



June 23, 2021

Mr. John D. Elvidge, City Clerk  
City Clerk's Office  
Toronto and East York Community Council  
City Hall, 2<sup>nd</sup> Floor, West  
100 Queen Street West  
Toronto, Ontario M5H 2N2

Dear Members of Community Council,

**Re: *Bloor Street Study – St. Helen's Avenue to Perth Avenue***  
***1319 Bloor Street West***

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We are the planning consultants for KS 1319 Bloor Street West Holdings Inc., the owners of the above-noted lands, located at the southwest corner of Bloor Street West and St. Helen's Avenue (the "subject site").

The owners submitted a rezoning application for the subject site in order to permit a mixed-use project consisting of two residential towers, 31 and 33 storeys in height, as well as a station entrance and platform for the new Bloor-Lansdowne GO Station.

The rezoning application was submitted on December 18, 2020 in accordance with the in-force Official Plan policies applicable to the site. Accordingly, we would request that any future planning framework or Official Plan Amendment recognize the in-force Official Plan permissions which form the basis for the ongoing application.

On April 27, 2021 we submitted a letter providing our comments on the Phase 1 Planning Framework, which was presented at the community consultation meeting held on April 12<sup>th</sup>. We have reviewed the updated Framework contained in the May 31, 2021 Planning Staff Report, and the following comments still apply as outlined below:

We agree with the identification of the area around the new Bloor-Lansdowne GO Station as Character Area A: Transit Hub Zone (Height Peak for the Study Area) and the recognition that the existing context has tall buildings and large lots that can accommodate taller buildings. We also agree with the observation that higher density within the area would be compatible due to proximity to the future multimodal transit hub in the area.

However, we have some concern regarding certain potential built form directions, including:

- *“Generous setbacks will be required from Bloor Street to allow for public realm improvements and new open spaces.”*

While the proposed building will be set back 4.1 metres from the existing property line at grade to allow for an expanded public realm and increased pedestrian space adjacent to the subject site, it is important to have proximate and direct pedestrian access from the public sidewalk to the GO station entrance. It would be more appropriate to provide “generous setbacks” along St. Helen’s Avenue, as we are proposing.

- *“Transition needs to be provided towards lower scale neighbourhoods to the east and south.”*

Transition is a means to an end, rather than an end in itself, and needs to be balanced and reconciled with other planning objectives e.g. transit-supportive intensification. While transition is important in order to adequately limit built form impacts on lower-scaled neighbourhoods, we want to ensure that the form of transition to be applied to development on the subject site is context-specific and based on a detailed analysis of both impacts and benefits.

Thank you for your consideration of these comments. If you have any questions or would like to discuss these matters further, please do not hesitate to contact the undersigned, or Alex Savanyu of our office.

Yours truly,

**Bousfields Inc.**



Peter F. Smith B.E.S., MCIP, RPP

cc: *Ingrid Beausoleil – KS 1319 Bloor Street West Inc.*  
*Victoria Fusz, MCIP RPP*