



Reply to the Attention of: Mary Flynn-Guglietti
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Our File No.: 96866
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DELIVERED VIA E-MAIL (teycc@toronto.ca)

Toronto and East York Community Council
City of Toronto
City Hall, 2nd Floor
100 Queen Street West
Toronto, Ontario M5H 2N2

Attention: Ms. Ellen Devlin, Secretariat

Dear Chair and Members of the Toronto East York Community Council:

**Re: Item TE28.44, TEYCC meeting of November 14, 2017
Bloor Street West Planning Study - Guiding Principles
The Torgan Group
716 Bloor Street West and 726 Bloor Street West**

We are the solicitors retained to act on behalf of The Torgan Group, the owners of lands municipally known as 726 Bloor Street West and 716 Bloor Street West, the latter of which is primarily devoted to medical office uses. Our client has owned and managed the lands for over 32 years. Our clients participated in the Bloor Street West Planning Study, which study has resulted in the Guiding Principles report from the Acting Director, Community Planning, to the TEYCC for consideration at your meeting of November 14th, 2017.

Our client supports the principle stated in the report that "greater development potential may exist on sites at the Bloor Street West intersections of Christie Street, Dovercourt Road, Dufferin Street, Ossington Avenue and Lansdowne Avenue". While supporting this principle, for the following reasons the northeast corner of Bloor Street and Christie Street should receive consideration for greater intensity:

1. A subway stop is located at Bloor Street and Christie Street, while there is no a subway stop at one of the other corners, Dovercourt Road;
2. A fundamental principle of intensification is to locate the most intensive uses as close as possible to subway stops;

3. The Christie subway stop is closer to the Downtown and Central Waterfront Area than the other identified exception stops located at more westerly subway stops in the Study Area;
4. In addition to the location of the Christie subway station, the proximity of this corner to the Downtown and Central Waterfront Area ("Area"), which is the location of the greatest concentration of employment in the City of Toronto, will generally result in residents located near the Christie subway who work in the Area being more likely to use active transportation such as walking and cycling to access employment, entertainment, and other services than residents who are located further from the Area, thereby reducing travel demand on public transit and the road network and, in general, increasing community health and local air quality as a result of the use of these more active modes of transportation;
5. The area surrounding the Christie subway stop has substantially more parkland and open space than areas surrounding the other subway stops in the Study Area to the west;
6. While one of the Guiding Principles states that "overall height of buildings with new additions will generally not exceed a height corresponding to the width of Bloor Street West", building profiles from a pedestrian perspective at Bloor and Christie are mediated by the exceptional width of Christie Street, which is approximately fifty meters at the intersection, and because the northwest corner of the intersection, as parkland, will not be developed;
7. Related to this, preliminary massing evaluation of redevelopment of the property to a midrise at heights in excess of a midrise scale indicate that shadow impacts are comparatively limited;
8. Impacts of such redevelopment to residential neighbourhoods would be further mitigated because the north property boundary of the property abuts a public lane, north of which is the entrance to the Christie subway stop, north of which is a seven storey apartment building with no windows on the south face, and almost all of other properties on the east side of Christie Street within a distance of 250 meters from the intersection of Christie Street and Bloor Street are apartment or institutional; and,
9. Given the existing character of these properties, consideration should be given to an Official Plan designation of "Apartment Neighbourhood" rather than "Neighbourhood" for the area on the east side of Christie Street for the approximate distance of 250 meters from the intersection of Bloor and Christie.

Relating to paragraph 4 above, our client supports the extension of the Bloor Street bicycle lanes and other measures to improve pedestrian and cycling amenities in the public right of

way (street trees), as well as reduction of overall parking requirements for commercial residential ("mixed use") areas. These measures will improve public health, increase housing affordability, and generally reduce conflicts between pedestrians, cyclists and drivers of cars.

I also note that there are Official Plan Amendment and Zoning Amendment applications on file respecting the Bloor Collegiate site at the southwest corner of Dufferin Street and Bloor Street at a substantial redevelopment intensity with six proposed towers of up to 47 stories, comprising 2,219 apartments and an FSI in excess of 5.5, as well as the zoning by-law amendment application for a 12-storey mixed-use building at 980-990 Bloor Street West, which property is located 400m from a subway station noted in the report.

In conclusion, we respectfully submit that consideration should be given to evaluating Bloor and Christie as an area for greater intensity of growth than the other exception areas. Our client will continue to participate in the Bloor Street West Planning Study process to ensure that an appropriate intensity and scale of redevelopment can be achieved on their site and across the Study area.

Yours truly,



Mary Flynn-Guglietti*

* A Professional Corporation

Cc: The Torgan Group