



Councillor Kristyn Wong-Tam  
Toronto and East York Community Council  
City of Toronto  
100 Queen Street West  
Toronto, M5H 2N2

Dear Councillor,

**Re: Final Report 1 – 11 Bloor Street West**

ABCRA has had the opportunity to review both the revised submission and the Final Planning Report for the above-referenced development application.

We note that the height has been reduced from 340 metres to 304 metres and we recognize that the applicant did so because of the significant pressure applied by City Planning staff, working group members and yourself. However, it remains a very tall building with shadow impacts reaching across the Collier-Asquith, Jesse Ketchum and the Village of Yorkville heritage neighbourhoods --- particularly in the October to March timeframe.

We are nonetheless prepared to now support this application with the following conditions which are also reflected in the Final Planning Report:

1. The underground 'PATH' connection to the north side of Bloor Street and the TTC is paramount and a financial bond must be posted by the applicant equal to the cost of the PATH construction per the Final Planning Report. We recognize that the PATH connection to the north requires the consent 'to connect' from a private property owner and during the Site Plan Approval stage it is incumbent upon the City (and community) to use our leverage to gain such consent. If, implausibly, such consent is not given, then the sums held in bond by the City will be used for park acquisition and public realm improvement in the immediate area.

2. The applicant makes a serious, legal, good faith effort to remove the 'right of way' to the west of the property and said space is then dedicated to public realm.
3. We applaud the approximately 9 metre sidewalks on both Bloor and Yonge Streets. We further believe the heritage conservation plan is excellent. However, the sidewalk narrows dramatically --- to 3.5 metres or less --- as one moves south on Yonge. This is unacceptable and we believe that pulling the heritage buildings back by even 1.5 metres is a "win-win" for both heritage and public realm. A precedent for this exists on Yorkville Avenue with the original Mount Sinai Hospital site.
4. The allocation of the (very substantial) park levy and Section 37 monies must recognize the aforementioned shadow impact this building will have on the communities to the northwest – northeast. We sincerely appreciate your support for acquiring park/parkette sites in our community and we understand the City Parks Department has approved 189 Avenue Road --- in addition to 121 Avenue Road --- for such a purpose. We believe that a minimum of \$20 million in Section 37 monies should be contributed from this development.
5. A traffic management plan must be created with the 35 Belmuto condominium to mitigate the vehicular stress on the joint laneway and the cost of such a plan, its implementation and its maintenance should be paid for by the developer.

Councillor, there is no question this is a very consequential development whose impact on our city will be felt for a century or more. We recognize --- and have always stated --- that the Yonge and Bloor intersection should be the nexus point for 'peak' height and we further recognize that the density of this development is high and can only be justified by the fact that it straddles two subway lines.

Nonetheless, we continue to believe that following TEYCC and Council/bylaw approval, City Planning Staff and Council should use all of their considerable influence to bring the adjoining property owners (south to Charles, west to Belmuto) into a consolidated development site plan. A consolidated site plan which includes those adjoining parcels of land will greatly mitigate the challenges this development presents --- including those related to traffic circulation, lack of public realm and 'podium' massing.

Once again thank you for the working group meetings and your support.

Sincerely,

Ian Carmichael  
John Caliendo

Co-Presidents  
ABCRA