

Blythwood Road Conservation District
c/o Eric Melis
51 Blythwood Road
Toronto, ON
M4N 1A3

June 30, 2025

Mr. John D. Elvidge, City Clerk, Toronto City Hall
100 Queen Street
Toronto, ON
M2H 2N2
RegistrarCCO@toronto.ca

Re: 2674-2704 Yonge Street & 19 Alexandra Boulevard (# 25 120999 NNY 08 OZ)

Dear Mr. Elvidge,

This letter is on behalf of myself, and, as founder, from the Blythwood Road Heritage Conservation District ("Blythwood HCD" or "HCD"). This HCD is comprised of approximately 90 homes, some of which are located within the 120 m notice area.

The Blythwood HCD was established in 2003 and comprises both sides of Blythwood Road from Yonge Street to the Blythwood ravine (between Mount Pleasant and Bayview). The Blythwood HCD is not opposed to development, as long as development keeps with the long-established character of the area, and, when located in the HCD, follows the rules and guidelines, as established for the HCD.

We are aware that this project has been designated as High Priority by the City, but the City is rushing it through, and running roughshod over our neighbourhood without due process, as will be demonstrated below. The notice process has been compromised, and it appears that the Traffic Impact and Vehicle Access & Parking has been rubberstamped, without full consideration of the effects on the neighbourhood.

We are asking for a deferral of this Agenda item to the next North Toronto Community Council on September 17th, so that proper legal notice can be given to all qualified residents, and that some of these other issues can be given due consideration, and be reviewed without time pressure, thus establishing their full effect on the neighbourhood.

In order to keep this submission short, we have decided to focus primarily on the Lack of Notification & Consideration for the Blythwood HCD, Traffic Impact, and Vehicle Access & Parking. We concur with our neighbourhood colleagues of the Uptown Yonge Neighbourhood Alliance (UYNA) regarding Height & density and other objections.

Lack of Notification & Consideration for the Blythwood HCD

After initially checking with neighbours on Blythwood, it appears that none of the Blythwood HCD neighbours within the 120 m notification zone received the official City of Toronto notice regarding

this development. After further checking, this now extends to properties on Blythwood Road, Blythwood Gardens, and St. Hilda's Avenue. This lack of notification was first brought up to the planning department on June 13th (with cc's to councillors Colle and Chernos-Lin's offices). Up to today, the planning department is still trying to establish what has happened, but no effort has been made by the City to correct this situation. We are an engaged neighbourhood and people review this type of mail when received and react / become engaged. Had this notice been mailed out, it would not have been missed!

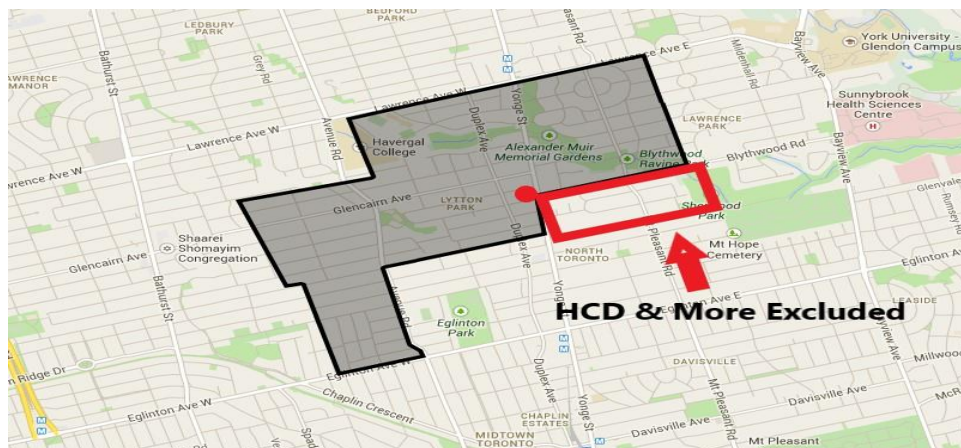
In addition, since Friday until now, Monday noon, I have been trying to register on the July 3rd Agenda item as speaker, and to submit comments. None of the "Register as a Speaker", "Email Item", and "Submit Comment" buttons work, thus further discouraging and limiting participation in the public consultation process.

Furthermore, the City has also effectively prevented participation in the consultation process by scheduling this on July 3rd, which is at the beginning of many people's summer vacations.

I have filed an official complaint with the City Clerk's Office regarding this lack of notice and flawed consultation process.

The classification of this site as Lawrence Park South, completely cuts off the lower side of the Blythwood Road Heritage Conservation District, as well as Sherwood Park (see attached), both areas are significantly affected by this development. We seem to have a situation here where: 1) the HCD does appear to not be considered in the analysis, and 2) the HCD is cut in half by the site classification as Lawrence Park South (despite some excluded houses being only half a block away). The fact that both the Blythwood HCD and Sherwood Park are excluded from the developer's analysis is a significant oversight / shortcoming that the City should have objected to.

The City is preventing consultation: 1) by not properly notifying neighbouring properties on the east side of Yonge, 2) by not having a functioning website just days before the meeting (and over a long weekend), thus preventing residents to register as a speaker / submit comments, and 3) by scheduling this on July 3rd, at the beginning of many people's summer vacations, thus not enticing participation. As it currently stands, there is complete lack of awareness of this project, resulting in lack of consultation.



Traffic Impact

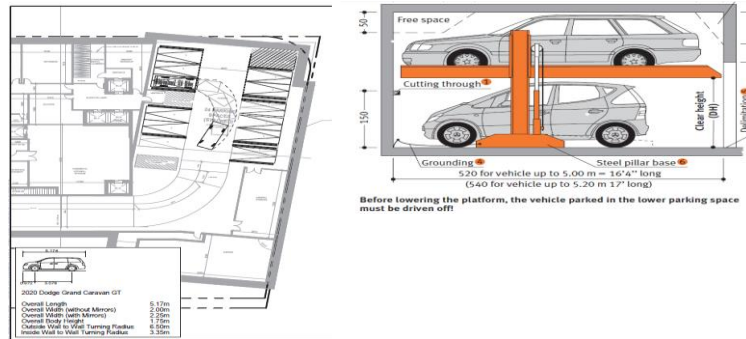
The Transportation study for this development is highly deficient, and seems to have been rubberstamped for approval. As an Infrastructure Investment professional (primarily Transportation) for over 2 decades, I have ample of transportation study experience:

- The proposed development is fully relying on public transportation which is located far away from the transportation hub on both ends. The convenience of the site regarding transportation is misrepresented. The site is 1 km from either subway station, while bus service is sporadic, and rarely within a 20 min frequency. It is unrealistic and naive to expect visitors, doctors, some external PSWs, long-time hairdressers, C-suite executives to take public transportation to the site on an ongoing basis (there is little to no parking). A large portion of this group will come by car. Some of this people go from job to job during their work day – they don't have time to travel by public transportation and by foot (2 times 1 km!), as bus service is fairly sporadic. What about some weekends, where the TTC is doing Yonge line maintenance and all transportation is by bus along Yonge Street? All of this will create heavy traffic and parking problems in the immediate neighborhood.
- The traffic study for this project is not representative, nor is it up to date. It was based on 2016 and 2019 numbers, with traffic counts done during the Covid lock-down (September 2020). The traffic on Yonge between Alexander Muir Gardens and Blythwood Road / Lytton Blvd on Yonge, as well as the adjacent residential streets has increased substantially since the completion of recent development projects in the neighbourhood and increased vehicle usage in general. On Blythwood Road there are times when the traffic is bumper to bumper all the way from Yonge to Mount Pleasant. Therefore, the actual traffic situation is not representative and too optimistic.
- The Yonge, Lytton and Blythwood intersection is complicated, and adding more residential and commercial traffic due to this development will only make it worse. Add to this increased pedestrian traffic, including elderly people with walkers and cognitive challenges (84 memory care units for Alzheimer and dementia) makes for accidents waiting to happen.

Vehicle Access & Parking

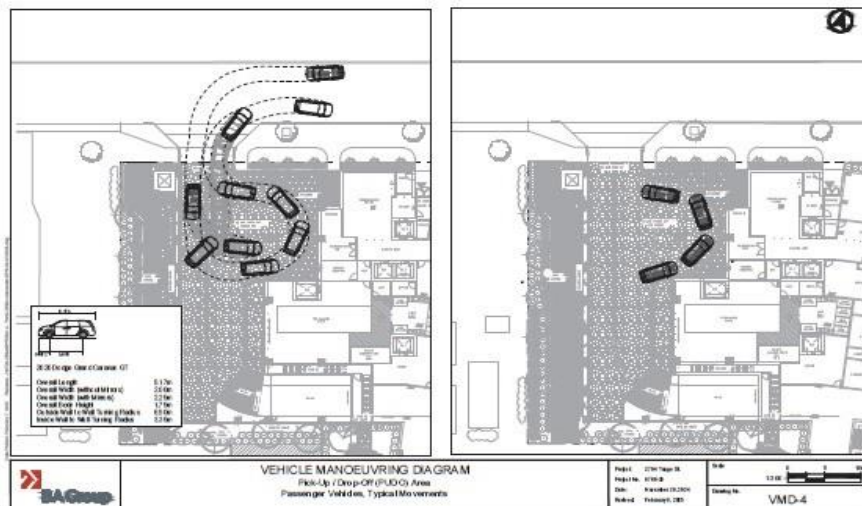
The plan for vehicle access and parking is inadequate and requires further examination.

- This development will require hundreds of workers of all kinds (PSWs, cleaning, hairdressers, cooks, security, admin etc.). It is unrealistic and naïve to expect all these workers to take the TTC on an ongoing basis, rain or shine. What about visitors (think Mother's Day, when hundreds will come to visit mom or grandma by car on this special day)? What about residents who want to remain relatively independent and keep their cars? **Where will they all park?** As there are only 24 parking spaces planned (12 spaces double stacked) the parking allotment is grossly insufficient to accommodate residents, personnel, and visitors. The parking spillover onto neighbourhood streets will cannibalize a well-established neighbourhood and add to the existing neighbourhood congestion, including Yonge Street, which is a major thoroughfare.

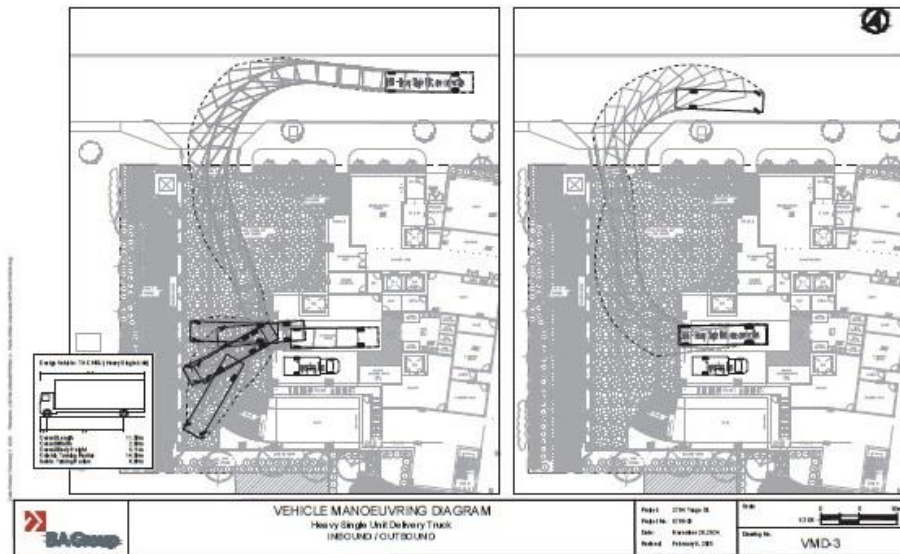


Double stack parking for 24 cars (bottom car needs to come out of remove top car)

- Alexandra Boulevard is a residential street. It is understood that the City prefers that service vehicles not use egress or exit from Yonge Street. That said, solid waste collection entry via Alexandra Boulevard and the potential overflow of delivery and loading etc. from such a large site onto a small residential boulevard like Alexandra is inappropriate and unfitting.
- The Pick-up and Drop-off (PUDO) loop is very small. It is designed for only 4 cars (assuming they properly “park”). Where are the following supposed to go: Amazon Delivery, Canada Post, visiting doctors, ambulances, hearses, Rogers cable, moving trucks, etc.? All this will lead to creep onto Alexandra Boulevard, which is not appropriate as an extended delivery zone of people and goods.



Pick Up Drop Off – 4 cars



Manoeuvring of Heavy Truck

- Regarding, the actual PUDO loop, this is very restrictive and potentially dangerous during an emergency. **What if there is a fire?** Larger vehicles (e.g. vans, trucks) will need a 6-point turn to properly position the vehicle, assuming no interference from other cars. All this is evidence that this site is too small for the magnitude of the proposed development and envisioned purpose.
- The comparable sites used in this application regarding deliveries are in Vaughan and Pickering. Also, this analysis is flawed. Both comparisons are smaller in size, have plenty of surrounding space and are located in a park-like setting. We would also note that the comparison survey was completed on a cold (-5C / -10C) winter day (February 5, 2025), and which is not representative of an average day at this Yonge Street location. A more appropriate comparison would have been the Amica development at 155 Balmoral, which is a similar site in size and traffic wise, but with only half of the units.

This development is wholly inappropriate and ill-suited for this location in a residential neighbourhood and on Yonge Street. A massive institutional development is being shoe-horned into a site that is obviously too small. All massing, density, traffic impact, vehicular access, and parking problems are a result of this. Another use must be found for this site. The proposed development is just not workable. It will significantly alter the neighbourhood and create significant knock-on problems for the immediate neighbourhood and Yonge Street.

In our view, the proposal requires a significant re-think and downsize to have more regard for the residents who live in the immediate vicinity, and to demonstrate a compatibility with this residential neighbourhood. To address this and to give ample notice to the residents east of Yonge Street (given the lack of notification), we request that this item be Deferred to the September 17th North Toronto Community Meeting.

Sincerely,

Eric Melis

51 Blythwood Road

Blythwood Road Heritage Conservation District

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