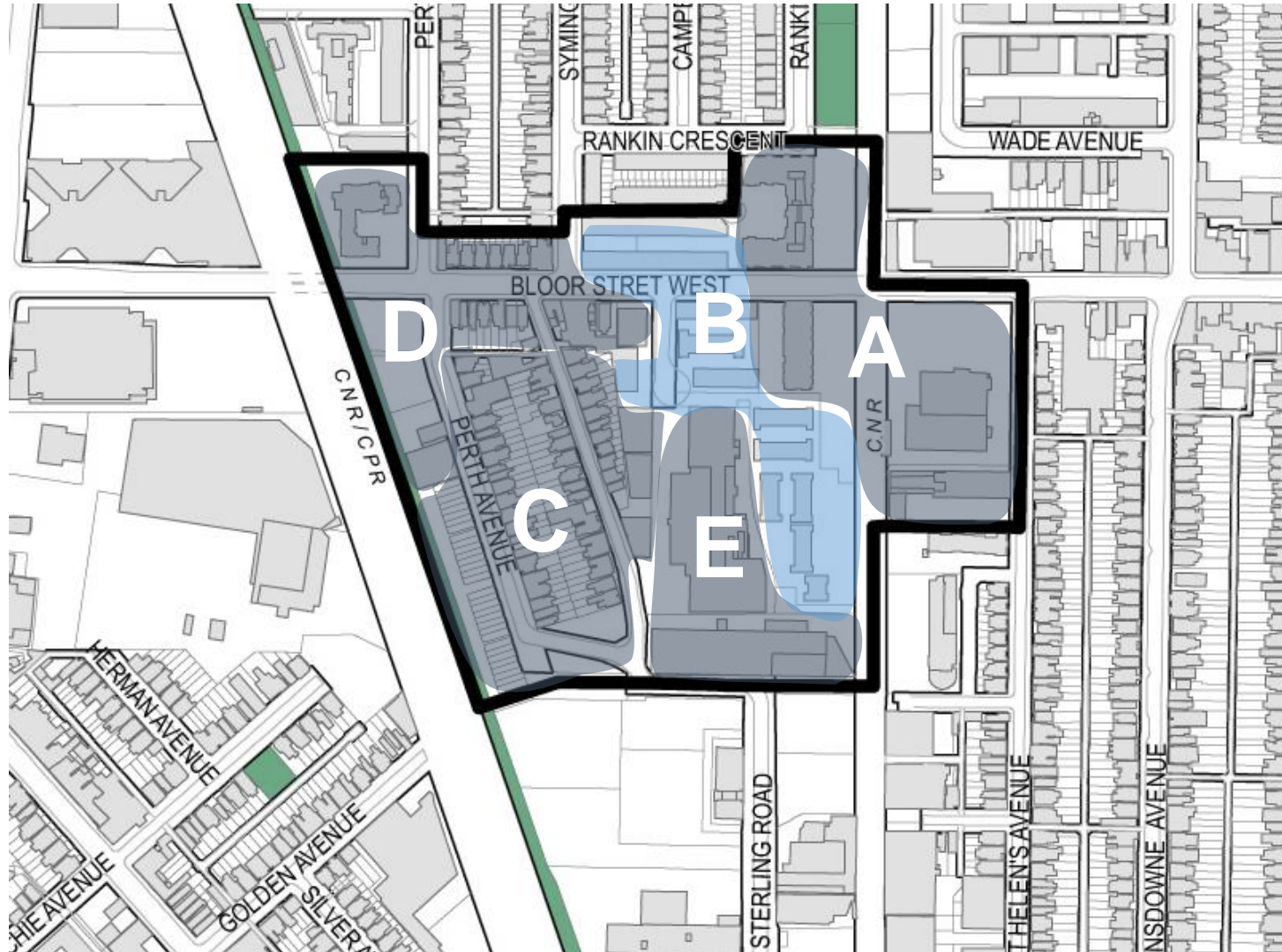
Character Area A: Transit Hub Zone



Height peak for the Study Area

- Existing context has **tall buildings and large lots** that can accommodate taller buildings
- Higher density compatible due to 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 scale neighbourhoods to the east and south.
- Tall buildings will **not cast new net shadows** on existing and future parks and open spaces

Character Area B: Transition Zone



Transition Zone Existing Conditions



South side of Bloor St W, east of Ruttan St



Commercial uses along Bloor St W at Syrington Ave



Ruttan St at Bloor St W, looking south

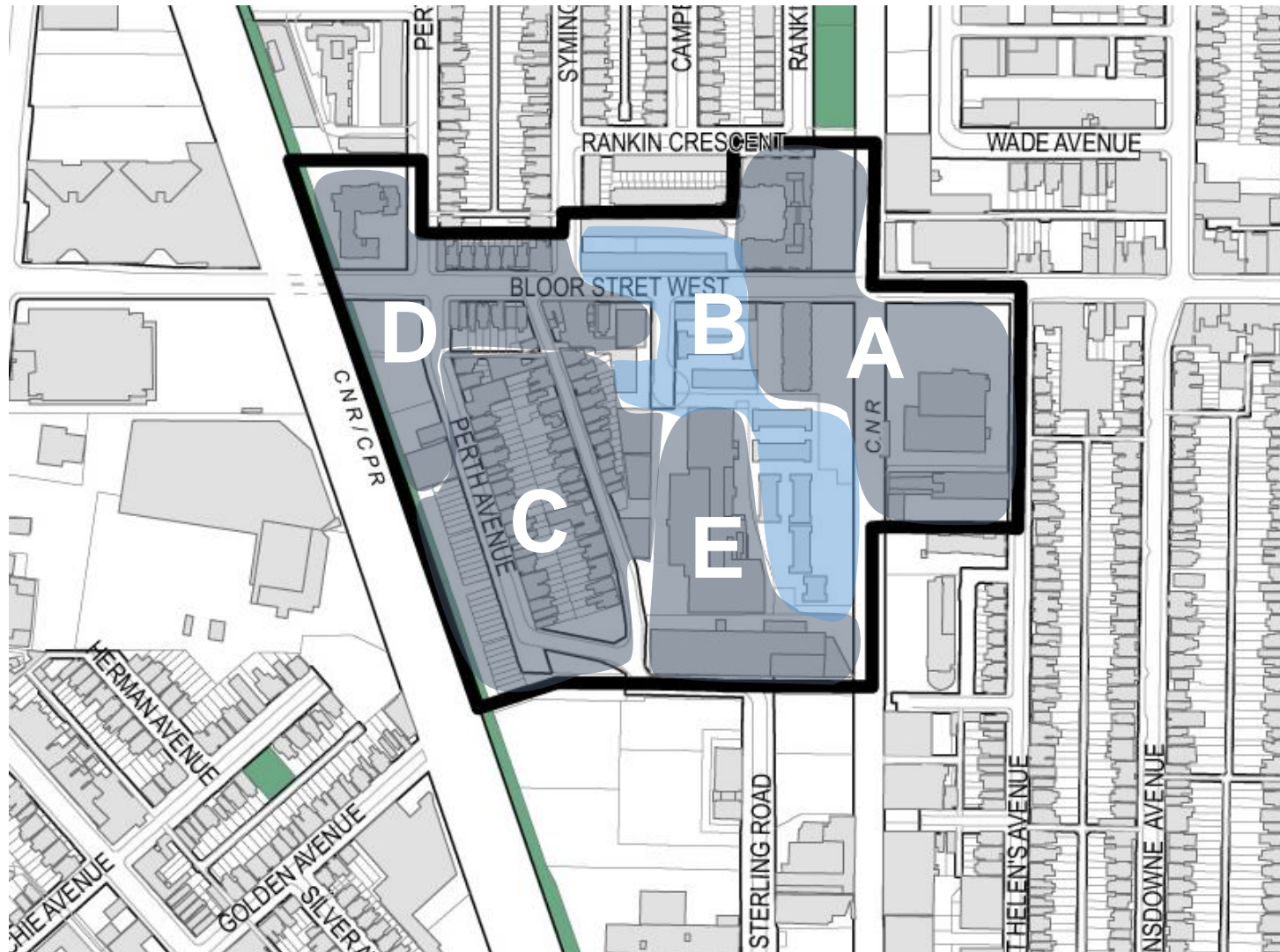


North side of Bloor St W east of Syrington Ave



Private access to townhouses east of Ruttan St, south of Bloor St W

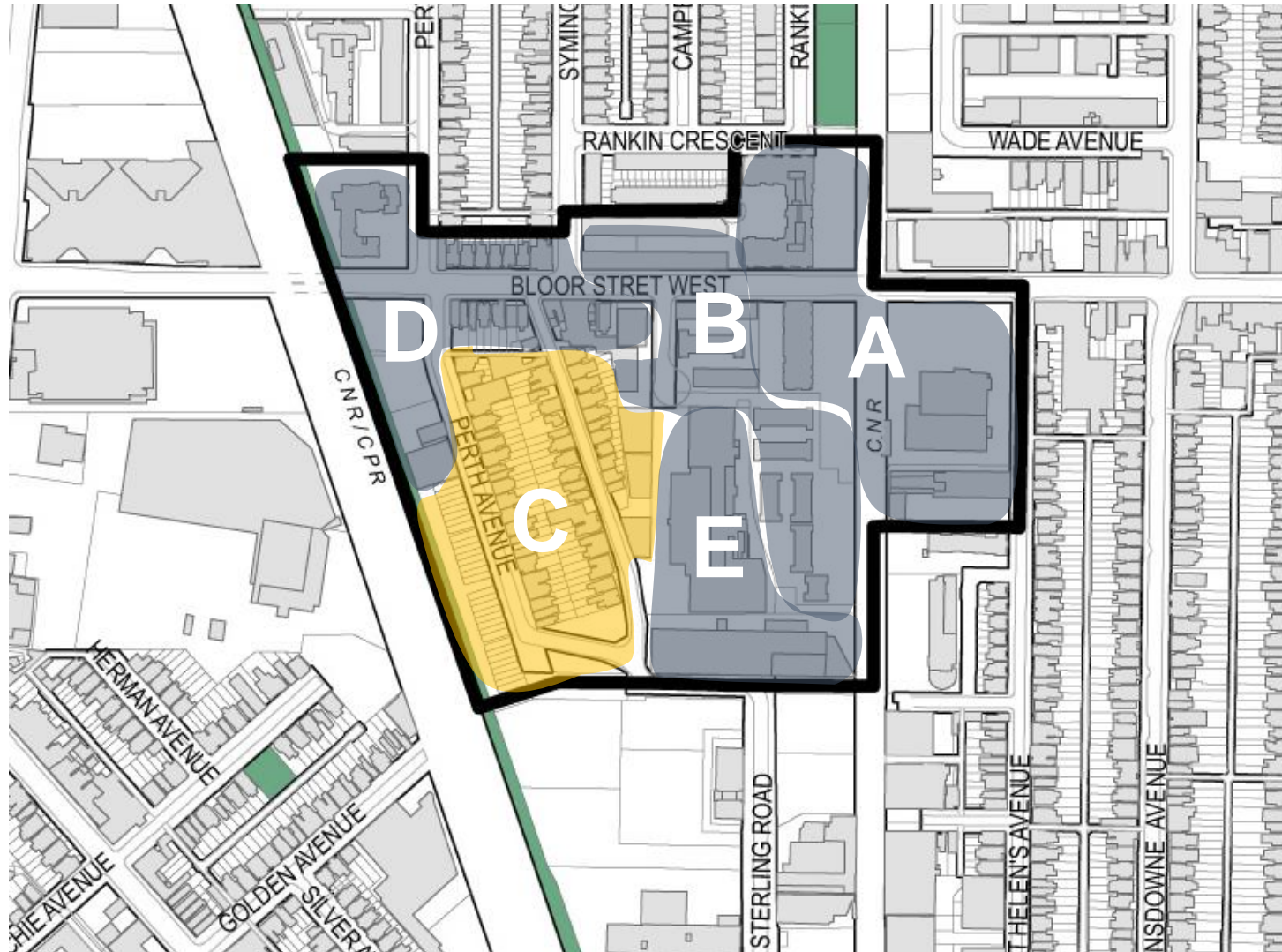
Character Area B: Transition Zone



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.

Character Area C: Perth and Sterling Village



Perth and Sterling Village Existing Conditions



Perth Ave looking north to Bloor St W



West side of Sterling Rd, looking northwest

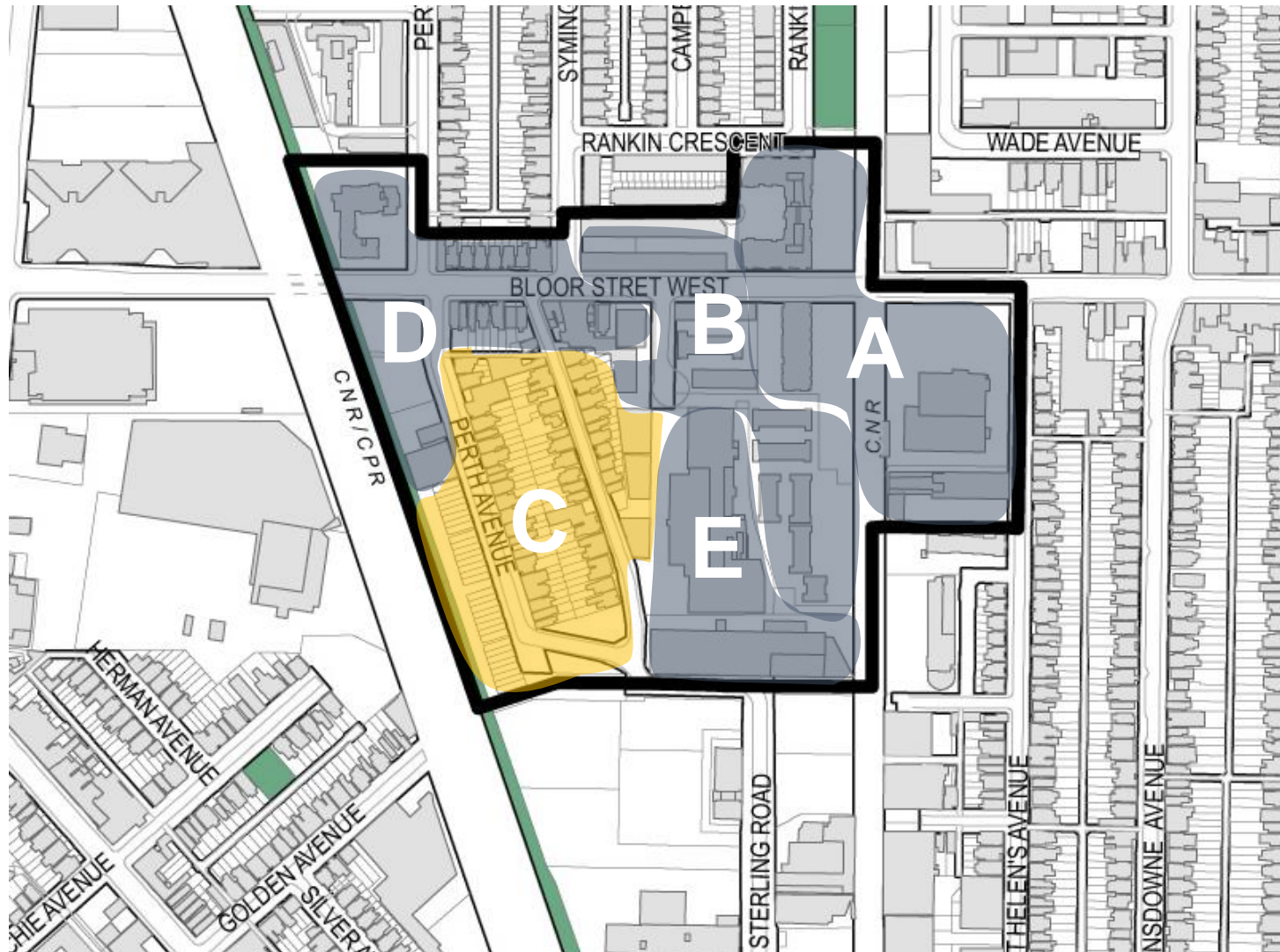


North side of Bloor St W, between Perth Ave and Sterling Rd



West side of Sterling Rd, looking northwest

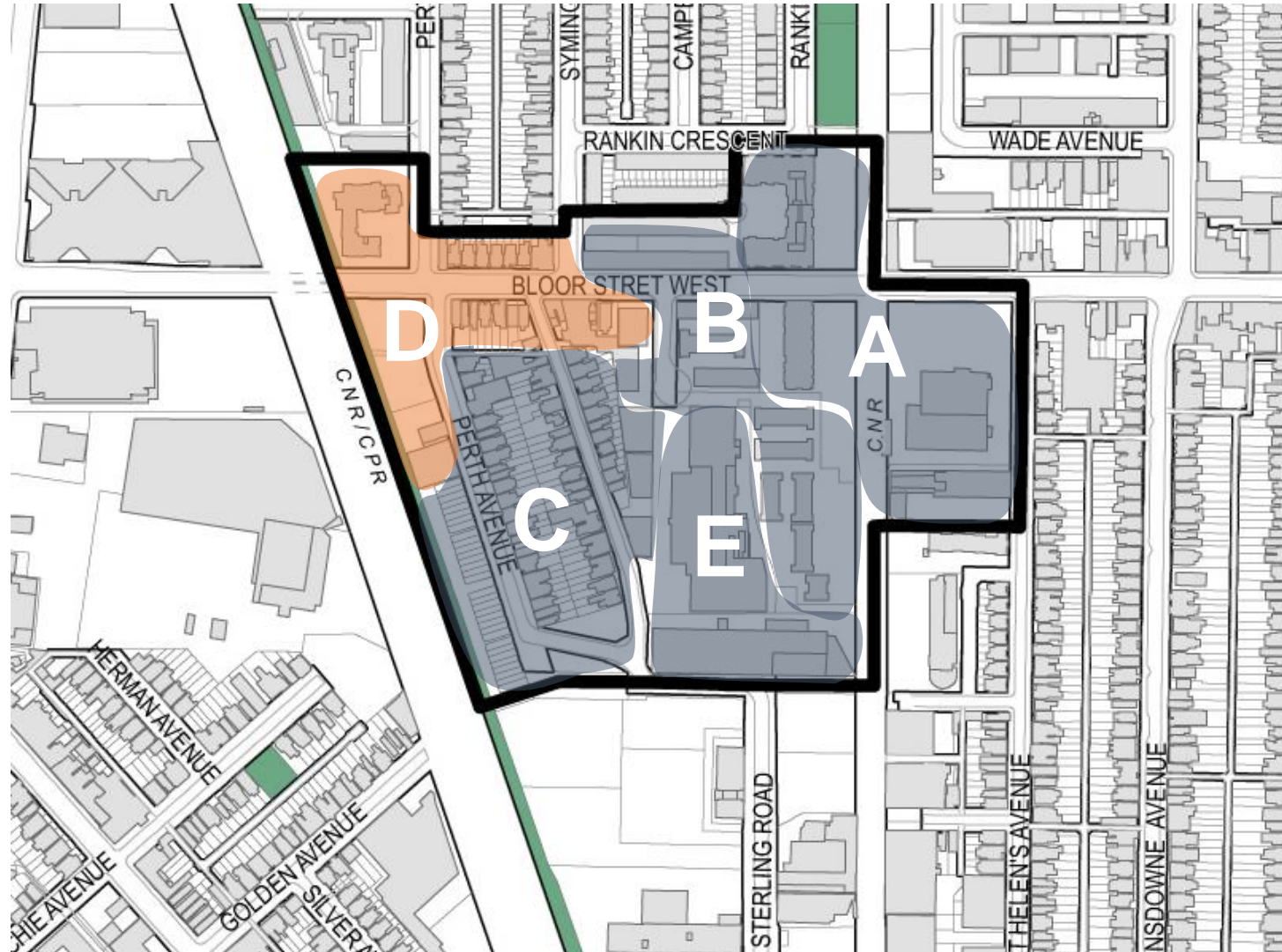
Character Area C: Perth and Sterling Village



Lower scale Residential Developments

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

Character Area D: Railpath Corridor



Railpath Corridor Existing Conditions



South side of Bloor St W, looking northwest



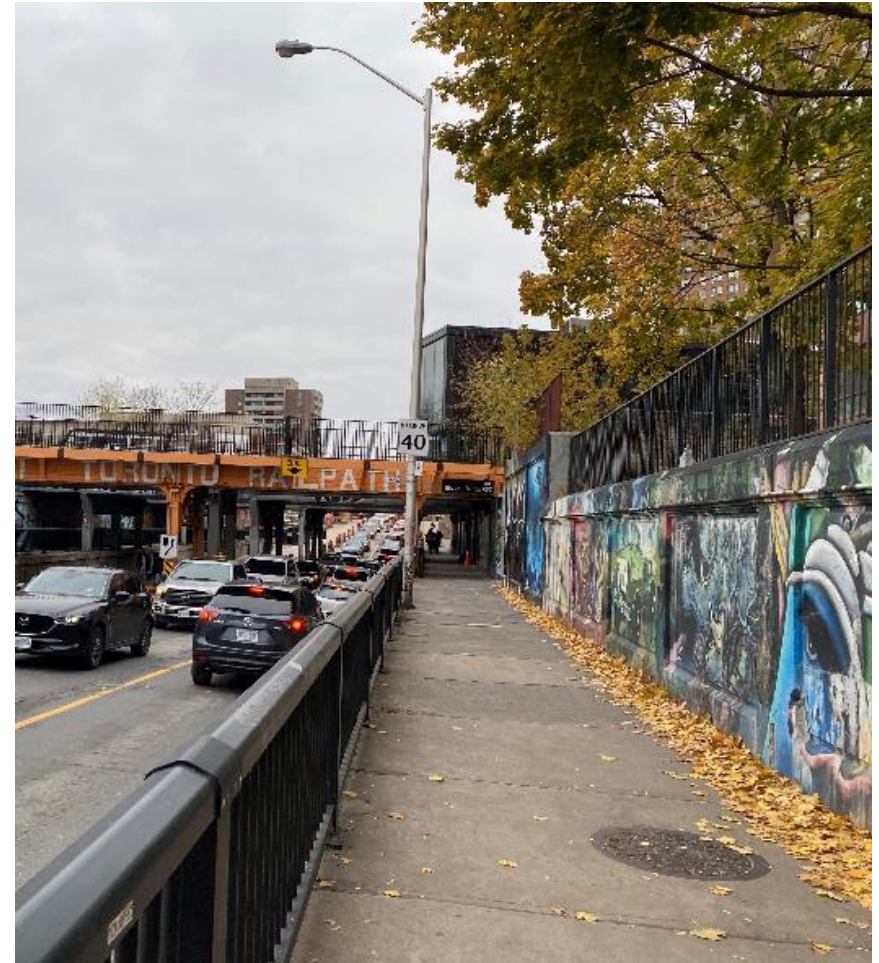
West side of Perth Ave, looking west



West side of Perth Ave, looking northwest

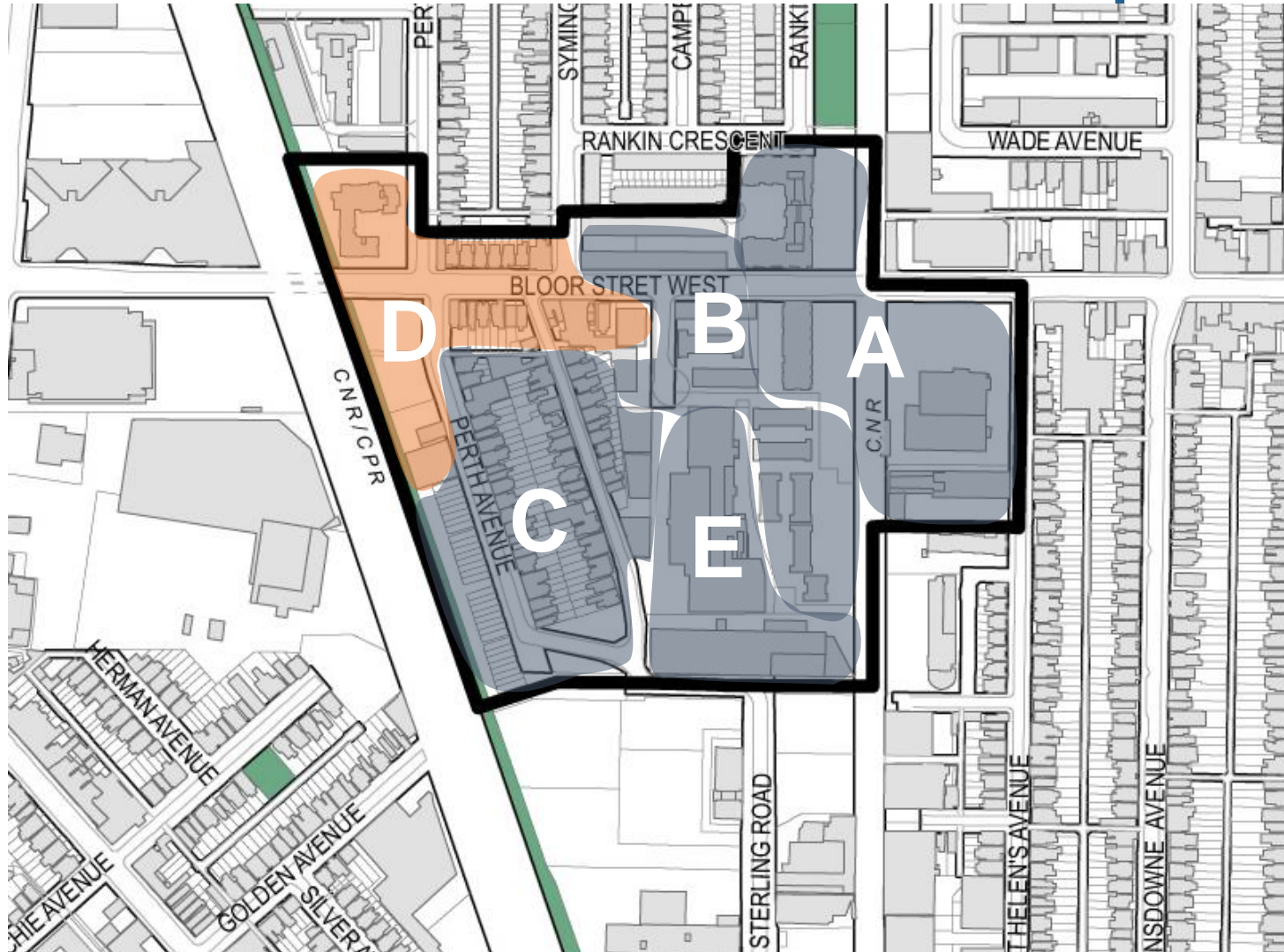


West side of Perth Ave, looking west



North side of Bloor St W, looking west

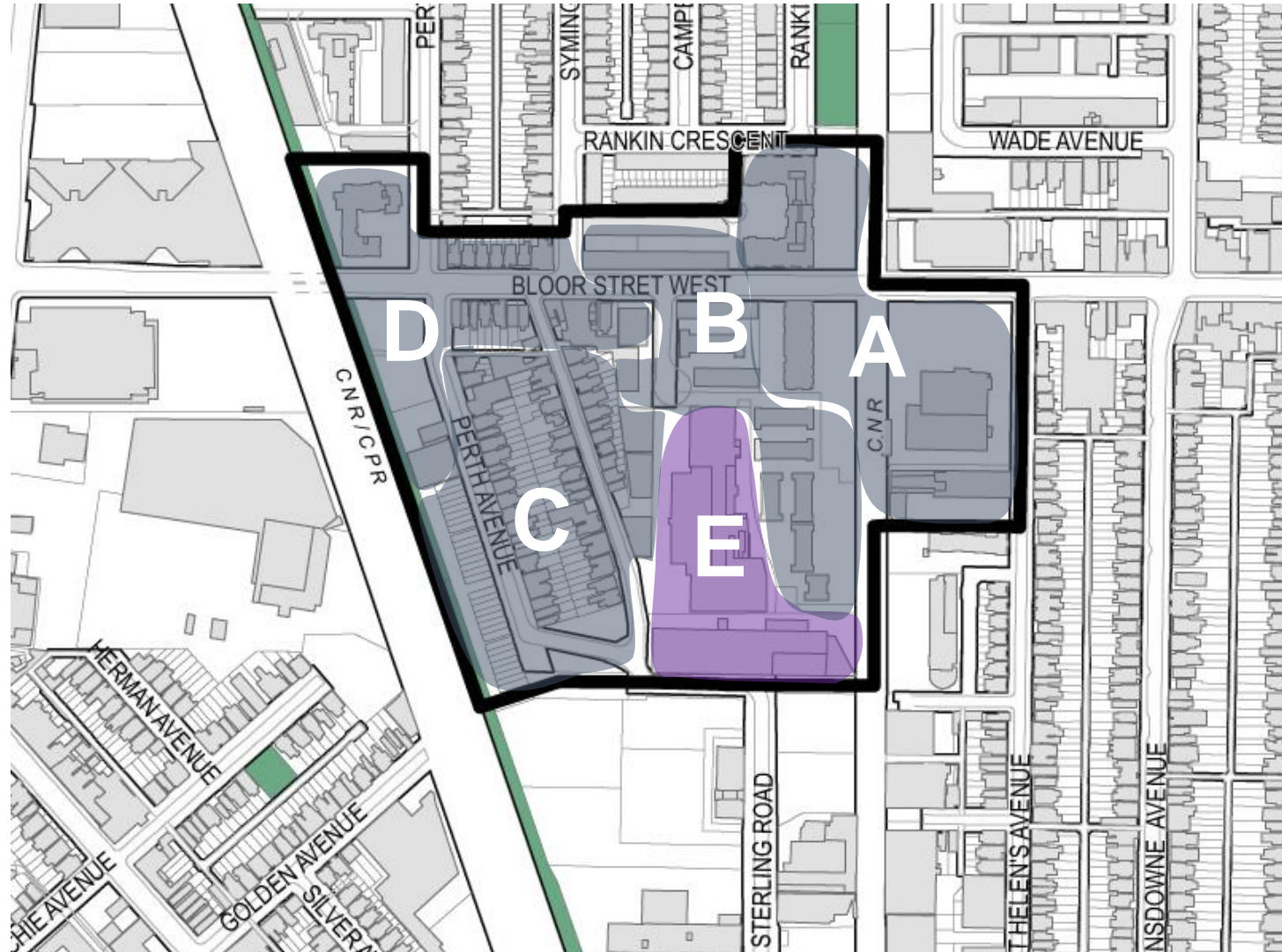
Character Area D: Railpath Corridor



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 and connections** that leads into the railpath
- **Generous setbacks** from Bloor Street to allow for enhanced public realm
- **Transition** needs to be provided towards the low-scale residential areas to the south

Character Area E: Industrial Legacy



Industrial Legacy Existing Conditions



221 Sterling Rd, looking east



Ruttan St, looking south towards 227 Sterling Rd

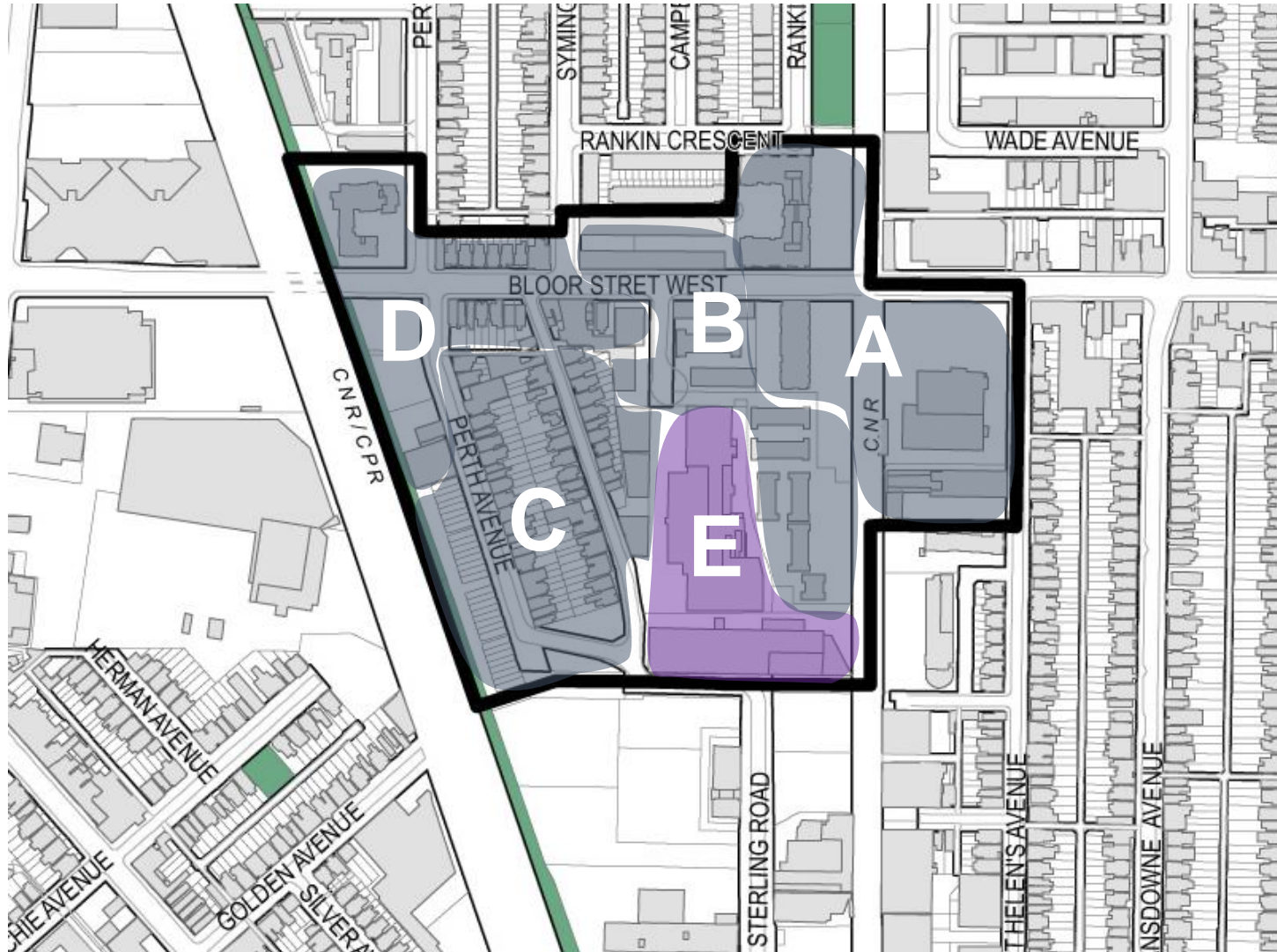


North elevation of 219 Sterling Rd



Sterling Rd, looking north

Character Area E: Industrial Legacy



Intensification Fitting with Existing Industrial Character

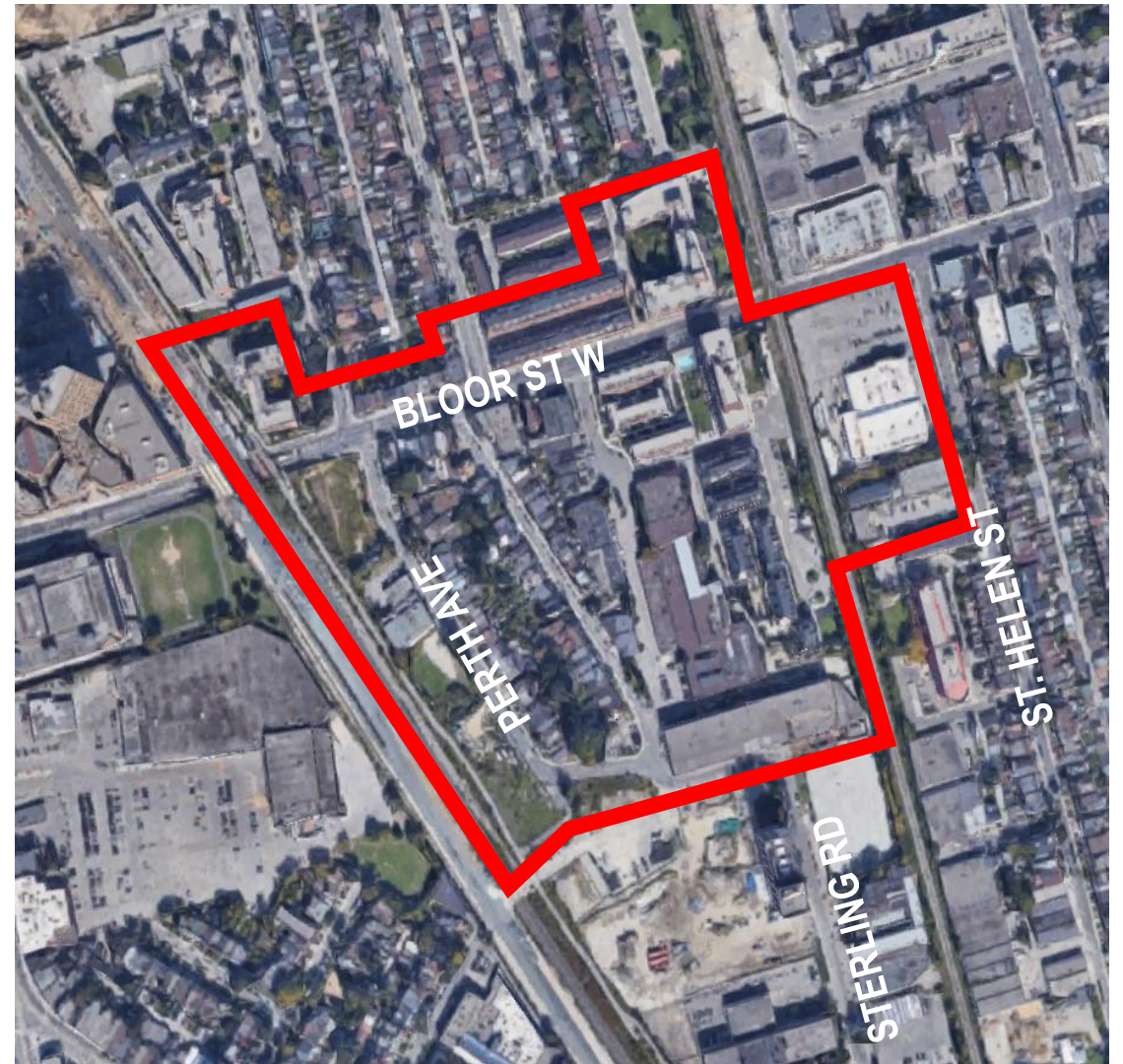
- Large former industrial lots allow for sensitive density
- **Heritage considerations** for any new development
- Building setbacks will be required to open up the area with new **public streets, pedestrian connections** and **sensitive to heritage buildings**
- **Transition** to be provided towards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

Next Steps



Next Steps

- Incorporate consultation feedback to finalize vision statement, public realm network & character areas
- CS&F Working Group: April 21, 2021
- Final Report on Phase 1 Planning Framework: June 2021
- Launch of Phase 2: Q3 2021
 - Will implement the findings of the Phase 1 Planning Framework through an OPA or SASP

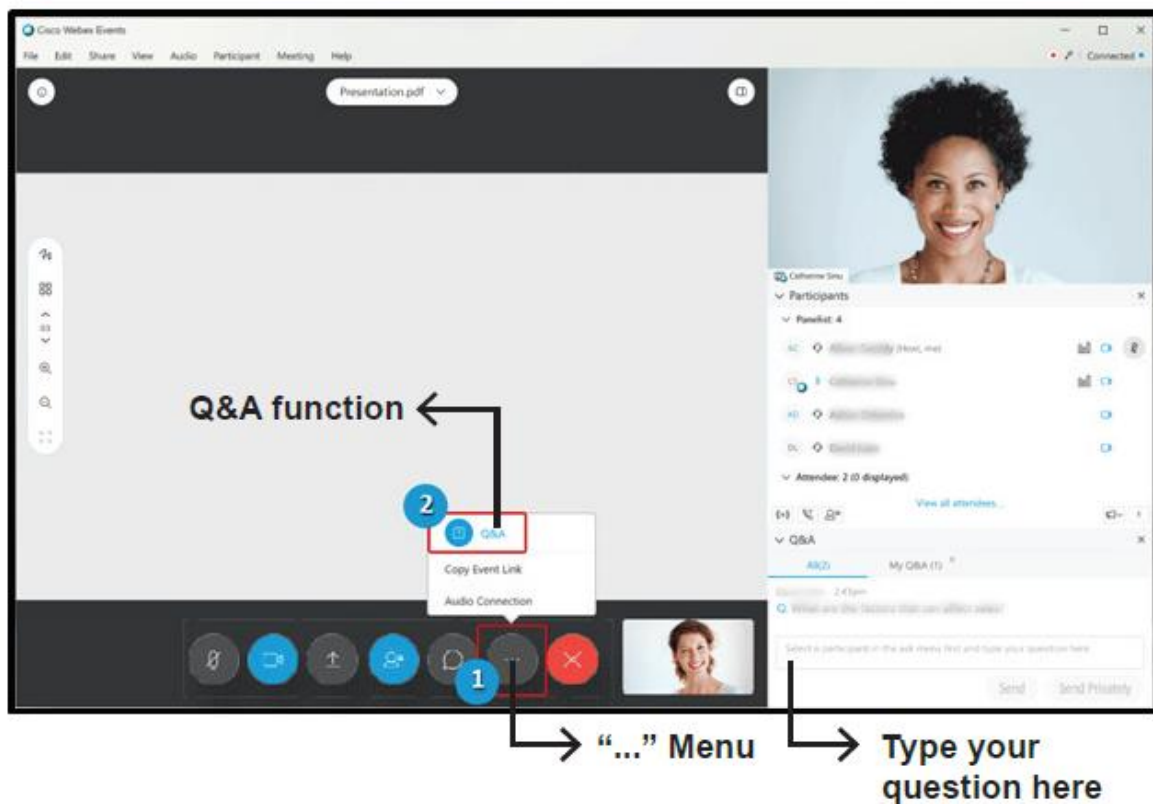


Discussions and Feedback

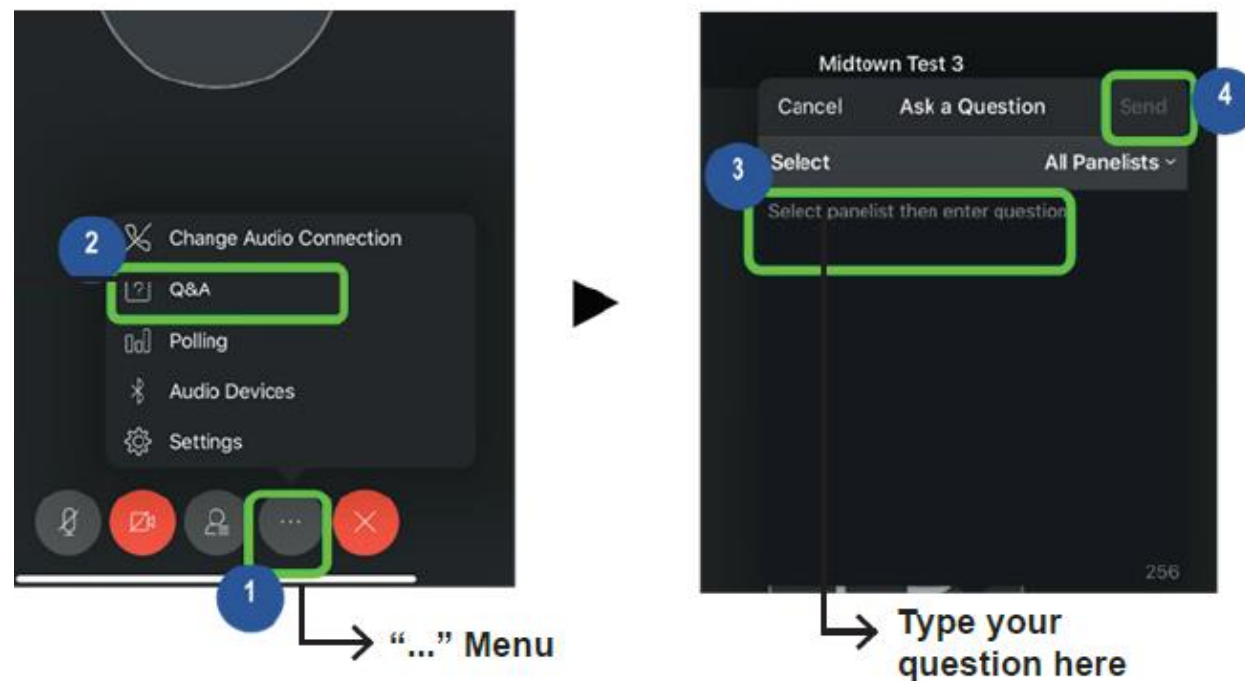


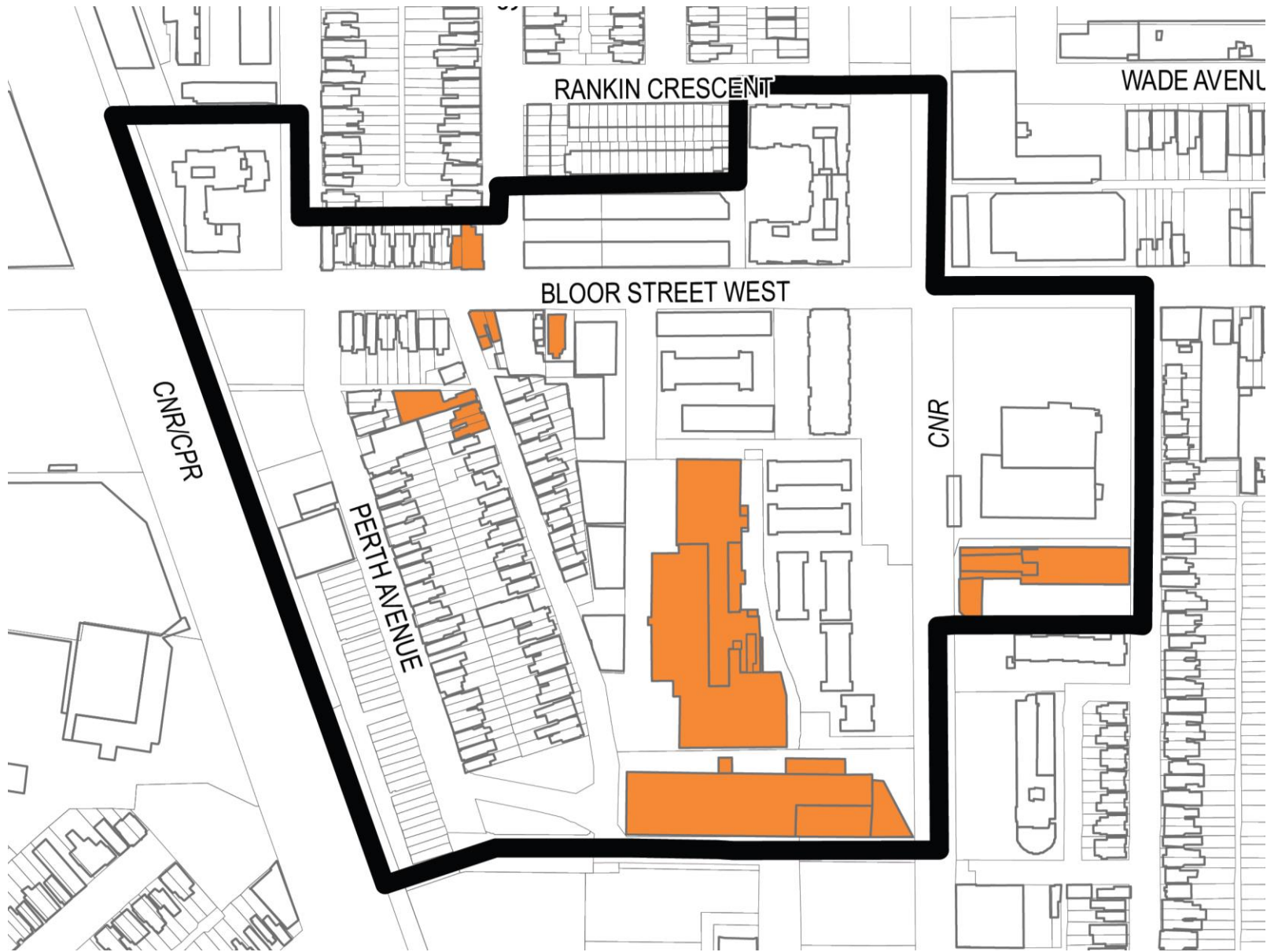
Question & Answer Function Tips

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.



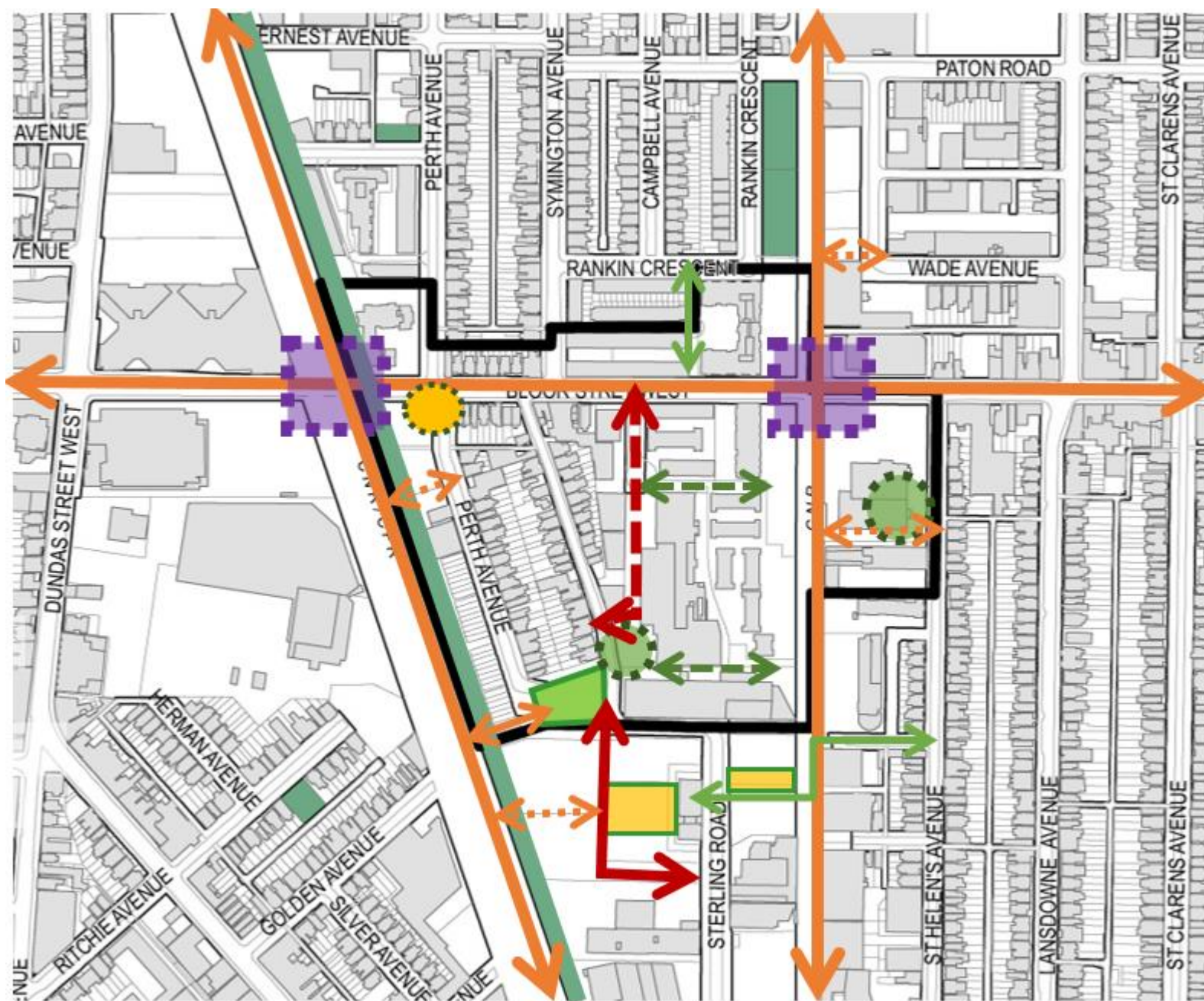


Discussion Question #1

What are your comments on the identified heritage potential properties?

Discussion Question #2

What are your comments on the 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

Discussion Question #3

What are your comments
on the character areas?

Character Area A

Transit Hub Zone

Character Area B

Transition Zone

Character Area C

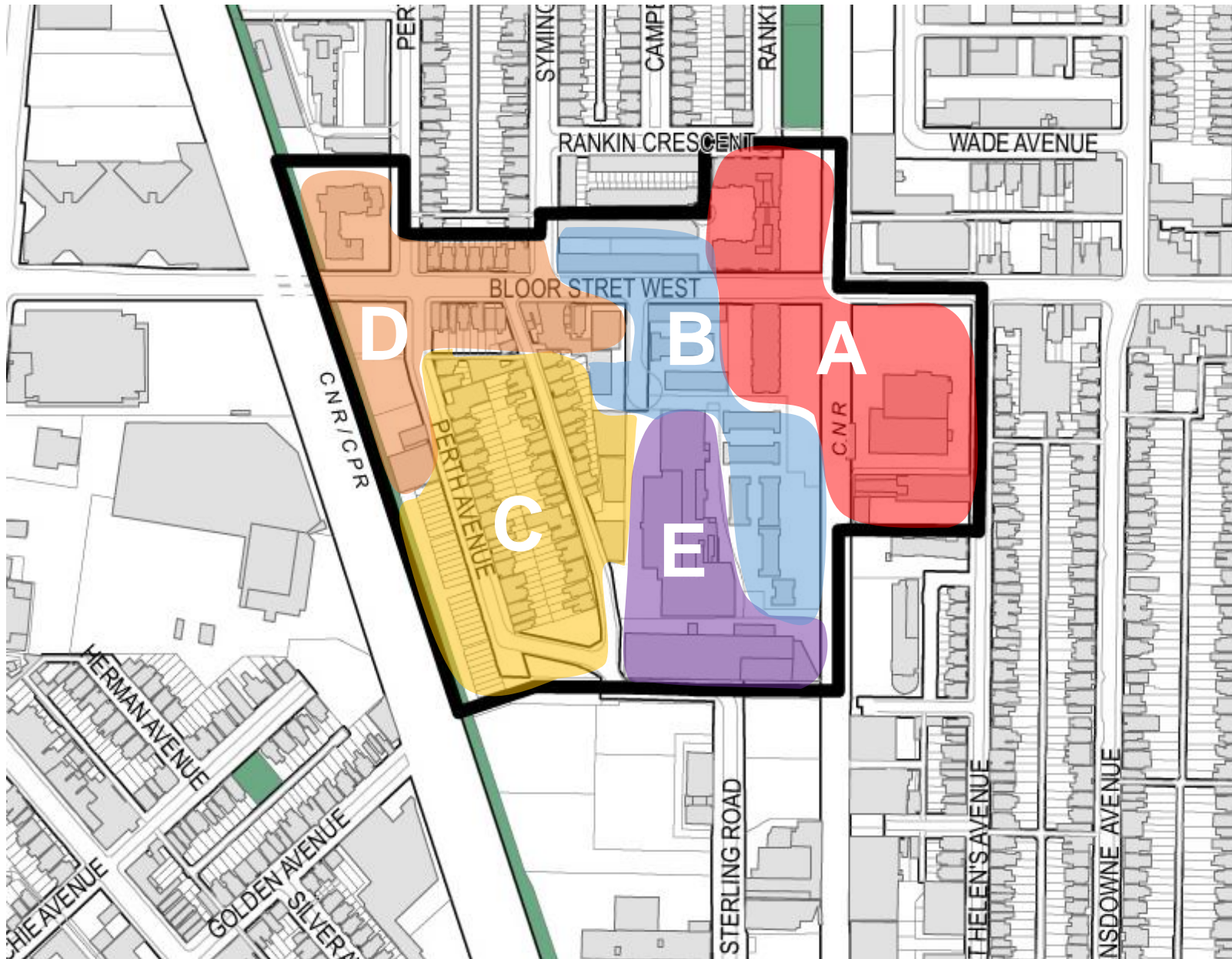
Perth and Sterling Village

Character Area D

Railpath Corridor

Character Area E

Industrial Legacy





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