



April 11, 2023

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Attention: Administrator, Toronto and East
York Community Council

To Members of Community Council:

Re: 208 Bloor Street West - Zoning By-law Amendment Application
Application No.: 21 126531 STE 11 OZ
Agenda Item TE4.10

We are the lawyers for Toronto Standard Condominium Corporation No. 2254 ("TSCC 2254"), the registered condominium corporation for the residential building located at 206 Bloor Street West, in the City of Toronto (the "City" or "City of Toronto"), immediately abutting the proposed application at 208 Bloor Street West. Our client participated in discussions with the Applicant and City staff. Our client continues to have concerns that approval of the proposed development in its current form will create significant building and life safety concerns that have not been adequately mitigated.

Background

206 Bloor Street West is a 19-storey residential condominium building ("206 Bloor") was approved in 2006, in accordance with existing and anticipated area built form context. Several years later, a 32-storey tower was approved and built to the east of 206 Bloor on the lands municipally known as 200 Bloor Street West in the City of Toronto. Since the completion of the building at 200 Bloor Street West, winds within the existing lane between the two buildings have been monumental, blowing heavy furniture into the glass guardrails and on several occasions blowing items from the balconies onto Bloor Street West below, a pedestrian heavy street. This wind canyon effect occurs when wind accelerates through confined spaces, such as a passageway between two tall buildings.

In March 2021, 208 Bloor Street West Limited (the "Applicant") submitted a zoning by-law amendment and a site plan application (the "Applications"). The original Applications contemplated a 28-storey mixed-use building containing 46 residential units and 1,192m² of commercial gross floor area at 208 Bloor Street West. The Applications were resubmitted on March 7, 2022, with the revised proposal contemplating a 34-storey mixed-use building containing 141 residential units and 375m² of non-residential gross floor area (the "Proposed

Development”). The proposed development seeks to expand the sheer wall of building facing Bloor Street from the newly approved 210 Bloor to 206 Bloor, further reducing any gaps for wind to dissipate, and significantly increasing the acceleration of wind through the lane, being the only remaining north-south gap between the tall buildings on the north side of Bloor.

Ongoing Wind Safety Concerns

A Pedestrian Level Wind Study by Gradient Wind Engineers & Scientists, dated September 23, 2021, was submitted as part of the Applications, followed by an Addendum dated February 23, 2023 (collectively the “Gradient Study”). The Gradient Study primarily considered ground-level wind impacts of the Proposed Development and failed to give proper consideration to the wind impacts that will be generated at the upper levels of 206 Bloor. The Gradient Study concluded that “the neighbouring elevated terraces at... 206 Bloor Street West are expected to continue experience conditions comfortable for sitting during the summer months, which is acceptable”. Figure 3A of the Gradient Study indicates that the data was gathered from grade-level sensors outside of 206 Bloor Street West. No upper-level sensors appear to be included in the study. The Addendum to the Gradient Study, a CFD analysis which is intended to address the upper levels of 206 Bloor, found that the recommendations in the original study are considered to be applicable to the revised building design proposed in the resubmission.

TSCC 2254 retained an independent consultant to review the Gradient Study and predicted wind levels from the Proposed Development as it relates to 206 Bloor. Theakston Environmental Consulting Engineers’ preliminary review of the problematic existing site conditions and the Gradient Study has identified significant safety concerns. Specifically, the preliminary review states that the Gradient “CFD model may be under reporting the results that were used by Gradient in their presentation of pedestrian comfort and safety conditions. We are not confident requesting any further analysis from Gradient would provide different results. Perhaps analysis of balconies is beyond the capabilities of the CFD model being used. Numerical models will always give you an answer, but it may not be the right answer”. Please find attached a copy of the correspondence from Theakston Environmental.

To ensure the safety of the public, the City can require as part of the rezoning-and site plan approval process for the proposed development that wind studies include detailed appropriate analysis above the pedestrian level, and include the upper levels of the adjacent buildings, to ascertain impacts on the balconies and upper-level terraces. This has not been submitted to date and City staff have failed to give proper consideration to the concerns relating to wind safety. Rather, in the City of Toronto’s staff report to Council dated March 23, 2023, City Planning staff have stated that they “are satisfied with the assessment, conclusions and recommendations contained in the study”, despite its failure to thoroughly assess winds at the upper balcony levels.

This issue of canyon effect winds continues to remain a very serious and potentially life-threatening safety issue for the public at large. Additionally, the proximity and effect of the wind on 206 Bloor is anticipated to have significant negative repercussions on the buildings structure and components and the safety of the residents.

Request

We respectfully request that Council refer this matter back to City Staff and that the issue of wind be escalated to ensure that the necessary wind tunnel testing is performed, with sensors in the appropriate locations in the east façade and terraces, as a condition of approval of the Proposed Development. We request that the Gradient Study be subject to an independent peer review, whose recommendations and conclusions be required to be implemented.

Our client further requests that a monitoring program be established as a condition of approval. The purpose of the monitoring program is to provide a baseline reading to be compared against the readings conducted when the Proposed Development is completed, in order to determine the extent of the wind impact caused by the Proposed Development. In establishing the monitoring program, both the Applicant's wind consultant and the independent wind consultant would agree on the locations and specifics of the program, with the costs of the program being borne by the Applicant.

The Applicant and the City will be held responsible for any damages that are sustained by TSCC 2254, the residents of 206 Bloor, or pedestrians on Bloor Street, as a result of the Proposed Development. 206 Bloor was designed in accordance with the conditions at the time of its construction and was not built to withstand the wind conditions which are anticipated to be experienced once the Proposed Development is constructed. Please provide the undersigned with written notice of any decision respecting this matter.

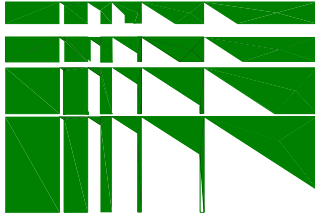
Yours truly,

Cassels Brock & Blackwell LLP



Signe Leisk
SL/KV

Encl: Theakston Environmental Consulting Engineers - Re: 206 Bloor Street West Terrace Wind Conditions - April 4, 2023



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April 4, 2023

Sol Wassermuhl
206 Bloor Street West
Toronto, Ontario
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Dear Sol:

Re: 206 Bloor Street West Terrace Wind Conditions

The Gradient CFD results for comfort and safety presented as wire frame drawings can be difficult to read, however, upon perusal of the safety predictions, there is no indication of exceedances on your 206 Bloor Street West building. The neighbouring 202 Bloor Street West building realises localised conditions that exceed the safety criterion. With inclusion of the 208 Bloor Street West building there are no apparent safety exceedances on your 206 Bloor Street West building. The neighbouring 202 Bloor Street West realises generally worse conditions, and additional localised areas that exceed the safety criterion. We expected to see unsafe conditions on your building and the 202 building and these should theoretically become worse with inclusion of the 208 building. This was the case with the 202 Bloor West building; however, your 206 Bloor Street West building was not predicted to exceed the safety threshold.

Regarding pedestrian comfort, your 206 Bloor Street West terrace was predicted to realise conditions suitable for sitting, with an area near the southeast corner suitable for standing, and walking in the gap between 206 Bloor Street West and 202 Bloor Street West. With inclusion of the neighbouring 208 Bloor Street West building no appreciable change is apparent along the south facing terraces; however, the north terraces appear to realise a slight improvement. The CFD analysis results appear to be predicting pedestrian comfort and safety conditions that are more comfortable and safer than actual, given you are living in a full-scale wind tunnel and experience said comfort conditions firsthand, and as we understand, you are unable to use the space on a regular basis due to uncomfortable wind conditions.

Inclusion of the 208 Bloor Street West building effectively doubles the width of the 206 Bloor Street West building presented to northerly and southerly winds. It is intuitively obvious this massing will deflect more wind to flow around the corners and beyond. While this may not cause more uncomfortable conditions everywhere on your terrace, we would expect to see an increase at the corners, perhaps a slight improvement along the terrace adjacent to the 208 Bloor Street West building, or at least a change.

For the above discussed reasons, we suggest the CFD model may be under predicting the results that were used by Gradient in their presentation of pedestrian comfort and safety conditions. We are not confident requesting any further analysis from Gradient would provide different results. Perhaps analysis of balconies is beyond the capabilities of the CFD model being used. Numerical models will always give you an answer, but it may not be the right answer.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Stephen Pollock', written in a cursive style.

Stephen Pollock P.Eng.

