

1439 Bloor Street West – Zoning By-law Amendment Application – Decision Report – Approval

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 9 - Davenport

Planning Application Number: 25 269654 STE 09 OZ

SUMMARY

This report recommends approval of the application to amend the Zoning By-law to permit a 33-storey apartment building with 377 units, including 6 affordable rental units, and 994 square metres of retail and commercial space at 1439 Bloor Street West.

The Zoning By-law Amendment application is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan. The application has also taken into consideration the City-initiated Bloor Street: St. Helen's Avenue to Perth Avenue Planning Framework.

RECOMMENDATIONS

The Director, Community Planning, Toronto and East York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 1439 Bloor Street West substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council accept the Owner's offer of an in-kind contribution (attached as Appendix 11 to this Report) pursuant to subsection 37(6) of the Planning Act and allow the Owner to provide 6 affordable rental housing units to the satisfaction of the Executive Director, Development Review, and the Chief Planner and Executive Director, City Planning (the "In-kind Contribution") all in accordance with the following terms:
 - a. the in-kind contribution shall be comprised of 4 one-bedroom units and 2 two-bedroom units (the "Affordable Rental Housing Units");

- b. the average unit size of the Affordable Rental Housing Units shall be no less than the average sizes of all market units, by unit type, of the proposed development;
- c. the minimum unit size of the Affordable Rental Housing Units shall be no less than the minimum unit size of all the market units, by unit type of the proposed development;
- d. the Affordable Rental Housing Units shall be provided in contiguous groups of at least six (6) rental dwelling units;
- e. the general configuration, location and layout of the Affordable Rental Housing Units in the development shall be to the satisfaction of the Chief Planner and Executive Director, City Planning;
- f. tenants of the Affordable Rental Housing Units shall be provided with access to, and use of all indoor and outdoor amenities in the development at no extra charge; access to, and use of, these amenities shall be on the same terms and conditions as any other resident of the building without the need to pre-book or pay a fee, unless specifically required as a customary practice for private bookings;
- g. all Affordable Rental Housing Units will be provided with ensuite laundry facilities and central air condition at no extra charge;
- h. tenants of the Affordable Rental Housing Units will be provided with access to permanent and visitor bicycle parking/bicycle lockers in accordance with the Zoning By-law and on the same basis as other units within the development;
- i. the initial rent (inclusive of utilities) charged to the first tenants of and upon turnover of the Affordable Rental Housing Units shall not exceed Affordable Rents as currently defined in the Official Plan for a minimum of 40 years, beginning with the date each such unit is first occupied (the "Affordability Period"). During the Affordability Period, increases to initial rents charged to tenants occupying any of the Affordable Rental Housing Units shall be in accordance with the Residential Tenancies Act and shall not exceed the Provincial rent guideline, regardless of whether the Provincial rent guideline applies to the Affordable Rental Housing Units under the Residential Tenancies Act;
- j. the Owner shall provide and maintain the Affordable Rental Housing Units as rental dwelling units at the rents identified in 3.i above for the duration of the Affordability Period. The Affordable Rental Housing Units shall not be registered as a condominium or any other form of ownership, such as life lease or co-ownership, which provide a right to exclusive possession of a dwelling unit, and no application for conversion for non-rental housing purposes, or application to demolish any Affordable Rental Housing Unit shall be made for the duration of the Affordability Period; upon the expiration of the Affordability Period, the owner shall continue to provide and maintain the Affordable Rental Housing Units as

rental dwelling units, unless and until such time as the owner has applied for and obtained all approvals necessary to do otherwise;

k. the Owner will use the City's Centralized Affordable Housing Access System to advertise and select tenants for the Affordable Rental Housing Units, provided it is in place, unless otherwise agreed to by the Executive Director, Housing Secretariat; and at least six (6) months in advance of any Affordable Rental Housing Unit being made available for rent, the owner shall develop and implement an Access Plan which will outline how the Affordable Rental Housing Units will be rented to eligible households in consultation with, and to the satisfaction of, the Executive Director, Housing Secretariat; and

l. the Affordable Rental Housing Units shall be made ready and available for occupancy no later than the date by which seventy percent (70%) of the new dwelling units of the proposed development are erected on the site are available and ready for occupancy.

4. City Council attribute a value to the In-kind Contribution, equal to 100 percent of 4 percent of the value of the land for the development permissions comprising 24,422 square metres of gross floor area (net of any exclusions or exemptions authorized under the Community Benefits Charge By-law), as determined the day before the day the first building permit is issued in respect of the development.

5. City Council authorize the Executive Director, Development Review to enter into an Agreement pursuant to subsection 37(7.1) of the Planning Act (the "In-kind Contribution Agreement") to address the provision of the In-kind Contribution on terms satisfactory to the Executive Director, Development Review in consultation with the Chief Planner and Executive Director, City Planning, and in a form satisfactory to the City Solicitor.

6. City Council determine that the execution and registration of the In-kind Contribution Agreement constitute satisfactory arrangements for the provision of the In-Kind Contribution for the purpose of Applicable Law as defined in the Building Code.

7. City Council request the General Manager, Transportation Services, to review and report back on the feasibility of amending Schedule B of the City of Toronto Municipal Code Chapter 925, Permit Parking, to exclude the development located at 1439 Bloor Street West from Permit Parking.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

Community Benefits Charge

This report recommends that Council accept the Owner's offer attached as Appendix 11 of this report and allow the Owner to provide a Community Benefits Charge (CBC) in-kind contribution of 6 affordable rental housing units (4 one-bedroom unit; 2 two-

bedroom units) for a minimum of 40 years. The attributed value of the proposed CBC in-kind contribution is 100% of the 4% value of the land. The Owner is required to enter into an agreement to secure the in-kind contribution prior to the issuance of the first building permit in respect of the development.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

In July 2021, City Council endorsed the City-initiated Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework. The Framework includes a vision for a diverse, complete and connected community, provides a co-ordinated public realm network for new and enhanced parks, open spaces and connections; outlines the urban structure and built form of the identified character areas; and notes emerging needs related to community services and facilities.

The Council decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2021.TE26.31>

The Planning Framework can be found here:
<https://www.toronto.ca/legdocs/mmis/2021/te/bgrrd/backgroundfile-167765.pdf>

THE SITE AND SURROUNDING LANDS

Description

The site is located on the south side of Bloor Street West, west of Perth Avenue, east of the West Toronto Railpath and the GO Rail Line. The site has a frontage of 50 metres along Bloor Street West, a lot depth of 78 metres and a lot area of 2,962 square metres. See Attachment 2 for the Location Map.

Surrounding Uses

North: An 8-storey co-operative housing building. Further west, a 29-storey mixed use building at the corner of Bloor Street West and Dundas Street West.

South: An 18-storey purpose-built rental building at 72 Perth is under construction. Further south are four blocks of newly constructed three-storey townhouses.

East: An approved 18-storey mixed use building at 1423 Bloor Street West. Further east is the mixed-use development at 221-227 Sterling Road that was approved at the Ontario Land Tribunal with heights of 21, 24 and 27 storeys.

West: The West Toronto Rail Path, a multi-use trail connection running alongside the Metrolinx rail corridor that accommodates heavy freight traffic, the Union Pearson Express, and the Kitchener GO Train service. Further west on the other side of the rail

corridor is a large retail store and surface parking at 2280 Dundas Street West, with development being proposed for the site with multiple towers spanning several phases.

THE APPLICATION

Description

The proposal is for a 33 storey mixed-use building at a metric height of 95.7 metres, excluding mechanical penthouse. A total of 377 purpose-built rental units are proposed. The total gross floor area (GFA) is 24,422 square metres, of which 994 square metres are non-residential uses. The application also establishes a potential conveyance of lands to the City of Toronto to support the widening of Perth Avenue and establish a new connection to the West Toronto Railpath.

Density

The proposal has a density of 8.25 times the area of the lot.

Residential Component

The proposal includes 377 dwelling units, 220 one-bedroom (58%), 125 two-bedroom (33%), and 32 three-bedroom units (8.5%). Of those units, 6 are proposed to be affordable rental units.

Non-Residential Component

The proposal includes 994 square metres of commercial and retail GFA.

Access, Parking and Loading

130 vehicular parking spaces are proposed, including 113 long-term, 8 short-term and 1 car share parking space for residents, and 8 parking spaces for commercial use. The proposed vehicular parking spaces are in three underground parking levels with two visitor spaces to be provided at grade.

421 bike parking spaces are proposed, including 343 long-term and 78 short-term spaces, in three underground levels and on the ground floor. One Type G loading space is proposed, located on the ground floor at the west side of the building and adjacent to the West Toronto Railpath and the rail corridor. Vehicular access is provided via a private driveway at the south end of the site on Perth Avenue.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/1439BloorStW.

Reasons for Application

A Zoning By-law Amendment application is required to bring the lands from the City's former zoning by-law into Zoning By-law 569-2013, and to establish appropriate performance standards including building height, density, setbacks and stepbacks, among others.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on July 29, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on December 24, 2025 and deemed complete on February 4, 2026 satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/1439BloorStW.

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate the Zoning By-law amendment.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to provincial plans.

Official Plan

The [Official Plan](#) Urban Structure Map 2 identifies the site as fronting an Avenue, and designates the site as Mixed Use Areas. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Protected Major Transit Station Area

The site is within four delineated Protected Major Transit Station Areas (PMTSA). It is within 200 metres of the centre point of the delineated Dundas West Station and Bloor GO PMTSAs and within 500 metres of the centre point of the delineated Bloor Lansdowne and the Lansdowne PMTSAs associated with SASPs 654, 655, 656 and 657 respectively in Chapter 8 of the Official Plan. Map 2 of SASPs 654, 655, 656 and 657 identifies the site as having a minimum Floor Space Index (FSI) of 2.0.

The area is planned for a minimum population and employment target of between 250 to 300 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each PMTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

Chapter 8 states that lands designated Mixed Use Areas within 200 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 8 or more. The permitted FSI is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole.

City Planning is undertaking required zoning updates for PMTSAs and MTSA's and a report with recommendations will be brought to the Planning and Housing Committee when the work is finalized.

Zoning

The site is zoned Commercial Residential under the former City of Toronto Zoning By-law 438-86. The CR zoning category permits a mix of commercial and residential uses. See Attachment 4 of this report for the existing Zoning By-law Map.

Bloor Street Study: St. Helen's Avenue to Perth Avenue Planning Framework

The site is located at the western limit of the Bloor Street Study Planning Framework, intended to guide future development and ensure growth occurs in a well-planned and coordinated manner. The Planning Framework identifies public realm improvements within and around the study area, including new parks, publicly accessible open spaces, cycling connections, pedestrian connections, streets, and underpass improvements. The public realm network plan identifies a potential multi-use path connection along the southern property line. The Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework Public Realm Network Plan be found in attachment 5 of this report.

The Planning Framework identified five character areas with associated guiding principles to establish the planned context, built form character, setbacks and transition patterns between areas of varying scale and intensity, and opportunities for open spaces and connections. The site is located within Character Area D, which has the second highest densities and heights in the study area due to proximity to existing and future transit infrastructure.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities

- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Retail Design Manual
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard is a set of performance measures for green development. In place since 2010, the Toronto Green Standard has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of the application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial development charges refund. Information of the Toronto Green Standard may be found at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

PUBLIC ENGAGEMENT

Community Consultation

On April 8, 2026, an in-person community consultation meeting took place with approximately 60 people in attendance along with staff, applicant and the local Councillor. At the meeting, City staff and the applicant team gave presentations on the site and surrounding area, the existing planning framework and the proposed development. Following presentations, City staff led a question and answer discussion followed by an open house. Comments and questions received from meeting attendees noted the following matters:

- Support for proposed transit oriented development;
- Height and built form transition of the proposed development are not consistent with the neighbourhood designation adjacent to the site;
- The materials shown on the perspective drawings do not reflect the industrial heritage of the area;
- Concerns that the proposal does not take into consideration the impact on the existing transportation infrastructure including parking issues and taking into account approved developments in the area;
- The proposal does not adequately address the provision of affordable units/diverse tenure of housing including consideration for more two and three bedroom units;
- Support for retail and access to retail along Bloor Street West;
- Consider having trees along Perth Avenue; and
- Concerns regarding the impacts of construction on the community.

The issues raised through the community consultation process have been considered through the review of the application.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement (PPS) 2024 and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024).

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a total of 377 dwelling units, with a unit mix of 220 one-bedroom (59%), 125 two-bedroom (33%) and 32 three-bedroom units (8.5%). The proposed unit mix includes 41.5% of the units as two and three-bedroom units suitable for larger households.

This report recommends that Council accept the Owner's offer to provide a Community Benefits Charge (CBC) in-kind contribution of 6 affordable rental housing units (4 one-bedroom unit; 2 two-bedroom units) for a minimum of 40 years.

Density, Height, Massing

The proposed height of 95.7 metres (33 storeys excluding mechanical penthouse) is appropriate given the location of the site is within 200 metres of the delineated Dundas West Station and Bloor GO PMTSAs and within 500 metres of the Bloor Lansdowne and Lansdowne PMTSAs. The proposed FSI exceeds the minimum density requirements of SASPs 654, 655, 656 and 657 in Chapter 8 of the Official Plan. The proposed development also reflects the height hierarchy in the City-initiated Bloor Street Study Planning Framework.

The proposed tower portion of the building achieves a 31.5 metre setback from the approved development east of the site at 1423 Bloor Street West, and 31.9 metres to the single detached homes southeast of the site. The building has a setback of 2 metres above the second floor and 2 metres above the fifth floor. The massing of the proposed tower floor plate reflects the City of Toronto's Tall Building Guidelines at 753 square metres. The heights, setbacks and setbacks are appropriate for the proposed development in accordance with the Tall Building Guidelines.

Public Realm and Streetscape

The proposed development provides a 6 metre setback from the building to the curb along Perth Avenue, with space for the pedestrian clearway as well as tree plantings.

Along the Bloor Street frontage, the development proposes two floors of retail, totalling 994 square metres to activate the ground floor and improve the pedestrian experience along Bloor.

The streetscape improvements along Perth Avenue, the proposed pedestrian connection to the West Toronto Railpath, massing of the proposed tower supportive of opening up the space at the corner of Perth and Bloor, and retail units to activate Bloor Street, will provide an improved public realm experience from existing conditions. The pedestrian network will further enhance active connections and improve access to transit station north of the site.

Shadow Impact

The shadow impact study shows shadow from the proposed building during the spring and fall equinoxes (March 21 and September 21) and the summer and winter Solstices (June and December 21). The proposed building is directly across from a playground for the Perth Avenue Housing Co-operative at 120 Perth Avenue. In the spring and fall equinoxes and summer solstice, the playground continues to have over 7 hours of sunlight and in the winter solstice, the shadow of the proposed development does not hinder its access to sunlight. Additionally, the shadow generated by the proposed built form will have a minimal impact on the public realm.

Wind Impact

The Pedestrian Level Wind Study submitted as part of the application notes that the wind conditions on the site, including entrances, sidewalks, the proposed laneway and outdoor amenity spaces, are generally comfortable for their intended use year-round, with uncomfortable wind conditions at the southwest corner of the development and along the proposed laneway to the West Toronto Railpath in the winter. Staff find the wind impacts acceptable.

Servicing

Development Engineering staff have reviewed the submitted Functional Servicing Report, Stormwater Management Report and supporting studies in support of the proposed development and have identified outstanding comments related to the capacity of the watermain and combined sewer infrastructure required to support this development. Therefore, a Holding (H) provision has been included in the draft Zoning By-law Amendment to address outstanding servicing issues.

Potential Transportation Network Improvements

The City-initiated Bloor Street: St. Helen's Avenue to Perth Avenue Planning Framework identifies a potential multi-use connection south of the proposed development, as well as the future re-alignment of Perth Avenue adjacent to the site. The draft Zoning By-law Amendment allows for the potential conveyance of land for the purposes of a multi-use connection to the West Toronto Rail Path, and right-of-way re-alignment at Perth Avenue. These connections are further identified in Attachment 6, the draft Zoning By-law Amendment and Attachment 9, Site Plan.

Traffic Impact, Access, Vehicular and Bicycle Parking and Loading

A Transportation Impact Study (TIS) was submitted to assess the traffic impact, access, parking, and loading arrangements for the proposed development. Staff reviewed the TIS and accept the conclusions of the report.

The Planning Act prohibits minimum parking requirements in Protected Major Transit Station Areas. Nonetheless, any parking that is provided by the applicant is subject to zoning and accessibility standards for parking spaces. Parking and loading will be accessed via Perth Avenue. 130 vehicular parking spaces are proposed in 3 levels of underground parking and on the ground floor, including 113 spaces for residents, 8 spaces for visitors, 8 spaces for commercial uses, and 1 car-share space.

The proposal includes 421 bike parking spaces, of which 343 spaces are long term and 78 are short term spaces. Bike parking is located below-grade and on the first floor of the building.

One Type G open loading space is proposed, adjacent to the West Toronto Railpath and the rail corridor.

Rail Safety

As the development is within 30 metres of the Metrolinx railway corridor, the applicant has submitted a Rail Safety and Mitigation Report. The report has been reviewed by the City's peer reviewer and the proposed mitigation measures, including the relocation of sensitive uses away from the 25 metre combined horizontal and vertical setback, in accordance to the Guidelines for New Development in Proximity to Railway Operations (FCM/RAC Proximity Guidelines), are satisfactory. A crash wall is also being proposed 4 metres from the Metrolinx property line and identified in Attachment 6, draft Zoning-By Law Amendment and Attachment 8, Ground Floor Plan. Metrolinx's review of the Rail Safety report is ongoing. Written confirmation of Metrolinx's satisfaction is also included in the holding provision of the zoning by-law amendment.

Parkland

In accordance with [Section 42 of the Planning Act](#), the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per [Toronto Municipal Code Chapter 415-29](#), the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the [Toronto Municipal Code Chapter 415-28](#), requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Tree Preservation

The Arborist Report identifies 3 existing By-law protected trees on or surrounding the site that require a permit to remove under the City of Toronto Municipal Code, Chapter 813, the Tree Protection By-law. All of the 3 trees identified are City owned and growing on the City allowance. Replacement trees on the City road allowance will be required.

Holding Provision

This report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

- a. Receipt by the City of written confirmation from Metrolinx that they are satisfied with the submitted Rail Safety and Mitigation Report and associated City initiated peer review;
- b. the owner or applicant, at their sole cost and expense, has submitted a revised Functional Servicing Report to demonstrate that the existing combined sewer system and watermain system, as well as any required improvements to them, have adequate capacity and supply to support the development of the lands to the satisfaction of the Director, Engineering Review, Development Review; and
- c. if the accepted Functional Servicing Report from b. above requires any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
 - i. the owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,
 - ii. the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing Report in b. above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

Conclusion

The proposal has been reviewed against the policies of the Provincial Planning Statement (2024) and the Official Plan. Staff worked with the applicant to address and resolve key concerns for this development, including: provision of a diverse mix and range of housing types and tenures including provision of affordable housing through CBC in-kind benefit, improved public realm and streetscape. Staff recommend that Council approve the Zoning By-law Amendment application.

CONTACT

Liliana da Silva, Senior Planner, Community Planning, Tel. No. 416-392-1821, E-mail: liliana.dasilva@toronto.ca

SIGNATURE



Carly Bowman, M.Sc.Pl., MCIP, RPP
Director, Community Planning
Toronto and East York District

ATTACHMENTS

City of Toronto Information/Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Bloor Street Study Planning Framework: Public Realm Network Plan
Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 7: Site Plan
Attachment 8: Ground Floor Plan
Attachment 9: Elevations
Attachment 10: 3D Massing Models
Attachment 11: CBC In-kind Offer Letter

Attachment 1: Application Data Sheet

Municipal Address: 1439 BLOOR ST W Date Received: December 24, 2025

Application Number: 25 269654 STE 09 OZ

Application Type: Rezoning

Project Description: This application seeks to amend the Zoning By-law to permit the development of a 33-storey rental apartment building containing 377 residential units, including 6 affordable rental units to be secured through Community Benefits Charge in-kind contribution and approximately 993 square metres of retail and commercial space.

Applicant	Agent	Architect	Owner
SAJECKI PLANNING		GABRIEL BODOR ARCHITECT, INC.	NEUDOFER MANAGEMENT CORPORATION

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP
654,655,656,
657

Zoning: Former Toronto By-Law 438-86 Heritage Designation: N

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 2,962 Frontage (m): 50 Depth (m): 113

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,479	1,479
Residential GFA (sq m):			23,428	23,428
Non-Residential GFA (sq m):			994	994
Total GFA (sq m):			24,422	24,422
Height - Storeys:			33	33
Height - Metres:			95.7	95.7

Lot Coverage Ratio (%) 49.9 Floor Space Index: 8.25

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	23,428	
Retail GFA:	572	422
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			377	377
Freehold:				
Condominium:				
Other:				
Total Units:			377	377

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			220	125	32
Total Units:			220	126	32

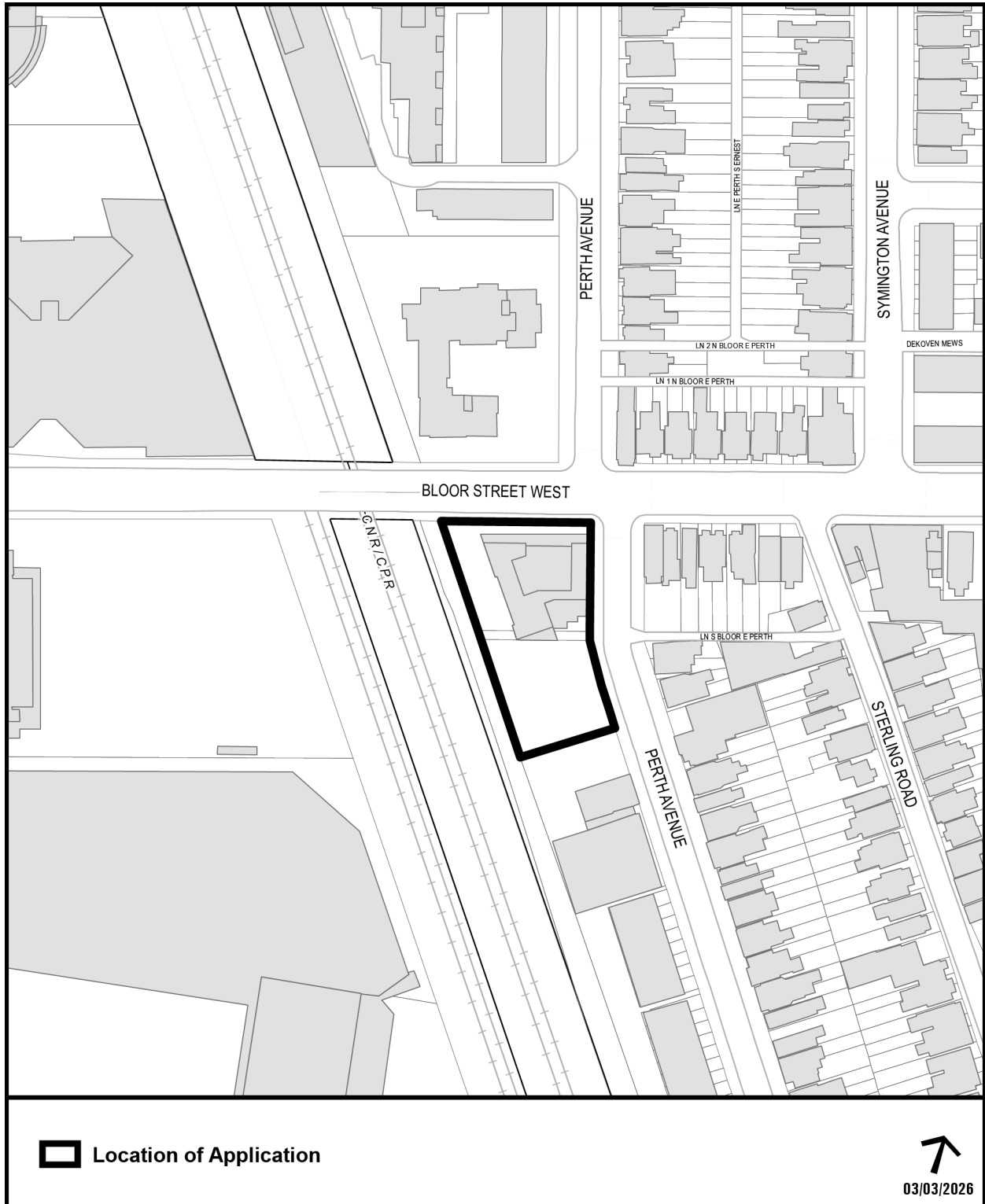
Parking and Loading

Parking Spaces:	130	Bicycle Parking Spaces:	421	Loading Docks:	1
-----------------	-----	-------------------------	-----	----------------	---

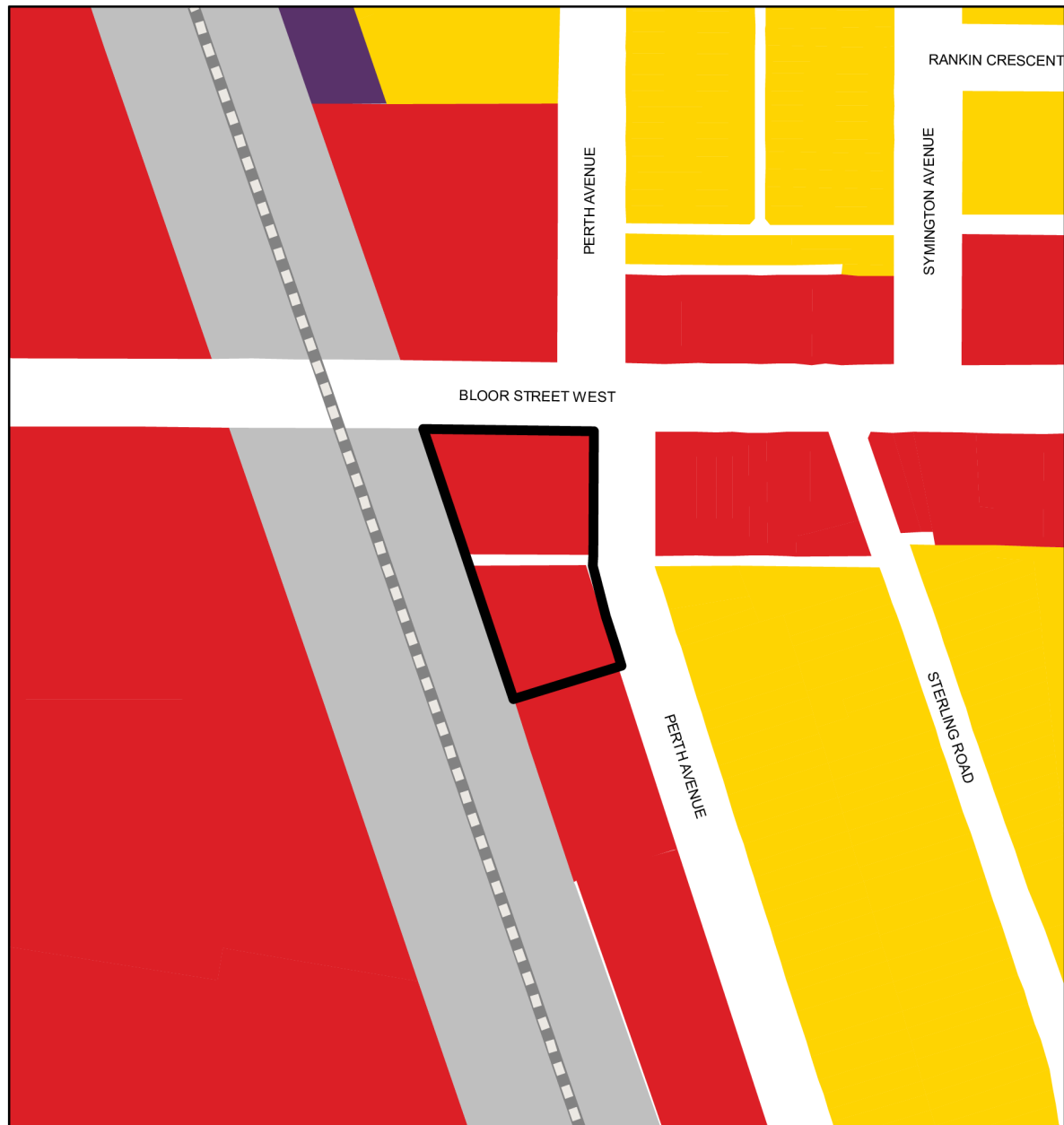
CONTACT:

Liliana da Silva, Senior Planner, Community Planning
416-392-1821
liliana.dasilva@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

1439 Bloor Street West

File # 25 269654 STE 09 02



Location of Application



Neighbourhoods



Core Employment Areas



Mixed Use Areas

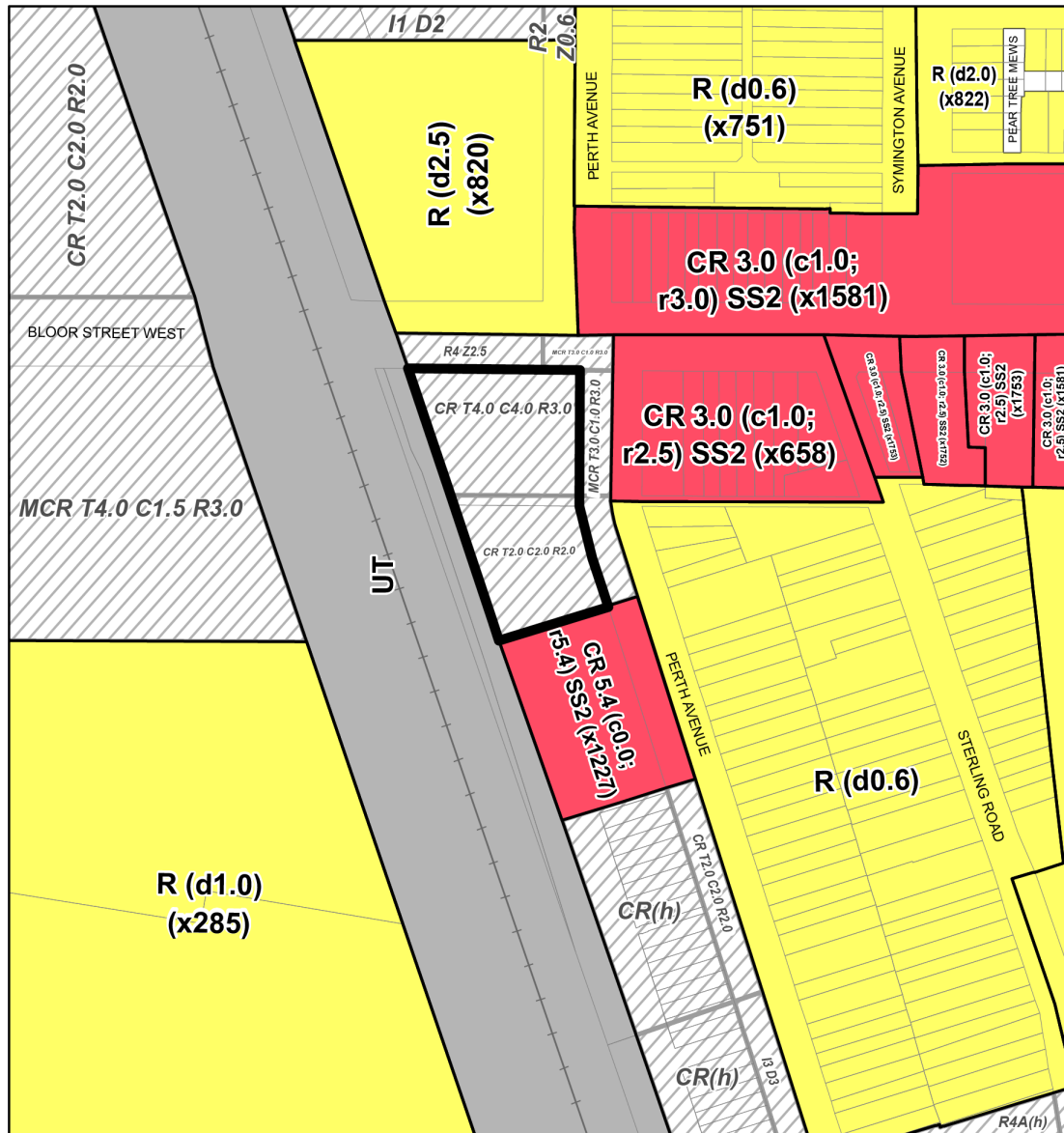


Utility Corridors



Not to Scale
Extracted: 03/03/2026

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1439 Bloor Street West

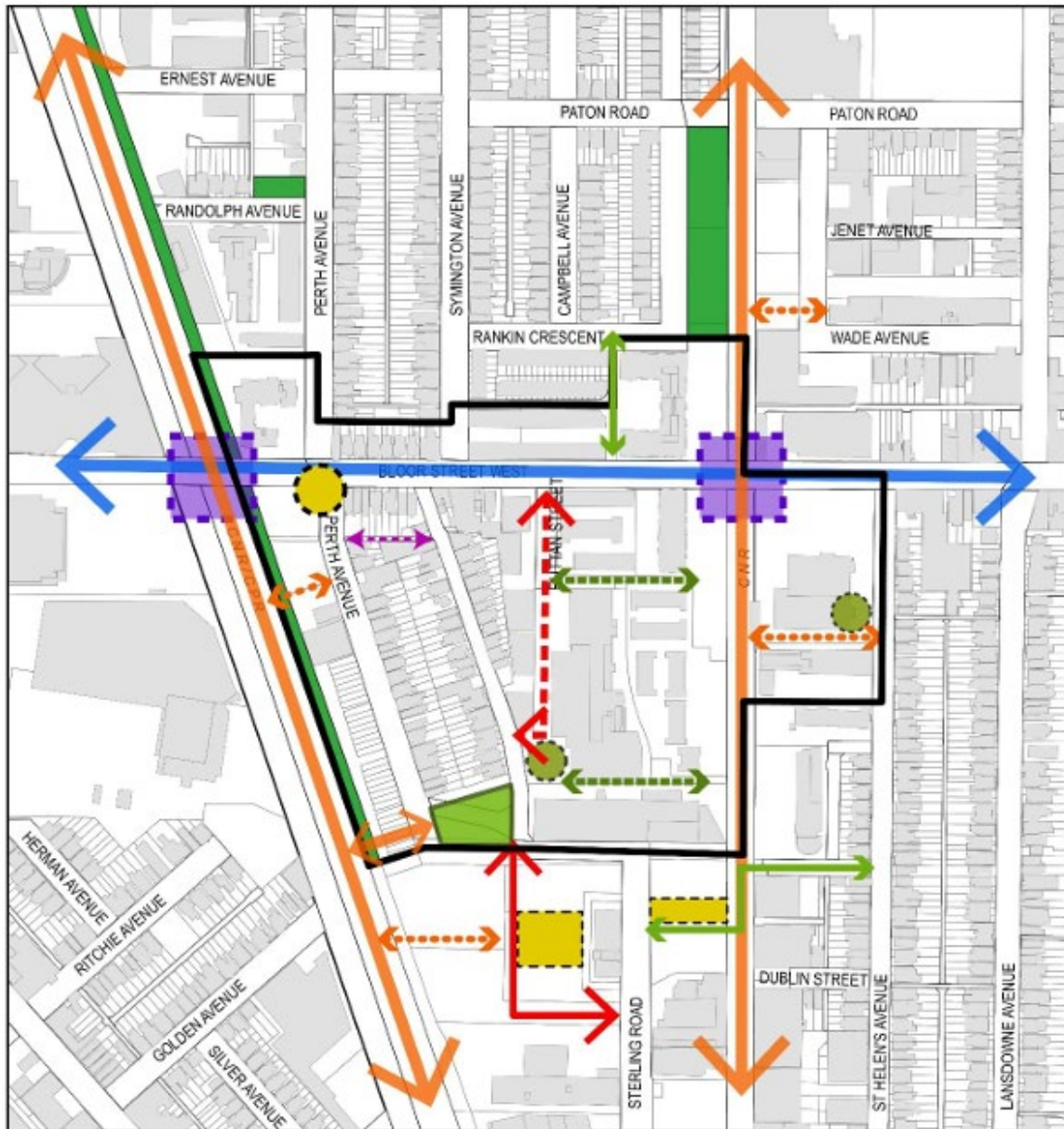
File # 25 269654 STE 09 0Z

- Location of Application
- R Residential
- CR Commercial Residential
- UT Utility and Transportation

- See Former City of Toronto By-law No. 438-86
- R2 Residential District
- R4 Residential District
- R4A Residential District
- CR Mixed-Use District
- MCR Mixed-Use District
- I1 Industrial District
- I3 Industrial District

Not to Scale
Extracted: 03/03/2026

Attachment 5: Bloor Street Study Planning Framework: Public Realm Network Plan



Public Realm Network Plan

Bloor St Study

File # 20 141991 STE 09 02

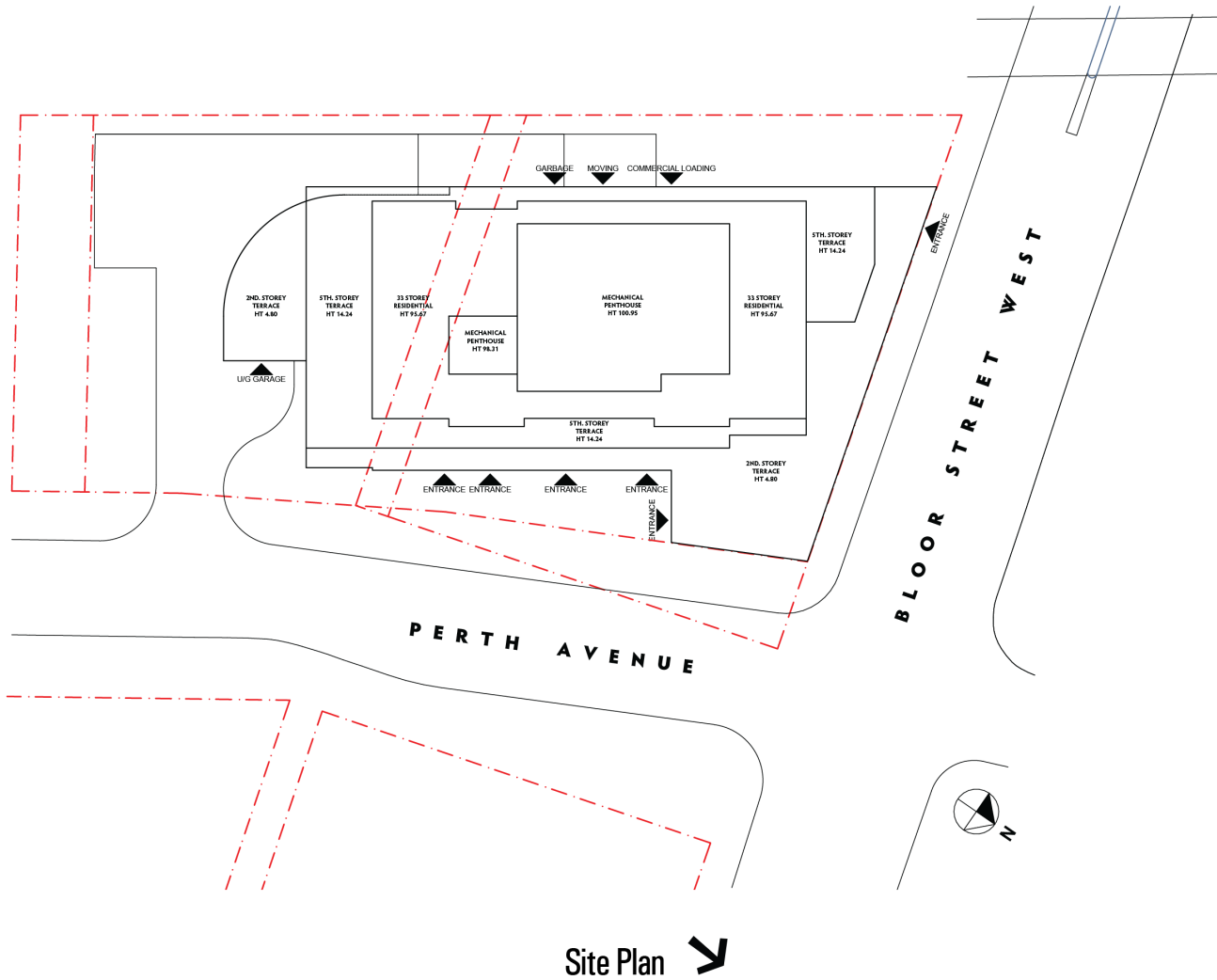
Bloor St Study Boundary	Potential New Park	Pedestrian Connections
Existing Parks	Potential New POPS	Potential Pedestrian Connection
Proposed Parks	Proposed New Street	Potential Enhanced Laneway
Proposed POPS	Potential Widening/New Street	Potential Multi-Use Connections
Underpass Improvements	Cycling Connections	Existing/Planned Multi-Use Connections

Not to Scale
Extracted: 05/10/2021

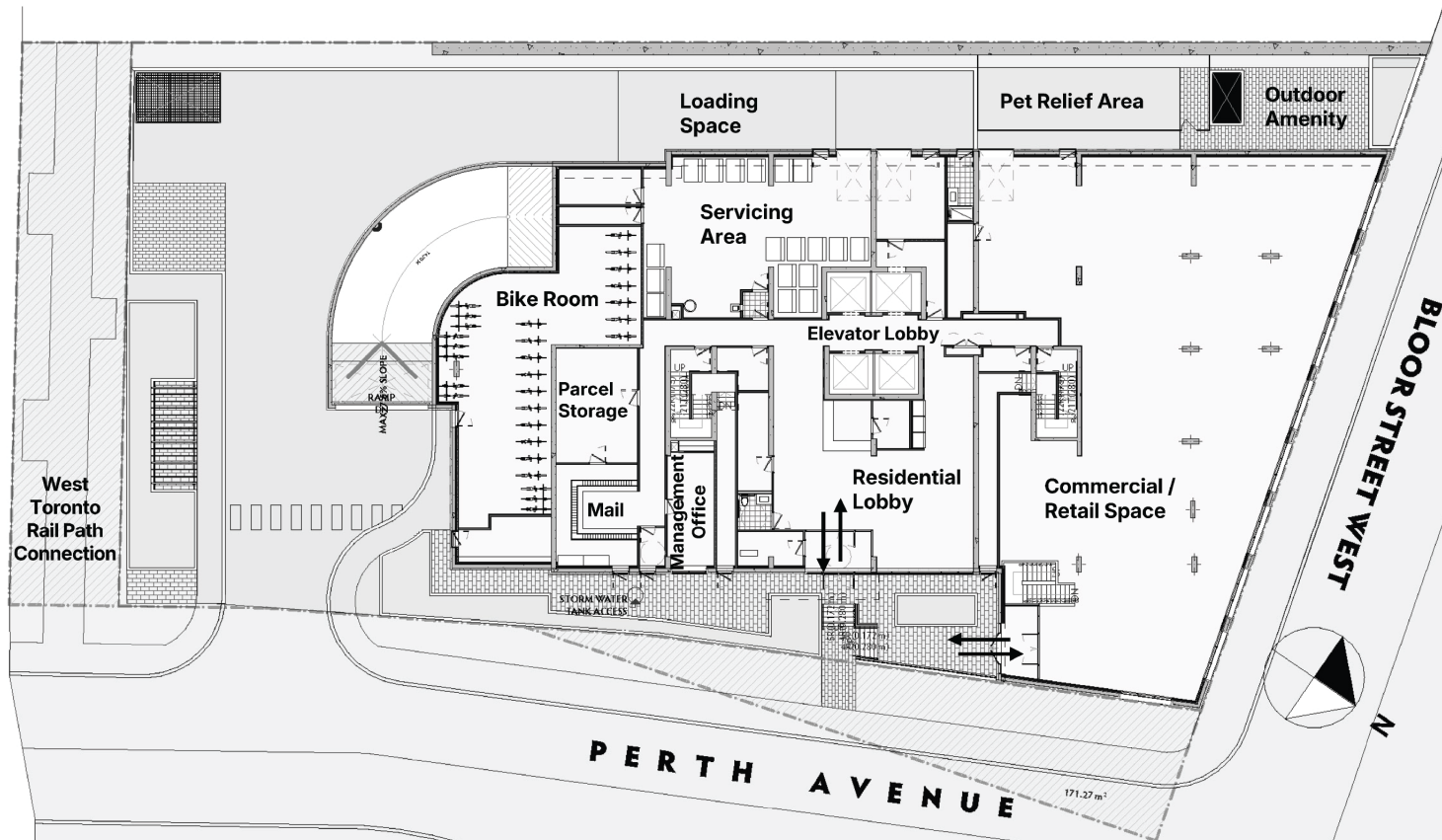
Attachment 6: Draft Zoning By-law Amendment

Attached separately to this report as a PDF.

Attachment 7: Site Plan



Attachment 8: Ground Floor Plan

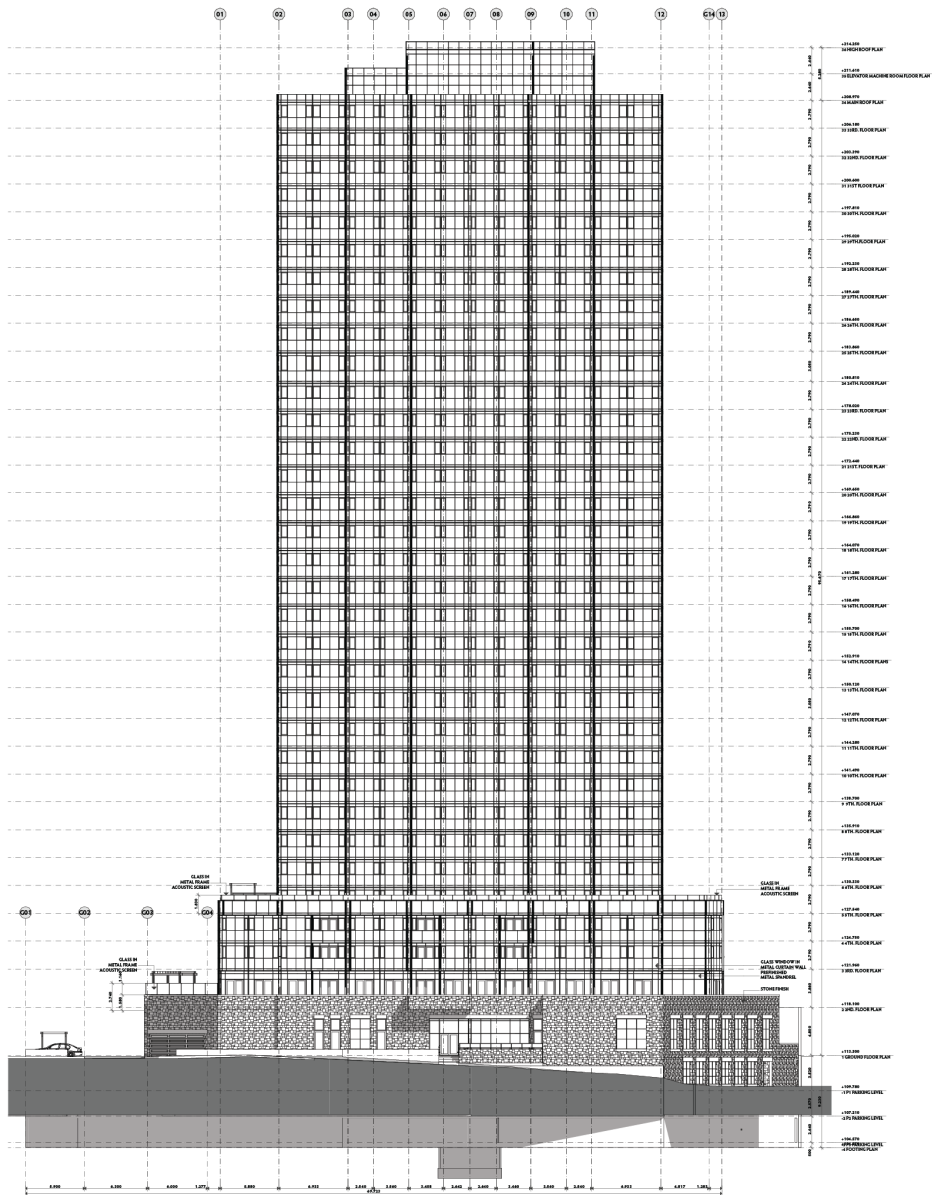


Ground Floor Plan

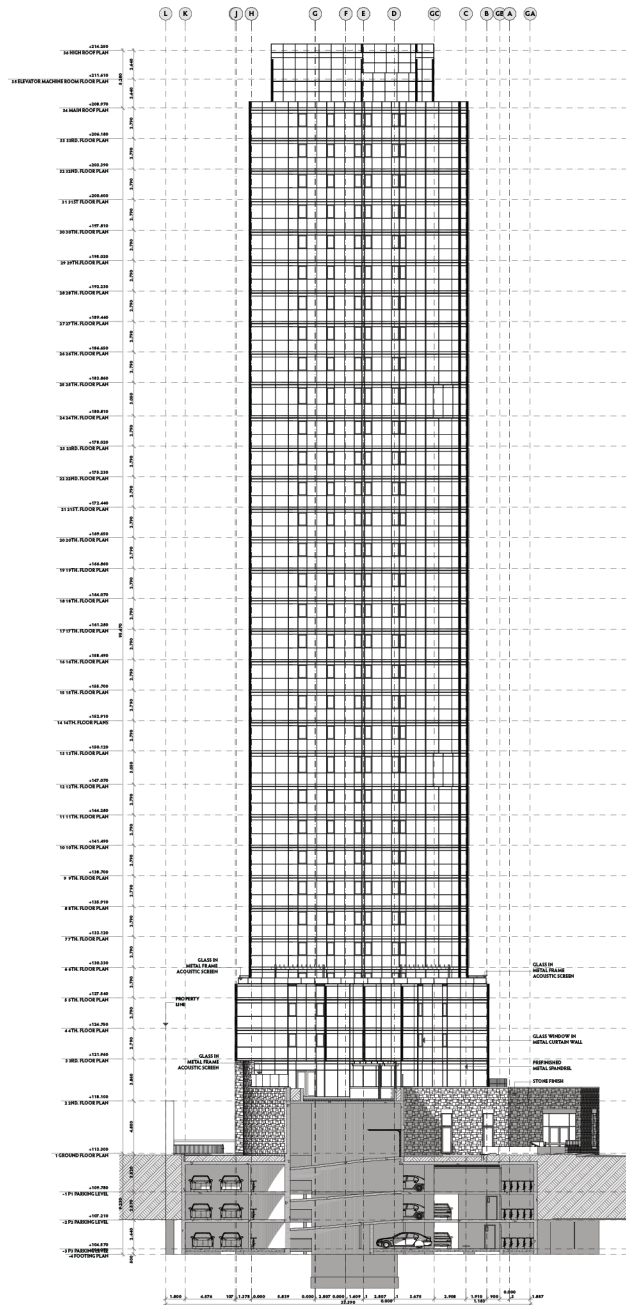


Decision Report - Approval - 1439 Bloor Street West





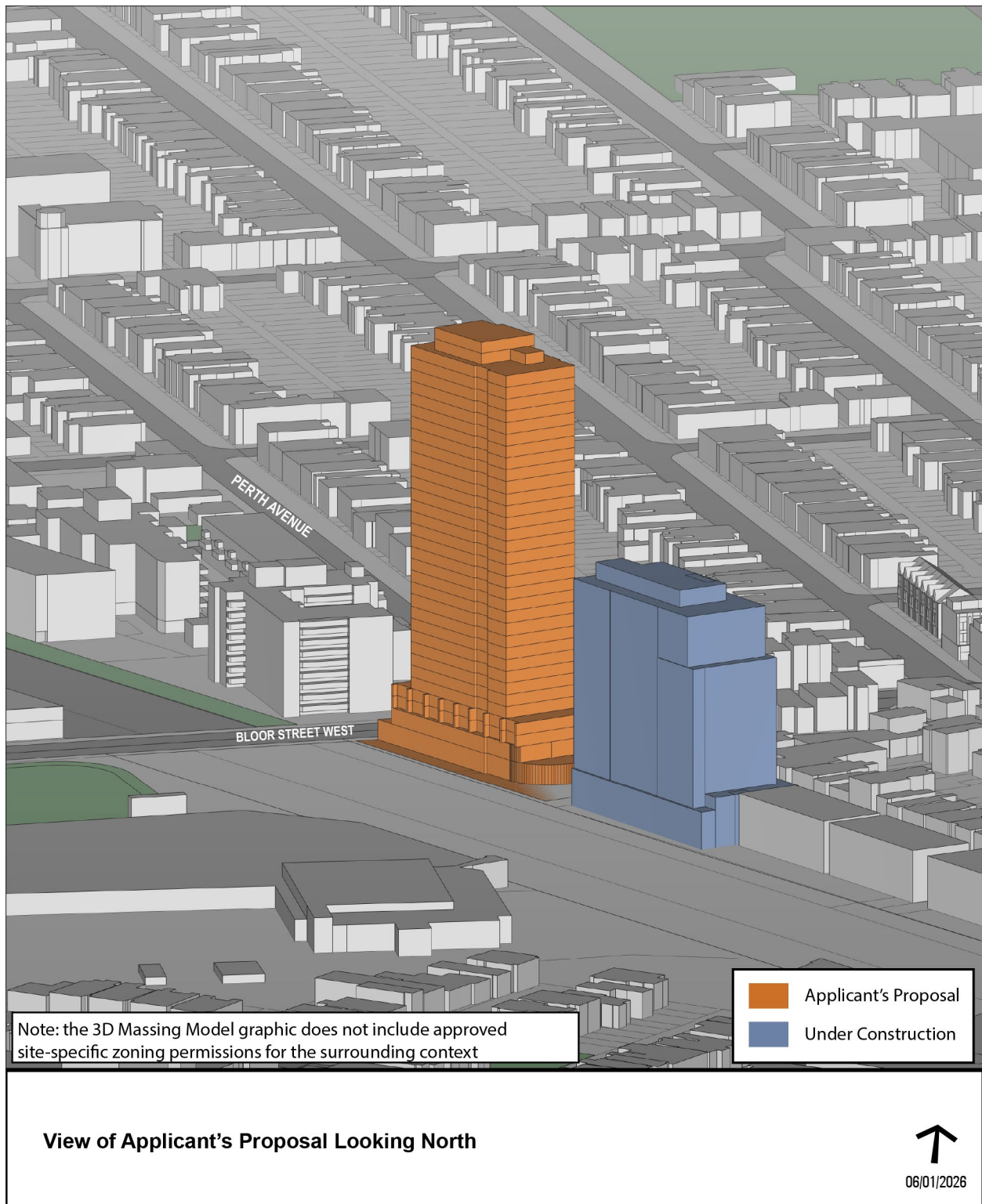
East Elevation

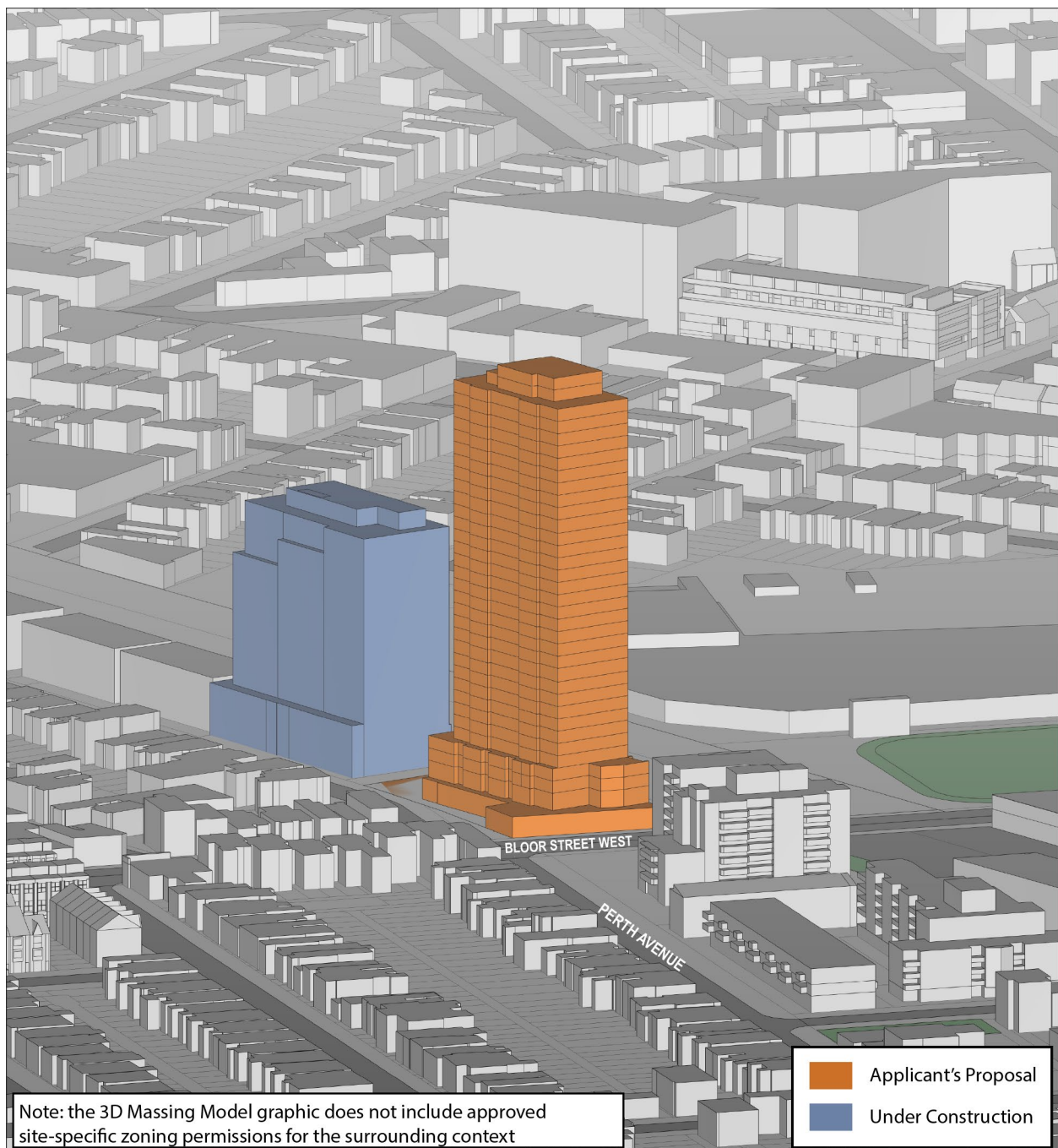


South Elevation



Attachment 10: 3D Massing Models





View of Applicant's Proposal Looking South



06/01/2026

Attachment 11: CBC In-kind Offer Letter

Attached separately to this report as a PDF.