



January 20, 2023

The Honourable Steve Clark
Minister of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, ON M7A 2J3

Dear Honourable Steve Clark,

Re: *City of Toronto Official Plan Amendment No. 540*
1540-1550 Bloor Street West, Toronto
ERO No.: 019-5936
Ministry Reference No.: 20-OP-221476

We are the planning consultants to Timbertrin (Bloor/Dundas) Inc., the owners of the properties municipally known as 1540-1550 Bloor Street West in the City of Toronto (the “subject site”). The subject site is located on the northwest corner of the Bloor Street West and Dundas Street West intersection and is currently occupied by four 2-storey mixed-use buildings fronting Bloor Street West and Dundas Street West, and a one-storey commercial building located to the rear.

On July 22, 2022, Toronto City Council adopted Official Plan Amendment No. 540 (“OPA 540”), which introduced Site and Area Specific Policies (“SASP’s”) for 23 Protected Major Transit Station Areas (“PMTSA’s”), corresponding with existing and planned subway and GO Rail stations along the Bloor-Danforth corridor. The subject site falls within the boundaries of the Bloor GO Station and Dundas West Subway Station PMTSA’s, as set out in SASP’s 654 and 655, respectively. As illustrated on Map 2, SASP’s 654 and 655 specify a minimum density of 2.0 FSI for the subject site.

On August 12, 2022, the Ontario Land Tribunal issued a Final Order approving a rezoning application for the subject site (the Decision and Interim Order was issued on February 4, 2022). The OLT approval permits the redevelopment of the subject site with a 27-storey (87.0 metre) mixed-use building containing a total of 24,100 square metres of gross floor area, including 23,400 square metres of residential space and 700 square metres of non-residential space. The approved density is 9.78 FSI.

OPA 540 is now before you for approval in accordance with Sections 17 and 26 of the *Planning Act*. We are writing to respectfully request that you modify OPA 540 by increasing the minimum density for the subject site in SASP’s 654 and 655 from 2.0 FSI to 7.0 FSI. A minimum density of 7.0 FSI would better reflect the recent OLT approval of the site-specific rezoning, the site’s location within immediate walking distance of two existing higher order transit stations, and the broader provincial policy

directions which speak to the optimization of land and infrastructure and maximizing the number of potential transit users within walking distance of a station.

In this regard, the subject site is located immediately south of Dundas West Station along the Line 2 (Bloor-Danforth) subway, and approximately 200 metres west of the Bloor GO Station, which provides connections along the Union Pearson (“UP”) Express and Kitchener GO Line. The Kitchener GO Line is currently being expanded and upgraded as part of the Regional Express Rail (“RER”) project, with planned 15-minute two-way all-day service. As a result of its location at the interchange of major north-south and east-west higher order transit lines, the area is one of the most transit-accessible locations in the City and has previously been identified as a Mobility Hub by Metrolinx.

The existence of higher order transit infrastructure has resulted in a gradual increase in the permitted maximum density limits applying to the subject site, culminating in the OLT-approved density of 9.78 FSI. However, similar consideration has not been given to increasing the required minimum density limits in accordance with the direction set out by the Growth Plan. Instead, through OPA 540, the subject site has been assigned a minimum density of 2.0 FSI, noticeably lower than the permitted maximum density which applied to the site for several decades under the former City of Toronto Zoning By-law 438-86, which formerly zoned the subject site MCR T3.0 C1.0 R2.0, reflecting a maximum density of 3.0 FSI.

Similarly, the minimum densities set out by OPA 540 do not appear to have regard for the Bloor-Dundas *Avenue* Study (2009) and implementing By-law 1222-2009. Following the Bloor-Dundas *Avenue* Study (2009), the subject site was rezoned to MCR T4.0 C1.5 R3.0, reflecting an increased maximum density of 4.0 FSI. The implementing *Avenue* By-law 1222-2009 also introduced Exception 12(2) 347(9), which permitted a further increase in the maximum height and density on the subject site. Of note, subsection (b) provides that the applicable density for the 1540 Bloor Street West property would be in accordance with the MCR T5.5 C2.0 R4.5 density limits, reflecting a maximum density of 5.5 FSI. Additionally, subsection (d) provides that the applicable density for a consolidated site which includes the properties at 1542 to 1552 Bloor Street West would be in accordance with the MCR T7.0 C2.0 R6.0 density limits, reflecting a maximum density of 7.0 FSI.

In our opinion, the 2009 *Avenue* study recognized that greater heights and densities could be accommodated on the subject site, compared to other sites located further away from the Bloor-Dundas intersection. Furthermore, since 2009, the importance of the Dundas West-Bloor Mobility Hub has been further enhanced through the introduction of UP Express service, and the planned electrification of the GO RER. However, the density maximums set out in the 2009 *Avenue* Study are now well over a decade old and pre-date the last two iterations of the Provincial Policy Statement

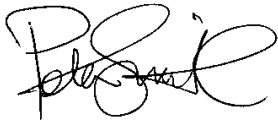
and Growth Plan, as well as the Metrolinx 2041 Regional Transportation Plan, all of which place greater emphasis on transit-supportive development than did the policy documents that were in effect in 2009.

In this regard, it is our opinion that the former density maximum of 7.0 FSI set out by the 2009 *Avenue Study* should be considered as a density minimum for the subject site. In doing so, the minimum density set out by OPA 540 would more fully reflect the site's location along two major streets, immediate proximity to a higher order transit interchange, the provincial policy directions which speak to the integration of land use and transportation planning, and the 2022 OLT approval which permits a maximum density of 9.78 FSI on the subject site. Given these considerations, and the fact that a density of 2.0 FSI would amount to what is essentially a 2- to 4-storey building, it is our opinion that a minimum density of 2.0 FSI is not appropriate or desirable for the subject site from a planning perspective.

If you have any questions with respect to this letter and wish to discuss this matter in detail, please do not hesitate to contact the undersigned or Ryan Doherty (Senior Planner) of our office.

Yours very truly,

Bousfields Inc.



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

cc. *Rob Wells, Timbertrin (Bloor/Dundas) Inc.*
Aly Premji, Timbertrin (Bloor/Dundas) Inc.