

## **Bloor Visioning Final Session: Questions and Comments**

### **Principles Presentation (Kevin Edwards, City Planning)**

**Question:** What is the status of the TTC letter that was sent in response to the 1540 Avenue Segment Study and application?

**Response:** Councillor Gord Perks explained the concerns that the TTC has with respect to the access/egress issue location for the development. The TTC has reviewed the Avenue Segment study and believes that access to the TTC station will be blocked by traffic, and will create a bottleneck.

**Question:** At what point in the process does urban design come in to play?

**Response:** (Kevin Edwards, City Planning) The Avenue Study establishes a framework, policy and implementation tools such as zoning amendments for height, stepbacks, etc. As part of the process, Streetscape design, modeling, and urban design guidelines will also be developed.

**Question:** What is the timing of all of this? When will it go for Council approval? What are the target dates?

**Response:** Wait for Corwin's presentation on the Avenue Study which will go into details of this.

**Question:** Will there be a foot connection between the GO station and the TTC?

**Response:** Transportation Planning staff is not here today, but I believe GO and TTC are looking at options right now, however it unclear right now where ultimately the access points will be.

**Question:** How do these visions affect developments that are currently proposed?

**Response:** This is why the Visioning Sessions are happening. From these sessions, we (planning) have a much clearer and better understanding what the community wants; this helps in terms of where we are going and informs our review of the applications. You cannot force the applicants to do what you want, but the visions help to seek community input and shape planning decisions.

**Question:** Can applications be held until the Avenue Study is done?

**Response:** All of the visioning work will be fed into the final reports for these applications. Avenue Study components that have been completed will also be included in the final reports. We (City Planning) are currently having conversations with the Councillor's office about the possibility of a freeze on developments. In the meantime, these principles would be adopted by Council; Council will review these applications with these principles in mind.

**Question:** Where is the TTC on this? Will they have input into the Avenue Study?

**Response:** Yes, they would be required to participate throughout the Avenue Study process. They have been continuously consulted as we have moved through this visioning process as well. While they are not in attendance tonight, they have attended previous meetings.

**Comment:** Great work; this is exactly what I wanted to see. I see this as a framework to build on strengths, you should be very proud.

**Question:** How many cars are going along this stretch of Bloor St?

**Response:** I do not have the exact numbers, but it is something like 1900 cars during peak hours.

**Question:** Is the Crossways a part of this process?

**Response:** We have sent invites, and have requested that they attend.

**Question:** What concrete things can we do to stop this "monstrosity"?

**Response:** Keep coming out and become involved. April 8<sup>th</sup> is the public meeting for the 1540 Bloor St West site, it will be in this room (Lithuanian House).

**Question:** Are the terms of reference set, and can we have a say in them?

**Response:** Yes, the terms of reference are set.

**Question:** Why are bike lanes not included in the principles?

**Response:** A bike lane is a specific recommendation. Principle Two states 'Enhance the pedestrian and cyclist experience along Bloor Street West. The principles do say to encourage pedestrian and cycling elements, which could very well include a bike lane.

**Comment:** There was a consensus when we talked about the identity for Bloor St W that we need to talk about Dundas St West from the north to Boustead.

**Comment:** The last principle – we need to include where this visioning process came from, and when – that it was in response to the 1540 Bloor Street West Avenue segment study which was prepared by the applicant without any public consultation.

**Response:** This is the PowerPoint presentation, when the report gets more detailed, the history will be fleshed out in much greater detail.

**Question:** What do setbacks do to accommodate height?

**Response:** Guiding principle #5, talks about respecting the existing built form, recognizing the street width in determining overall height and the acknowledging the neighbourhood context. Podium heights should respect adjacent buildings with stepbacks above that result in buildings that do not overwhelm the street. It may be ok for a bit of height in certain locations. However, that height must reflect the emerging context of the area. While there is no agreement from community members regarding additional height at certain locations, there is an emerging consensus that it should respect the emerging context of the area.

### **Avenue Study Presentation (Corwin Cambray, City Planning)**

**The timing** – the Avenue Study has gone for a Request for Proposals to retain a consulting team to do Phases 1 & 2. We hope to do Phase 1 in May / June,. In the RFP we have included requirement for an assessment of transportation, transit and traffic in the area. The Avenue Study could take eight months to a year and a half to complete. The final report to Council could happen later this year or early next year depending on how quickly we move through the study.

**Question:** I did not see “family” mentioned in this, is there a way to incorporate this into the visioning and Avenue Study?

**Response:** We can discuss this as part of the study. One option is to have minimum requirements for 2 bedroom and 3 bedroom units etc. in an area zoning by-law. Also, encouraging a broad range of housing options through intensification on Bloor and Dundas enables housing stock in the neighbourhoods to turnover as people downsize and new families move into the area.

**Question:** Study area – Friends asked that it be from Annette to Sorauren, Boustead to Sorauren will be developed, can we include these areas?

**Response:** No. When we went to Council, it did not include Dundas St West, so we have already extended it based on the Councillor's request. If you expand the area beyond this, budget and timing issues become a problem.

**Question:** Have other studies touched on transit/transportation issues?

**Response:** The 2000 – 2001 Bloor-Lansdowne Avenue Study looked at the GO station and improving connections. Today, GO and TTC have the resources to do this connection. I understand the challenge to be an entrance connection through the Crossways.

**Question:** How binding are these recommendations when buildings exceed height restrictions?

**Response:** These recommendations – the Guiding Principles - were developed by the community and are proposed to be adopted by City Council. City Planning will consider them as part of its evaluation

of individual applications and work on the Avenue Study. Someone mentioned earlier the potential of appeals to the Ontario Municipal Board for individual applications. The OMB considers, in part, whether or not the City/community has looked at the area recently. They may also look to see how old the zoning is for an area and its relationship to the Official Plan. The new Official Plan and these guiding principles together with the fact that we are now moving into an Avenue Study shows that the community and City are actively engaged in thinking about how this part of Toronto will evolve.

**Comment:** The relationship between the guiding principles and the Avenue Study – if the principles are approved, they are more than just “background materials” (see “Avenue Study Phases” slide). (Agreed to by Corwin, will make changes to reflect more up to date language.)

**Question:** The 2000 study went from Bloor/Lansdowne to the Crossways, this study goes to the railway corridor. Will this cause confusion between the two avenue studies?

**Response:** No, the 2000 study sets the stage. We would be surprised if this study was vastly different for the overlap area in terms of improving transit connections and calming traffic on Bloor Street. We heard tonight that the speeds on Bloor are not conducive to the neighbourhood. The discussion on street right-of-ways will include pedestrians and bikes as well as cars.

**Next steps:** The guiding principles will go to the June meeting of Toronto and East York Community Council.

**Question:** We understand that a developer has bought properties along Howard Park. What planning will be done for that area?

**Response:** This is a site with many constraints, because it is shaped like an “M”. Planning will be addressing this area.

**Question:** People used to live and work within walking distance from one another, now, everything is becoming residential. How can we attract more businesses?

**Response:** (Councillor Gord Perks) Council has done a few things to encourage businesses through tax changes. There have been incentives through tax financing instruments. We have had 3-4 big pushes to change employment lands, and Council has pushed back.

**Councillor Perks reminded everyone about the community consultation meeting for 1540 Bloor Street West on Tuesday April 8<sup>th</sup>, 630pm at the Lithuanian House.**

**Adjournment.**