



FEBRUARY 2025 NEWSLETTER

Your source for the latest news and updates about our neighbourhood.

PRESIDENT'S MESSAGE

As you will see in this Newsletter, your Board has been working to address a number of issues to help make our community better for all.

Our efforts to improve development applications continue in the face of barriers created by the Provincial OLT Ontario and Tribunal that supports developers and other Provincial changes to Planning legislation. Current applications are for 135 St. Clair at Avenue Road, 1257 -1303 Yonge and 1212 – 1220 Yonge. We are working with the City to make its wind studies more effective where tall buildings make our sidewalks unattractive and unsafe. As building podiums are important to reduce wind impacts at sidewalk level, we continue push for them in new applications.

As a member of the Midtown Ravine Group, we are pleased to report that a comprehensive strategy has been completed for the much-needed improvements to the Vale of Avoca. The strategy also includes a proposal for private funding.

Additionally, you will see later in the newsletter, we have been working with the City and nearby residents to improve safety for the many pedestrian crossing Yonge at Delisle.

We will also be meeting later this month with the new Executive Director of the Yonge + St Clair BIA to discuss common issues and priorities, including undertaking the Yonge St. Clair wind study and the Yonge Street traffic study. Another issue is the future of the Parking Authority garage between Rosehill and Pleasant Boulevard, now a property of CreateTo, the City's development arm.

Please contact us at info@deerparkresidents.ca with any questions or comments.

Cathie Macdonald, President

DEVELOPMENT

The changing face of Yonge + St Clair

We include below a table summarizing the buildings that have been approved or are in the approval pipeline for our area. We continue to be alarmed by the rubber-stamping of out-of-scale development for a relatively condensed area. We have shared our concerns with our Councillor and with the new City Chief Planner, Jason Thorne.

One of our concerns, which we are sharing with both the BIA and the Councillor, is regarding the sites where development applications have been approved but the existing buildings are now vacant, or largely so, leaving some the areas north and south of Yonge + St Clair looking quite blighted.

Yonge St. South of St Clair



Development Chart Deer Park – as of February 15, 2025

	Address	Developer	To we rs	Storey s	Status/Comments	Podiu m	Use
1	1196-1210 Yonge	Eve Lewis	1	31	OLT approved	n/a	Condos, rental and retail. Heritage buildings incorporated
2	1212-1220 Yonge	Goldberg Group	1	35 (first approv	Final report at Community Council Feb 20	Yes Projecting	Condos, retail

				ed at 22)		balconi es	
3	1257- 1303 Yonge	BDP Quadrangle	2	43/47	Public meeting Nov 2024	No	Condos, retail
4	1366 Yonge	7056168 and 6235361 Canada Ltd	1	50	OLT approved	Yes	Condos, retail
5	1365- 1375 Yonge	HCN(Rosehill Inc.	1	50	Approved	yes	Condos, retail
6	1406 Yonge	Metropia	1	50	Approved	yes	Condos, retail
7	1421 Yonge	Kale Management Inc., Yonge-Clair Properties Inc., Milwest Investments Inc., Kato Krauss Property	1	46	OMB approval with residents participation, now dormant	Yes	Condos, 4 floors of offices, retail
8	1483- 1535 Yonge	Wittington	3	27/41/ 44	Approved but reconsidering	Yes	Condos, office, retail, library TBD
9	1-13 St Clair W	Slate	1	50	Owner bankrupt, not processed	No	Office, retail, new – condos on top of existing office building
10	45 St Clair W	Manulife Ontario Ltd	1	51	Approved with requirement for canopy to be added on St Clair side	No	Condos, retail
11	135 St Clair W	Fitzrovia	1	49	Public meeting Jan 27	Yes	Luxury Rental, day care, other non residential

1	1	Slate Asset Management	1	44	Under construction	Yes	Condos, retail
2	Delisle						
1	35						
3	Rosehi II	Quadreal	1	32	Under construction – minimal podium	Yes	Condos
1	49	Lifetime Jackes Inc.	1	19	OLT approved	Yes	Condos
4	Jackes						
1	29-39	2695256 Ontario Inc.	1	50	Approved	Yes	Condos
5	Pleasant Blvd						
1	11	11 Pleasant Boulevard Ltd.	1	17	New application received	N/A	Condos
6	Peasant Blvd						

Deer Park Development Current Applications Update

1. 135 St. Clair W

Application - By Fitzrovia for a 49-storey luxury rental, a day care and retail.

Process - The public consultation meeting was held January 27, the next step is the Final Planning Report to Community Council, not yet scheduled.

Public benefits – Public art, widened sidewalk on Avenue Road and St. Clair via POPS (Publicly accessible Open Space), and day care.

Issues – Excessive height far from St. Clair subway station (PMTSA – Protected Major Transit Station Area designation), lack of podiums to reduce wind impacts, provision for daycare drop off and pick up traffic on Foxbar, impacts on the heritage Bradgate Arms to the south. City Planning has asked the applicant to add podiums to reduce wind impacts.

2. 1257-1303 Yonge

Application – By BDP and Quadrangle for condos with retail at grade. The two towers are proposed at 43 and 47 storeys, with a park between.

Status – The public consultation meeting was held November 2024, the next step is the Final Report to Community Council, not scheduled.

Public benefits – Public park.

Issues – The proposed tower heights are too high given the location next to a low-density residential neighbourhood; also while the site is in the Summerhill PTMSA, (Protected Major Transit Station Area designation), Summerhill station does not have the transit intersection role as St. Clair. One tower is too close to the sidewalk on Yonge. Lack of podiums to deflect wind. The proposed public park will have little sun and would be better located abutting Woodlawn Avenue.

3. 1212 - 1220 Yonge

Application - By the Goldberg Group for condo and retail at grade. The proposed tower is 35 storeys

Status - The Final Report is to go to Community Council February 20.

Public benefits – None

Issues - The proposed height is too high given the location next to a low-density residential neighbourhood and that, while the site is in the Summerhill PTMSA, (Protected Major Transit Station Area designation), the Summerhill station does not have the transit intersection role as the St. Clair station. The project should include sidewalk widening but only includes a small section at the north end of the site. There are no podiums on Alcorn and Yonge to deflect wind: the tower too close to Yonge. The tower is too high abutting the low-density Cottingham residential neighbourhood area. Alcorn is a very narrow street to accommodate the extra traffic or use for construction.

DEVELOPMENT STRATEGY AND PROCESS – A Lament

By Greg Nevison, DPRG Board Member

The Yonge and St Clair neighborhood is on the threshold of a dramatic and insufficiently strategic and considered expansion plan. The scale of the buildings relative to the size of the lots will create a canyon of darkness and wind with poorly thought through amenities and infrastructure to support both their construction and their effects upon their eventual completion.

If built, applications for development near Yonge and St Clair will change from an area with buildings that are no higher than 20 storeys in height to one with up to twelve 40 to 50 storey buildings. Currently, there is only one under construction, 7 approved, 4 in applications not yet approved, as well as one likely to come in for additional height. It should be noted that as a designated PMTSA, the area already exceeds its planned density and while new housing is welcome, a more thoughtful and holistic approach to development is, in our view, required.

Specifically:

1) Wind

These development applications include a developer-paid for wind study.

Every approved building in the 44 to 50 storey range, with many more coming, has provided a wind study that make the implausible claim that their building will not create unpleasant wind conditions for pedestrians. We already have unpleasant wind conditions at Yonge and St Clair with most existing buildings being less than 20 storeys.

- Current wind studies use unrealistic assumptions and exclude the worst 20% scenarios in their conclusions.
- Wind conditions at Pearson Airport are used rather than local conditions. We note that a wind study for Yonge and St. Clair was approved in conjunction with the approval of an application for 45 St. Clair West. Also approved was the requirement for an addition of a canopy as the building has not setback for the street.
- Winds captured at 45 to 50 floors and channelled down to the sidewalk are extremely more intense than those captured at 20 storeys. We note that this issue is addressed in the wind guidelines in the report 1PH 8.14 Thermal Comfort Guidelines.
- And having a collection of these buildings together will create horrendous wind tunnels between them. Wind study considerations are only for existing and approved building in the area not anticipated additional buildings. No study to date has considered the combined effect.
- The City guidelines for tall buildings includes a setback at the street frontage but this is not enforced.

2) Loss of daylight and sunlight

Yonge St around St. Clair is a relatively narrow street. Historically, City Planning had policies on building heights and setbacks so that daylight and sunlight would be available for pedestrians. These policies produced appropriate scale buildings like One Balmoral and The Jack. Essentially, we see no development guidelines or principles applied to the new applications at all. All these buildings will cast massive, long shadows in the cooler months when sunlight is important for a pedestrian's comfort.

3) Construction implications and further traffic nightmares

Very long construction durations will create considerable disruption to the community and local traffic. Building any high rise building on Yonge St will require at least one lane closure for **years** at a time when Toronto's traffic is ranked worst in North America (2023). Most of these approved buildings are on very small properties where the tower takes up almost all of the property so there are **no construction staging areas**. Once you get above about 30 floors, more and more construction days are lost to dangerous winds, such that when you reach the top it can be **50% lost days in the winter**. Therefore, all of these tall buildings will take 4 to 5 **years** to complete, depending on how many levels of underground they have. Councillor Matlow has ensured we would have a traffic coordinator like Yonge and Eglinton did, once construction is underway.

4) Yonge Subway line overcapacity and area density

The Yonge subway at peak times from Eglinton south is already beyond capacity from a user's perspective. It is irresponsible to encourage more density along this part of the line when there is for example, other areas with little density such as along the Danforth line (Main and Danforth being the singular exception) that will soon benefit from the new diagonal Ontario line to the downtown core. New density should be added to justify this multi \$ BILLION investment in infrastructure. If we don't make this density shift, this is a terrible public investment.

5) Parking

While we agree that new buildings should not have 1 for 1 parking, these newly approved developments have especially inadequate visitors parking (and delivery areas) considering we will be losing much public parking in the area. This is a profit gift to the developers by avoiding that cost and will prove to be impractical. Even the approved low ratio of resident parking is unrealistic, with one 50 storey building at Yonge and Balmoral having none at all.

6) Living in a 40 Storey+ building

a) Elevators.

Elevator shafts take up potential valuable saleable or rentable floor space on every single floor. For this reason and the high cost of the elevator itself the majority of developers do not provide enough elevators in tall buildings to ensure satisfactory service times in realistic conditions. Realistic conditions include when an elevator is on service for people moving, furniture deliveries, trade use, routine service, or breakdowns. In a given week one of these conditions occurs at least 5 out of 7 days in a building with 400 to 500 suites (like all the proposed buildings in our area). Therefore, residents experience painfully slow elevator response times most of the time.

b) Upper floor wind noise and drafts.

The winds on floors 40 and above multiples higher than on the ground floor at all times. This cause frequent wind buffeting and whistling noise in the suites on these upper floors and makes them drafty.

c) Tall buildings are energy hogs. A tall high-rise building will use 2 to 3 times more energy per sf for heating, cooling, domestic water delivery, fresh air supply and elevators than a 3-storey walk-up apartment or a townhouse. It takes a tremendous amount of energy to power the fresh air and exhaust fans, numerous water and circulating pumps, chillers and boilers. Usually, half of the building heating and cooling energy will be used just in delivering fresh air to the corridors. Why are we encouraging this form of energy inefficient housing?

7) The Ugly Economics

Finally, the reality of economics for these buildings. The majority of the developers holding these development sites purchased them using a proforma assuming the suites would be very tiny and sold to investors at \$1500/sf to \$2,000/sf. Since this market is dead and years away from reviving in any form, some are now considering changing their projects to high end rental buildings with mostly very

small suites and rents projected at \$6+/sf. Therefore, a tiny 500 sf 1 bedroom will be \$3,000/month, plus utilities.

How do either of these housing options of expensive micro suites help our housing crisis?

Therefore, in summary nobody benefits from this bizarre idea of building a forest of tall towers in our community, except the developers.

TRAFFIC AND SAFETY

Yonge / St Clair Traffic and Transportation Plan

The DPRG Board continues to advocate for a comprehensive traffic and transportation study of the Yonge and St Clair area, particularly in light of the substantial new development planned for the area. DPRG will be exploring the possibility of collaboration with the Yonge and St Clair BIA at a joint meeting anticipated in February. In the meantime, we understand from Councillor Matlow's staff that traffic data compiled by the City from various recent development applications should be made available to us very shortly.

Yonge / St Clair Pedestrian Crossings State of Disrepair

The DPRG Board continues to hear complaints from residents regarding the treacherous state of the pedestrian crossings at the Yonge / St Clair intersection. (Photos below). The attached photos speak for themselves. The disrepair is particularly concerning given the very high volume of pedestrians using this intersection, along with high volumes of vehicle traffic.

The Board has continued to urge Councillor Matlow's office to ensure that City staff address this issue as a priority.

The Board is also interested in exploring with the BIA opportunities to visually demarcate the intersection in an attractive way to both increase safety and recognize this area as the centre of our neighbourhood.



Yonge / Delisle Traffic Lights

The DPRG became aware in January of a City proposal moving forward to Community Council regarding the installation of traffic control signals at Yonge and Delisle.

Installation of these lights was approved some time ago as a condition of the “1 Delisle” development currently being built. The staff report on this proposal identified significant pedestrian traffic (over 700 daily) crossing Yonge at Delisle (based on a 2018 traffic study) which is significantly higher than the provincial threshold required to justify a pedestrian crossing. The proposal also included the removal of parking and loading spaces on the east side of Yonge south of Delisle and installation of a northbound left turn lane onto Delisle from Yonge.

The City staff report on this matter can be viewed through the link below.

[Agenda Item History - 2025.TE19.34](#)

The DPRG Board requested a deferral of the item to provide an opportunity to review the proposal and meet with City staff to fully understand the proposed design and address any concerns. As a result, the item was deferred and a community consultation meeting held on Feb 11 attended by DPRG Board members, other local residents and interested organizations including Deer Park Public School and the BIA.

Input at this meeting was mixed. While there was some support for the installation of lights to improve pedestrian safety, significant concerns were also raised regarding the potential for increased through traffic on Delisle resulting from the lights and also that the lights could further complicate an already very busy stretch of Yonge St. Many community members indicated frustration that planning for this stretch of Yonge appears to be ad-hoc.

As of Friday, February 14, we understand from Councillor Matlow’s office that he plans to have this project deferred indefinitely at this time.

From a DPRG perspective, we continue to emphasize the need for a comprehensive review of traffic and mobility in

the Yonge / St Clair area, with a view to continuing to improve pedestrian safety while balancing the needs of all road users.

Yonge / Heath Intersection

The Yonge / Heath intersection continues to be a concern. We understand the City's "Vision Zero" office, tasked with improving road safety across the City, has been asked to review the intersection with a view to making recommendations for improvements pending potential longer-term reconfiguration of the intersection associated with the Wittington development south east of the intersection. Interim improvements would be particularly important as there appears to be little movement on the Wittington development at this time.

PARKS AND RAVINES

The Midtown Ravines Group, a consortium of nine Residents Associations – the DPRG among them - in Midtown Toronto, which advocates for improvements to our ecology and park areas has developed a vision and strategy to restore and rehabilitate the Vale of Avoca, which we have now circulated to our Councillors and the RAs. The plan underlines the gravity of the decline of the area and outlines a view to restore and redesign the trails through the area, repair accesses, address invasive species and future-proof the area against increasingly violent storms which have caused major erosion in recent years.

We will be seeking community support for this vision in the coming months and look forward to sharing further details in our next newsletter.

HERITAGE

DesignTO 'Dualities' Walk

On February 2, in somewhat inclement weather, 50 or so determined supporters of Toronto culture, joined a DesignTO walk co-sponsored by the Yonge + St. Clair BIA as part of its 15th annual festival.

We visited several of the installations and had the pleasure of listening to the very thoughtful creators of each of those works. First up, was the very timely 'Narcissus Falls' by Land Art Design Landscape Architects, a meditation on our digital reflections and how we see ourselves and how that vision is somehow changed in our new virtual world. Next up was Bubble Quilt by Studio Rat, about 'the functional capacity and limitations of expansive, reclaimed waste plastics.' Finally, a remarkable series of works by recent OCAD graduate, Pixel Heller, entitled Beyond The Body, multidisciplinary artist (and stilt walker!). An array of works chronicling her interest in masquerade via the Moko Jumbie, regarded as a protector whose towering height made it easier to see evil before ordinary men. Her work 'evokes the fluidity of masquerade while shifting the focus toward symbolism of rituals, cultural

memory, and ancestral connections...She seeks to convey the ways in which identity, memory, and the body are interconnected across time'. Alas, the pictures here, which only represent one dimension or part of the artists' presentations, do exactly no justice to the thoughtfulness and care taken to create the work, but their presence across the neighbourhood during this grim January was a tonic.

DesignTO is a non-profit arts and culture organization that "believes design can create a sustainable, just, and joyful world". It is best known for its annual DesignTO Festival which is Canada's largest celebration of design, forming Toronto's design week. Visit <https://designto.org> for more information on their activities throughout the year and for more information on the many installations which were part of this year's festival.

Narcissus Falls



Bubble Quilt



Beyond The Body



Beyond The Body



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