

Bloor Street East Neighbourhood Association

Upper Jarvis Neighbourhood Congestion – Comprehensive Overview

February 19, 2025

Requests:

Focusing strictly on reducing congestion in the Upper Jarvis neighbourhood given the enormous transitional developments planned for it, to facilitate construction of the 10 proposed towers, for the future residents requiring services, and to minimize neighbourhood congestion in a holistic approach, BENA recommends:

1. Restoring Huntley, Selby, and Linden Streets to full 2-way directional traffic.
2. Opening the blocked intersection of Huntley and Earl Streets.

Problem:

Traditionally, the Upper Jarvis neighbourhood has been a neighbourhood of single-family homes, townhouses, and low-rise apartment buildings. With the proposed transformation of the neighbourhood into one with many high rises, neighbourhood congestion will increase. Construction vehicles will compound congestion, and long-term the residents will need diverse services such as garbage, taxi, delivery, renovation and emergency first-responder.

With the absence of any vested Upper Jarvis owners (sold out to developers), to mitigate the increased congestion, BENA requests that the City of Toronto and Transportation Services improve overall flow of traffic in the area with in/out access to Sherbourne, Jarvis, Ted Rogers Way, Mt. Pleasant, and Bloor East to Danforth. Currently local streets are one-way with blockages.

In support of these two requests, reference the attached photo exhibits.

- Exhibit A – Huntley and Earl Streets. Traffic halting bollards, an impediment to neighbourhood access.
- Exhibit B – Huntley and Earl Streets. Traffic southbound regularly gets stuck thinking streets are open. Service and Emergency vehicles are blocked from passage.
- Exhibit C – Huntley and Earl Streets. Example of dwelling on Earl at closed intersection with Huntley Street, to be replaced with a 63-story condo tower.
- Exhibit D – Earl and Jarvis Streets. Townhouses to be replaced by another 63-storey condo tower. Earl Street currently closed at Huntley Street intersection due to bollards.
- Exhibit E – Photo credit City of Toronto, 2024. Huntley, Selby, and Linden Streets showing proposal for 63-storey and 50-storey towers to replace low rise housing (townhouses and small apartment building).
- Exhibit F – Bloor Street East looking south on Huntley Streets. Note that Huntley is 2-directional from Bloor Street East to Selby Street.
- Exhibit G – Huntley Street becomes 1-way southbound at Selby to Isabella Street. This stops the flow of traffic, a serious traffic impediment if all future developments are completed as proposed.
- Exhibit H – Community concern galvanized over neighbourhood transformation. Summer 2024.
- Exhibit I – Map of the Upper Jarvis neighbourhood to the south of Bloor Street East, showing projects completed (blue), in progress (red), and proposed (black).

In-progress developments:

- 53-storey in-progress on Sherbourne north of Howard Street.
- 51-storey in-progress on Sherbourne south of Howard Street.

Proposed developments:

- 63-storey proposed on Huntley between Selby and Linden Streets, single project with below.
- 50-storey proposed on Huntley between Selby and Linden Streets, single project with above.
- 69-storey proposed on Sherbourne west side between Linden and Isabella Streets.
- 67-storey proposed on Isabella between Huntley and Sherbourne Streets.
- 69-storey proposed on Isabella between Huntley and Sherbourne Streets (different from below).
- 69-storey proposed on Isabella between Huntley and Sherbourne Streets (different from above).
- 63-storey proposed on Huntley east side at Earl Street.
- 45-storey proposed on Huntley west side at Earl Street.
- 58-storey proposed at Earl and Jarvis Streets.
- 63-storey proposed Bloor Street East and Huntley ramp to Mt. Pleasant Road.



Exhibit A – Huntley and Earl Streets. Traffic halting bollards, remnants from 1970s and 1980s to stop prostitution clients from circling the neighbourhood, long since eliminated, now an impediment to traffic flow.



Exhibit B – Huntley and Earl Streets. Traffic southbound regularly gets stuck thinking streets are open. Necessitates 3-point turnaround to get out of closed intersection. This depicts a small car!



Exhibit C – Huntley and Earl Streets. Example of dwelling on Earl at closed intersection with Huntley Street, to be replaced with a 63-story condo tower.



Exhibit D – Earl and Jarvis Streets. Townhouses to be replaced by another 63-story condo tower. Earl Street currently closed at Huntley Street intersection due to bollards.



View of Applicant's Proposal Looking Northeast

↑
12/17/2021

Exhibit E – Photo credit City of Toronto, 2024.

Huntley, Selby, and Linden Streets showing proposal for 63-storey and 50-storey towers to replace low rise housing (townhouses and small apartment building). All 3 streets are 1-way streets with street parking impeding flow.



Exhibit F – Bloor Street East looking south on Huntley Street. Note that Huntley is 2-directional from Bloor Street East to Selby Street.



Exhibit G – Huntley Street becomes 1-way southbound at Selby to Isabella Street. Blocked at Earl Street.

This stops the flow of traffic, a serious traffic impediment for construction if all future developments are completed as proposed, and services as mentioned above.



Exhibit H – Community concern, summer 2024.

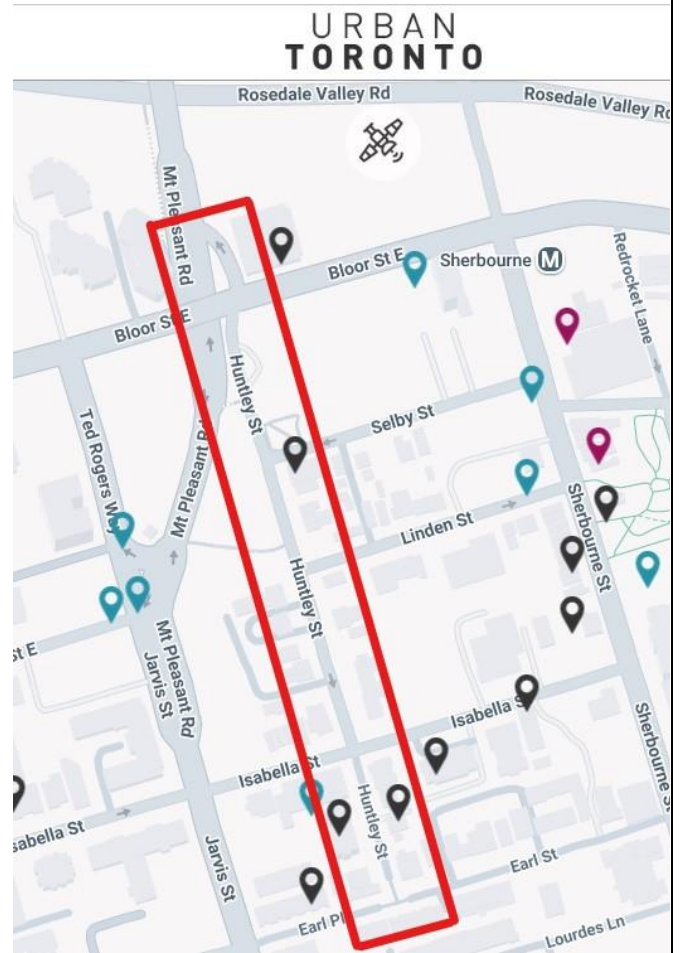


Exhibit I – Photo credit Urban Toronto website, February 8, 2025.

<https://urbantoronto.ca/map/>

This map shows the enormous transitional projects planned for the Upper Jarvis neighbourhood. Projects:

- Blue completed,
- Red in progress,
- Black proposed.

Notes:

1. Huntley Street within red box, in context of above discussion.
2. Selby and Linden Streets also one-way.