



DEER PARK RESIDENTS' GROUP INC.

February 20, 2017

Chair and Members
Toronto East York Community Council

Re: TE22.15 1417-1431 Yonge Street – Official Plan and Zoning Amendment and Rental Housing Demolition Applications – Request for Directions Report

The Deer Park Residents Group strongly supports the recommendations of this report to oppose the applicant's appeal at the Ontario Municipal Board and to continue to attempt to resolve the many issues outlined in the January 25, 2017 Planning report.

The Yonge St. Clair area would greatly benefit from a well designed development that contributes to the making the area more dynamic and attractive, not by this proposal that would so negatively overwhelm it.

The previous 42 storey proposal for this site was strongly rejected by a community meeting as too big with many issues that made it unacceptable at Yonge and St. Clair. That proposal was refused by Council. We hoped that a new proposal would emerge that was appropriate to the site.

Unfortunately and surprisingly this new proposal is even bigger - 46 storeys with a density increased from 18.4 to 19.08. Its inclusion of new office space would benefit the area but only if within an acceptably sized building. This out of scale proposal does not meet approved planning objectives set out in the Official Plan and Zoning Bylaw for its location. It does not enhance the area, provides negative impacts and no public benefits.

- The proposed scale of development, acceptable in the "Growth Centre" designated Downtown and Yonge and Eglinton areas, is major overdevelopment at Yonge and St. Clair, where the proposal is to cover the small lot. Instead, midrise development is expected, similar to the new projects recently built, under construction and approved along Yonge. Both the proposed height and density are over 4 times what is permitted by the Zoning Bylaw.
- The proposed narrow and dead ended Tamblyn Lane access will create dangerous conflicts for pedestrians, vehicles, and bikers in the lane, at the St. Clair sidewalk and on the roadway where the streetcars enter the St. Clair Station. All servicing (retail, offices as well as residential), all car parking, as well as access to over 400 bike parking has to be

off this narrow lane, which also services the existing office building at the corner of Yonge and St. Clair. The current proposal blocks the ability to extend the lane south to Pleasant Blvd.; a through block lane is essential for safe development of the properties on Yonge.

- Any stopping on Yonge or St. Clair for deliveries or by taxis for the many building users would create chaos on these already very busy streets and intersection that includes the TTC streetcar right of way. Closing a lane of Yonge Street for construction would have serious traffic impacts.
- The community working group for the now approved Alvin/Wittington project to the north was advised by Transportation staff that traffic at the Yonge and St. Clair and Yonge and Alvin intersections is already at over capacity.
- Midtown in Focus reporting warns that the Yonge Subway line is already at capacity. Substantial unplanned extra density should not to be encouraged. Adding a direct connection to the subway will primarily benefit the users of the proposed building: the current TTC subway entrances provide much more direct access for the thousands of other users who live and work in the area.
- The proposed building is to be built to the Yonge Street lot line, except at grade. It overhangs the required setback which is to provide for an attractive open wider sidewalk, much needed for pedestrians.

Another concern about this proposal is that it is already subject of an appeal to the Ontario Municipal Board. It is unfair that, even if City Council turns the proposal down a second time, it still can be considered by the OMB in a “de novo” hearing. We hope that the Province’s current OMB review will eliminate this loophole that marginalises the voices of residents and municipal decision making.

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CC Councillor Matlow
Mayor Tory