

Sent Via Email: teycc@toronto.ca

May 6, 2016

Ellen Devlin - Committee Administrator
Toronto and East York Community Council
City Hall,
100 Queen Street West
Toronto, ON M5H 2N2

Dear Ms Devlin:

RE: Item TE 16.10 – 1-11 Bloor Street West, 768-784 Yonge Street and 760-762 Yonge Street

Please accept this letter as the Bloor-Yorkville BIA's preliminary response to the Staff Report dated April 22, 2016 - Reference Number 15-128251 STE27 OZ.

This project is an important one, given its scale, and its prominent location. We require Community Council to give appropriate consideration to the following points with respect to this application prior to our being able to provide support:

- 1) The massing of the building. According to the proposal the proposed density of 1 Bloor Street West is 28 times the lot area on a site of 2800 square metres. We feel the density should be reduced to more closely mirror the density of the 1 Bloor Street East site at 17 times the lot area;
- 2) The floor plate of approximately 1,000 square metres should be reduced to meet the City standard of 750 square metres, permitting a significant increase in natural light at the intersection of Yonge and Bloor;
- 3) The vehicular access and egress through the public lanes from Balmuto Street is completely inadequate to accommodate the volume of traffic, the size and schedules of delivery vehicles, service vehicles and waste management trucks;
- 4) We believe the City should conduct a study to determine if making Charles Street a two-way street between Yonge and Bay would help to alleviate and improve access to and from the proposed development;
- 5) The BIA is adamantly opposed to the installation of traffic lights at Bloor and Balmuto Streets as we have only recently managed to remove the pedestrian scramble at Bay and Bloor Streets. The proposed traffic light at Balmuto falls within 100 metres of the pedestrian scramble at Yonge and Bloor, which already holds up traffic for longer than standard traffic lights. Another traffic light will merely serve to result in excessive wait times and pollution concerns, due to idling vehicles being locked in between 2 signals in close proximity. The situation is much better now that only one scramble operates, and we are of the view that adding the proposed signal will only re-create the congestion we have just alleviated. The Bloor Street retailers depend upon customers having reasonable vehicular access to our neighbourhood.

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6) We strongly support the requirements of the Planning Report for an underground tunnel access to the Bloor Yonge TTC station.

7) We ask that a larger contribution to park space, within the neighbourhood, be obtained from the Developer, than what the Planning Report outlines.

8) We agree with the Planning Report (Item 6-iii-ix) that the Developer must provide very high quality architecture and building materials.

9) We do not agree with any sort of driveway passage being permitted through the front of the property, from Bloor Street to the rear loading area of the building. This severs the frontage of the property and creates a potentially unsafe environment for pedestrians, on both the public boulevard and private open space.

10) We would like the City to do a hydro assessment, with a view to determine if there will be an adverse impact of such a large development on hydro service, to existing businesses, in the neighbourhood, in particular with respect to possible brown outs.

The Bloor-Yorkville BIA remains committed to the long-term improvement of our area. We trust that Community Council will address our concerns, in their direction to staff.

Yours truly,



Briar de Lange
On behalf of PPUD Committee
Bloor-Yorkville BIA