

Date February 19, 2021

To: Toronto and East York Community Council

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Subject February 24<sup>th</sup> Meeting Agenda item: TE23.40 - 1319 Bloor Street West Zoning Amendment Application - Preliminary Report (Ward 9).

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Dear Members of the Toronto and East York Community Council:

Thank you for all the work that you do for us and for taking the time to review this document. We are taking advantage of this “have your say” platform so that our voices become part of the public record with regard to Application 20 230587 STE 09 OZ at the property municipally known as 1319 Bloor Street West (the “Site”).

This work represents a collaboration, as residents of 1369 Bloor Street West we too are invested in this community and would like to help shape a great future for the neighbourhood. For the sake of brevity, we will provide only an overview of the items most important to us at this point:

### **1. Existing Planning Framework**

On May 8, 2013, City Council adopted the updated city-wide Tall Building Design Guidelines. While the guide is not a specific reference to our area, it establishes a unified set of performance measures for the evaluation of all tall building development applications. Before even considering the approval of the Site, we feel it would be appropriate to consider the use of a **Master Plan** to coordinate the development of our little pocket given the following:

- Since an Avenue Study has not been completed, approved developments in areas such as this have the potential to **set a precedent** for the form and scale of reurbanization and we, as residents, **we would like to understand the full scope of development prior to approval of this Site rezoning** (please see Appendix A for a table of approved/proposed/other sites in the area). Prior to the July 2020 launch of the Bloor Street Study – St. Helens Avenue to Perth Avenue (see Figure 1 below) our pocket has not been included in recent City outreach and the Site has not been a part of any recent study.

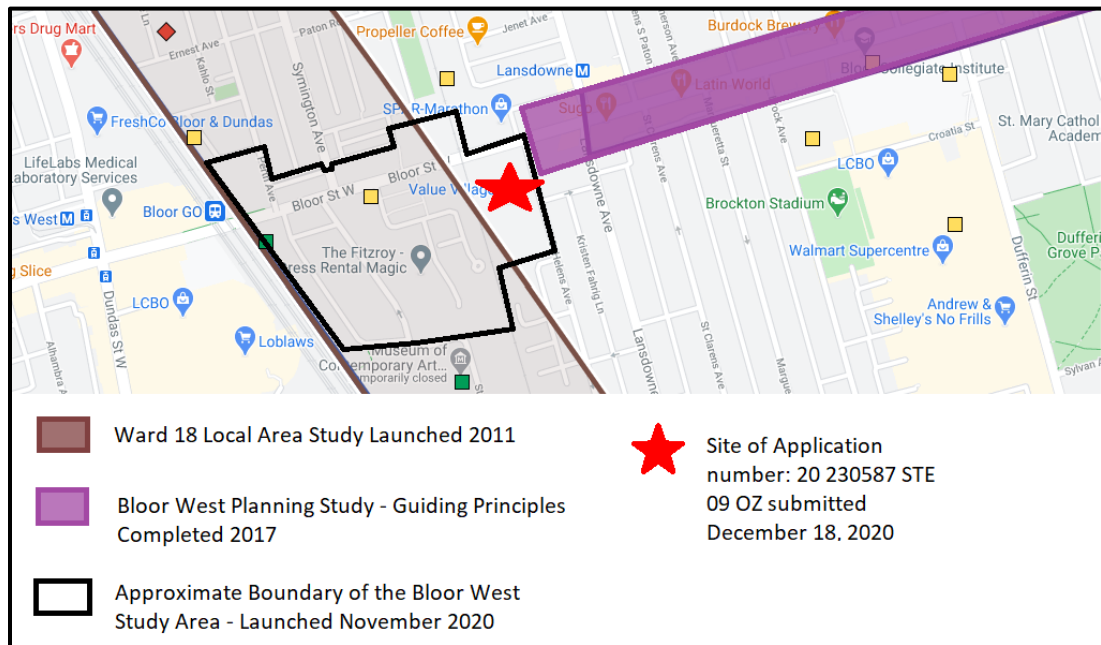


Figure 1- Approximation of Area Study Boundaries and Location of Development Site

- The area does meet several of the characteristics of a Master Planned site as outlined in Tall Building Design Guidelines:
  - There are currently several tall building applications (see Appendix A)
  - In April 2020 KingSett Capital completed its land assembly acquisition with the purchase of 1423 Bloor Street West which will likely result in a second construction phase
  - Master Plans are suggested for areas covering more than 2.0 hectares – Appendix A outlines current and potential development in our small pocket and lot size alone adds up to this minimum requirement, so when we consider the connections and interplay between each of the areas for development – a more coherent approach will be very important.

Under the current process it feels a bit like divide and conquer having to straddle various developers and Metrolinx. Additionally, taking this process in separate stages could allow Kingsett to set a development precedent with the current Site that would allow them to piggyback intensification efforts on other owned properties.

### **Ensuring Service Capacity of Transit Meets Demand**

Prior to the COVID lockdown traveling to/from 1369 Bloor Street West during rush hour was standing room only on UP Express and the Kitchener GO Trains and on the TTC it is sometimes necessary to skip trains and wait for ones not beyond standing room only capacity. Even with the additional access to trains on the Barrie Go Line and Metrolinx's acknowledged plans to increase capacity we are not confident that demand can be met – especially considering the urban intensification/revitalization upstream of us. Additionally, how will intensification in our area affect projects downstream of us that are already approved in the Bloor Street West corridor?

### **2. Traffic Congestion**

In August 2020, the Bloor Street bike lane was extended from Shaw Street to Runnymede Road and significantly altered traffic patterns along Bloor Street West from Lansdowne to Parkside Drive. We confirm that there was bumper to bumper traffic for most of the day that has only been relieved by the Province's COVID Emergency measures. We also note that it is extremely difficult to make a left turn from Ruttan Street onto Bloor Street West and while we know that the City is trying to encourage alternative modes of transportation – space is still being made for cars in each of the proposed developments. How will existing residents and new residents deal with this increased congestion?

### **3. Impact on Neighbourhood**

An Avenue Segment Review Study has been prepared by Bousfields Inc. for this Site Application. In their findings they note: "The incremental development of the entire Avenue segment will not adversely impact the adjacent Neighbourhoods to the north, south and east of the Study Area...". **BeBloor is located directly west of the proposed Site and we will be impacted in the following ways:**

- Units on the east side of our building will lose ventilation, view of important city sightlines, and lower units will likely not be able to see the sky.
- A quick look at the sunlight studies contained in the application reveal that out of 3 of the 4 equinoxes in the study, our building will not be out of the shadow of the proposed development

until the 11:18am increment<sup>1</sup>. This reduces our sun exposure by about 5.5 hours at the June equinox, 4 hours for March and September and by 1.25 hours in December.

- The green space to the east of our building is shown to also be affected in the sunlight studies.
- The loss of privacy is another consideration – in reviewing the preliminary drawings it seems like not much consideration has gone into providing any privacy between our building and the Site: the podium lacks screening; and, the south tower, while offset, is still directly parallel with our building.
- We are also concerned about the noise generated by the proposed GO station below the Site. What is the cost of studying and then potentially retrofitting solutions to ensure peaceful living conditions for residents?
- The tower height of the proposed design does not fit with the surroundings and will serve to eliminate the feeling of a neighbourhood/residential community that is distinct from the commercial core. This development style has made our city liveable and has helped to support the community character that makes Toronto world class.

#### **4. Impact of COVID**

This is a tough time for everyone with COVID making things very difficult. We applaud the efforts of the City and the developers to continue with business as usual as much as possible. It is interesting to reflect on traffic congestion or traveling in rush hour when it has been almost a year since that was a reality. Toronto is already experiencing changes in occupation patterns due to the pandemic and we wonder **what will Toronto's housing and transit needs be post-COVID?** Some predict status quo and others predict permanent changes to the structure of society. **Is now the time to greenlight applications that answered needs that may change?**

#### **Conclusion**

We appreciate your time and know that we all want this area under the Bloor Street West Study to be a well considered and thoughtfully planned part of the Bloor Street West Corridor. As discussed in Section 1, the full scope of development of the area should be understood through a Master Plan or other consolidated planning mechanism before there are any approvals of the Site or rezoning of the area under in general. The concerns raised with regards to service capacity, traffic congestion and the impact of COVID should also be formally addressed.

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<sup>1</sup> The study shows hour long increments starting from 09:18 and ending at 18:18 at each of the equinoxes.

Yours truly<sup>2</sup>,

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<sup>2</sup> These comments are also supported by residents who wish to remain anonymous. We respect their privacy and acknowledge their contribution.

## APPENDIX A:

### Current and Potential Development Applications within the Bloor Street Study – St. Helens Avenue to Perth Avenue

						TOTALS	IMPACT
Address	1439 Bloor Street West, 80-82 Perth Avenue	72 Perth Avenue	1405 Bloor Street West	1319 Bloor Street West	1423 to 1437 Bloor Street West		
Application Submission Date	January 2010	June 2018	September 2020	December 2020	Unknown		
Status	Rezoning Approved, Site Plan Under Review	Proposed/Under Review	Proposed/Under Review	Under Review			
Zoning Category	CR	CR	CR and R	CR	CR		
Developer	Neudorfer Development Corporation	Urban Strategies Inc. on behalf of 72 Perth Inc.	Lamb Development Corp.	Kingsett Capital	Kingsett Capital <sup>i</sup>		
Lot size (m <sup>2</sup> )	4,183	1,773	4,529	9,893	2,090	22,468 or 2.24 hectares	
Height (storeys)	14	9.5 storeys reduced from 11	18	31 + 33	unknown		
Proposed number of Residential Units	169	97 reduced from 107 units	326	634	unknown	1226 New Residential Units	~1972 new residents <sup>ii</sup>
Proposed number of permanent parking spots	131		101	215	unknown	447 New Parking Spots for Cars	Up to 447 more cars

<sup>i</sup> Source: [Kingsett Announcement via Twitter](#)

<sup>ii</sup> Calculation assumes estimate of 1 person per Studio/Bachelor, 1.3 people per 1 Bedroom Unit, 2 people per 2 Bedroom Unit and 2.5 people per 3 Bedroom Unit.