

From: [Michael Moore](#)
To: [Toronto East York Community Council](#)
Cc: [Councillor Matlow](#); [Sebastien Gibson](#)
Subject: [External Sender] Re: Application Number 24 240637 STE 12 OZ by Fitzrovia Real Estate Ltd. to amend the City of Toronto zoning bylaw with respect to 135 St. Clair Ave. W.
Date: September 15, 2025 9:28:54 PM

To: Toronto-East York Community Council

Thank you, Mr. Chairman, for the opportunity to comment on this application. I am Michael Moore, a long-time resident on Foxbar Road, and president of the Foxbar Neighbourhood Association. We speak for the owners and residents of the 30 or so original houses, most of which were built on this street more than a century ago.

The building proposed for 135 St. Clair Ave. W. is just too big. It is more bulky than the site can reasonably contain, so it imposes on the surrounding public realm. And it is way too tall for where the builders propose to put it. The planning department report says that the proposed building conforms to the regional plan for its site, in that it is close enough to the St. Clair subway station to qualify as a Tall Building.

The planners ignore the neighbourhood planning context of the building.

They ignore that it is far bigger than any of the surrounding buildings.

They ignore the fact that it has three times the floor area of the high-rise apartment building that would be permitted for the site under the City of Toronto's Yonge-St. Clair Secondary Plan. No wonder it seems to be bursting at the seams.

They ignore their own policy of a progression in the permissible heights of building as one progresses west on St. Clair Avenue – a progression that would indicate a height of about 23 storeys – not the 49 being asked for.

The floors of the podium are too big, they push the outside walls too close to the surrounding public space. The building hulks up against the sidewalk. The south face, even though minorly stepped back, is many storeys higher than the adjacent houses and buildings.

The west wall is too close to Avenue Road, creating a canyon effect with the adjacent heavy traffic. To the north, the tower casts significant shadows on two parks across the street and on other properties.

We of the Foxbar Neighbourhood Association vigorously contest this assault on the surrounding public realm. That is where all the rest of us live.

We are grateful to see that people in the building will be barred from getting the limited number of street parking permits on Foxbar Road, even though the access to the building appears to be off Foxbar Road and it may, at some time in the future, get a courtesy address on Foxbar Road.

We are, however, concerned about resident parking demands generated by the proposed building. There are to be about 600 residential units in a building that is proposed as featuring luxury rental apartments oriented to young families. There are even plans for a private school in the building.

If there is one thing people of this demographic do it is that they own cars. They do not stand with their children waiting for the vagaries of the St. Clair streetcar or the Avenue Road bus. They drive cars and they carry their children around in them. They drive their cars to lessons and medical appointments and play dates and the supermarket.

The proposal calls for about 200 on-site vehicle parking spaces, which responds to the city's policy of encouraging people to walk or use public transit for short trips. While we in the Foxbar Neighbourhood Association applaud this policy, we are concerned that this imbalance between the number of residential units and the number of on-site parking spaces will push large numbers of vehicles onto the street and overwhelm the limited number of street parking permit spaces – either through rampant illegal parking or through an onslaught of handicapped parking cards or through a demand that residents of the building be permitted access to street parking permits. We urge the council to deal with this problem before it gets baked into the concrete form of the building for decades to come.

We are also concerned about the number of taxis, delivery vehicles, garbage trucks and private cars, all of which will exit onto Foxbar Road and we request that there be clear signage requiring all vehicles exiting the building to turn left toward St. Clair Avenue West, rather than turning right onto Foxbar Road, a narrow and winding street with poor sight lines. (Although, from our experience with how often signs restricting vehicle turns coming out of 99 Foxbar Rd. are ignored, we have limited faith in the effectiveness of similar restrictions on traffic from 135 St. Clair Ave. W., in the absence of robust police enforcement.)

On behalf of the Foxbar Neighbourhood Association, I thank the Toronto and East York Community Council for giving us this opportunity to comment on this proposed development at 135 St. Clair Ave. W., even though I will not be able to present this to the community council in person.

Please advise me at this e-mail address of the outcome of the council's deliberations on this application.

Michael Moore
President
Foxbar Neighbourhood Association

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