



MILLER THOMSON
AVOCATS | LAWYERS

MILLER THOMSON LLP
SCOTIA PLAZA
40 KING STREET WEST, SUITE 5800
P.O. BOX 1011
TORONTO, ON M5H 3S1
CANADA

T 416.595.8500
F 416.595.8695

MILLERTHOMSON.COM

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Delivered By Email

City Clerk, City Clerk's Office

Douglas F. Best

Direct Line: 416.595.8588

Direct Fax: 416.595.8695

dbest@millerthomson.com

Dear Sir/Madam:

**Re: Zoning By-Law Amendment: Request for Direction
471-479 Queen Street East, City of Toronto
City File No.: 20 220233 STE 13 OZ
OLT Case No.: OLT-21-001651, OLT File No.: OLT-21-001651**

We are the lawyers for Preserve Corktown. We understand this matter is on Council's Agenda (item #CC3.13) tomorrow, February 7, 2023 for the purpose of its consideration.

Preserve Corktown is a company incorporated in relation to this matter by local Corktown residents. This is to provide input regarding this matter from Preserve Corktown's perspective.

While Preserve Corktown is not anti-development, its overall (and strongly held) view is that the subject proposed development is far too large and expansive on the subject (postage stamp sized) site and not in keeping with the highly historic, charming and quaint neighbourhood which this proposed development will very significantly and adversely impact.. For present purposes however, what follows sets out our very narrowed comments bearing in mind the Council's process:

1. Preserve Corktown is a Party before the OLT, with a Hearing currently set to commence on Monday, March 13, 2023.
2. While Preserve Corktown was permitted to participate in various discussions with the City and the Applicant/Appellant on matters of shared interest, the proposed Settlement to be considered by Council was one negotiated between the City and the Applicant/Appellant, and did not include Preserve Corktown.
3. While height and massing of the building remain significant concerns of the community, for present purposes, our focus is on the proposal's reliance on the private laneway immediately south of the site, between Bright and Sumach Streets.
4. The revised plans, dated 20 January 2023, upon which the settlement is being proposed is considered to be an improvement over the original – in particular with regard to how the building interfaces with Queen Street, in part through the elimination of the driveway

access, and windows being added to the east and west building elevations) – but this does elevate the importance of addressing how, and impacts upon, the private laneway will be accessed, improved, and shared with existing users in an equitable and predictable manner.

5. We understand (and seek confirmation) that the City's acceptance of the settlement would be contingent upon addressing comments, and satisfying conditions related thereto, provided by development engineering and construction staff (dated 29 April 2021) with respect to a number of matters including improvements to the private laneway.

6. We are particularly concerned about the process and degree to which those will be addressed by the Applicant, now that approval authority now rests with the OLT.

7. Accordingly, we respectfully request that in the event of Council's acceptance of the proposed settlement and as a condition of such, the City take all steps possible to ensure that any final order of the Tribunal be conditional upon the following as it relates to the private laneway:

- i. **The applicant meeting with, and receiving all necessary permissions from, current owners and parties with deeded and other legal access to the private laneway; and**
- ii. **A transportation impact study, to the City's satisfaction, that tests and makes detailed recommended improvements to address how the traffic movements generated by the development – including deliveries, emergency vehicles, and waste collection – will be safely accommodated and in a way that mitigates all potential negative impacts on exiting access by abutting users, and on access to and from Bright and Sumach Streets.**

All of which is respectfully submitted.

Yours truly,



Douglas F. Best
Partner
DFB/cw

cc. Colin Doherty, City of Toronto, Colin.Dougherty@toronto.ca
Sean Hertel, Principal, Hertel Planning, Sean@seanhertel.ca

