



June 23, 2021

Mr. John D. Elvidge, City Clerk
City Clerk's Office
Toronto and East York Community Council
City Hall, 2nd 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
1423-1437 Bloor Street West and 278 Sterling Road***

We are the planning consultants for 2665100 Ontario Inc., the owners of the above-noted lands, located on the south side of Bloor Street between Perth Avenue and Sterling Road (the "subject site"). The owners submitted a rezoning application for the subject site in order to permit an 18-storey residential/mixed-use building with a new privately owned publicly accessible space (POPS) at the southeast corner of Bloor Street West and Perth Avenue.

The rezoning application was submitted on April 13, 2021 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 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 12th. We have reviewed the updated Framework contained in the May 31, 2021 Planning Staff Report, and our comments still apply as outlined below.

We agree with the inclusion of the site within Character Area D: Railpath Corridor (Gradual Intensification) and the recognition that bigger lots and the *Mixed Use Areas* designation may allow opportunities for higher buildings. As well, the proposed POPS on the subject site appropriately responds to the direction to add open spaces and connections that lead into the railpath.

However, we have concerns regarding a number of the potential built form directions, including:

- *“Height of buildings will be tied to its ability to meet required separation distances.”*

It is not clear what separation distances would be “required”. Depending on what requirements may ultimately be determined, the principle of providing separation distance as a means to limit built form impacts is reasonable, provided that such standards are context-specific and based on a detailed analysis of both impacts and benefits.

- *“Transition needs to be provided towards the low scale residential areas to the 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, as with separation distances, 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.

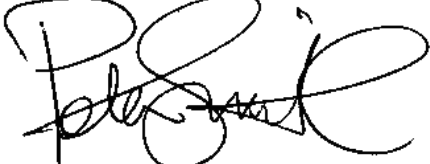
- *“Generous setbacks will be required from Bloor Street to allow for public realm improvements and new open spaces.”*

The proposed building has been designed to provide a 6-metre sidewalk width along Bloor Street West at the ground floor to allow for an expanded public realm and increased pedestrian space adjacent to the subject site.

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 – 2665100 Ontario Inc.
Victoria Fusz, MCIP RPP