

5th June 2018

To: Etobicoke York Community Council

Re: 70 Dixfield Drive – Zoning By-law 569-2013 Amendment

Ref No. 16 130337 WET 03 OZ

This is the second (2nd) formal submission being sent on behalf of the owners of York Condominium Corporation No. 202 (YCC 202) at 714 and 716 The West Mall as a collective with 434 suites and in consideration of the other owner-Condominium on The West Mall, being York Condominium Corporation No. 281 (YCC 281) at 625 and 627 The West Mall with 417 suites.

Our first (1st) submission was dated 27th March 2017 and identified many of the same issues.

These two (2) Corporations on The West Mall and the owners and residents of the surrounding homes in the neighbourhood will be negatively impacted by the approval of this Zoning By-Law Amendment. As a community we share many of the same common concerns.

Notwithstanding, there are unique concerns specific to YCC 202.

HISTORY

Pre-application consultations were held with the applicant to discuss submission requirements in February, 2015. The residents in the neighbourhood were not put on notice until almost a year later. And even with that, owners in the neighbourhood contacted Councillor Holyday's office because the required Notice signage kept falling down.

The Town Hall meeting held on Tuesday 8th November 2016 was a poor attempt by the City and H & R Developments to hold a transparent meeting.

Although Ms. Hug and Councillor Holyday agreed that the venue was poorly executed, no attempt was made by any of the parties to reschedule and allow more participation by many who were turned away. The room was too small, and as stated by one of our very own owners, those in attendance were actually contravening the Ontario Fire Code for over crowding the room.

There were a number of concerns raised at that meeting, including

- Traffic Study and traffic flow
- New buildings and YCC 202 property line
- Impact on water and hydro services
- Environment including but not limited to trees, air and noise pollution
- Impact on classroom size of the schools in the neighbourhood

THE TRAFFIC STUDY

Goldberg Group Reply – 6th June 2017

One of the major concerns in our original submission to the City on 27th March 2017 was traffic. In her response, dated 6th June 2017 Janice Robinson, MCIP, RPP, Goldberg Group, planning consultants for 70 Dixfield stated that

“the traffic study that was submitted includes traffic counts on February 11th 2016, a date that is considered to be a typical working day and representative of average typical traffic conditions.”

This was not a *“typical working day or representative of average typical traffic conditions.”*

The Traffic Study was undertaken on Thursday 11th February 2016. Family Day, a Statutory Holiday was celebrated on Monday 15th February 2016. Reading Week for most Universities in Ontario was the week of Monday 15th to Friday 19th February, when traditionally, students use this time for an escape from their studies and generally head off to the warmer weather. The migration to warmer weather starts the week before.

In addition, the weather on **Thursday 11th February 2016**

“The city has issued an extreme cold weather alert and advised people to dress warm and stay dry. We will see a high of -7 C today but it will be around -25 with wind chill.”

<http://www.cbc.ca/news/canada/toronto/toronto-weather-thursday-february-11-1.3443390>

Wednesday 10th February, 2016

“It's going to be a cloudy day with northwest wind gusts around 20 kilometres an hour. Temperatures are expected to stay frigid through to the end of the weekend.”

<http://www.cbc.ca/news/canada/toronto/toronto-weather-february-10-2016-1.3441516>

Tuesday 9th February, 2016

“Mix of flurries and rain ... Easterly wind gusts will be around 20 to 40 kilometres an hour today and are expected to become lighter in the evening with a low of -1 C and a high of 2 C.”

<http://www.cbc.ca/news/canada/toronto/toronto-weather-tuesday-feb-9-1.3439737>

YCC 202 Traffic Study

In comparison to the audit provided in the Traffic Study, to be fair, please consider YCC 202's fob audit on the **garage doors** the entire week beginning Sunday 20th November, 2016 to Saturday 26th November 2016.

Sunday 20 th November 2016	6:30 am to 10 am	159	3 to 8 pm	396
Monday 21 st	6:30 am to 10 am	395	3 to 8 pm	567
Tuesday 22 nd	6:30 am to 10 am	364	3 to 8 pm	546
Wednesday 23 rd	6:30 am to 10 am	372	3 to 8 pm	552
Thursday 24 th	6:30 am to 10 am	346	3 to 8 pm	482
Friday 25 th	6:30 am to 10 am	350	3 to 8 pm	512

As a reminder, YCC 202 has 434 suites and this audit does not include garage activity from YCC 281, which has 417 suites. It also does not include service vehicles to either property, school buses, accessible transportation, regular and / or daily care support workers for our residents, visitors and the Corporation's contractors.

TRAFFIC FLOW

The "*rendition*" of The West Mall, it is acknowledged that it is only a rendition, presents an exaggerated image of just how much space there is on this street.

For that reason, we are providing you with the distances measured from both Corporations on The West Mall from various points of entry onto the street. These measurements take into consideration the width of the street as well as distance between driveways down to the Stop Sign, as well as the width of the driveways.

The Traffic Audit did not consider how difficult it would be for vehicles to enter onto The West Mall, particularly from the east side driveway from 625 and 627 The West Mall.

From 714 and 716 driveways, south to the Stop Sign at Wellesworth

Distance from 714 and 716 driveways, south to the 70 Dixfield service driveway	287.5 ft
Width of the 70 Dixfield service driveway	24.0 ft
Distance from 70 Dixfield service driveway to 625 and 627 driveway	37.0 ft
Width of the 625 and 627 driveway	44.0 ft
Distance from 625 and 627 driveway to the beginning of the dividing island	42.5 ft
Length of the Island to the Stop Sign	66.0 ft

The width of The West Mall from one side of the sidewalk to the other is only 42 ft wide.

We are concerned that there is not enough turning room for a vehicle to exit from the 625 and 627 driveway closest to the island onto The West Mall to head south. There is not enough room for a vehicle to merge into vehicular traffic that is already lined up at the Stop Sign without putting pedestrians and other vehicles in harm's way.

The rendition calls for additional cars to exit from the H & R property onto The West Mall. This will only add to an already congested street creating challenges for pedestrians, cyclists and motor vehicle drivers alike.

The island at the Wellesworth and The West Mall is a safety feature to funnel traffic one car at a time, either going straight through or turning right at the stop sign. Coming north the island creates a natural barrier only permitting one (1) car at a time to either turn left onto Wellesworth or come straight up cul-de-sac of The West Mall to access either YCC 202 or YCC 281 buildings.

It is at the same time an obstacle in heavy traffic for emergency service vehicles to make their way to the 625, 627, 714 or 716 buildings. There will be greater congestion with the additional traffic exiting and entering the Dixfield property off The West Mall, and as we all know, "*seconds do count.*"

Safety

YCC 202 and YCC 281 have a total of 852 suites, and our combined populations is more than 2,000 residents. The demographics cover all age groups and some of our residents have both “*visible*” and “*invisible*” challenges. The current traffic situation is already an issue. Adding more traffic to the corner at The West Mall and Wellesworth will make personal safety an even greater concern. Adding a new traffic pattern from the current service driveway from 70 Dixfield will only inflate the problem.

THREE-STOREY BUILDINGS AND YCC 202 PROPERTY LINE

One of the three 3-storey apartment buildings will sit within 18 cm [approximately 7 inches] of YCC 202’s property line and during the construction of the garage foundation wall, will encroach onto the Corporation’s property.

IMPACT ON WATER AND HYDRO SERVICES

Water

For the last 15-20 years, since I have been a Board member, the City has consistently stated that the increased costs for water will be put towards renewing and replacing the current water and sewer infrastructure. When our two (2) Corporations were built in the mid 1970’s, the mechanical engineers would have identified the requirements for our booster pumps, and upon installation, the City would have been required to sign off and approve it as part of the construction plans.

Since the 2013 flood along with the City’s pipe replacement project in the neighbourhood, both Corporations have experienced unhealthy decreases in water pressure, lower than the required 50 psi to 70 psi to bring water to our suites on all 19 floors.

The reason for lower water flow can result from

- Low water flow from the City supply
- Defective pressure relief valve
- Partially-closed main shut-off valve
- Damaged or leaky supply pipes

It was brought to our attention at that time, that there was reduced water pressure to our collective buildings on The West Mall. This was recorded at the City meter. We do recognize the assistance of the Councillor Holyday and Darlene Kozelj, Water Department in identifying and replacing a piece of pipe to address our water pressure issues last summer, July 2017. I might add that I also heard from residents in the neighbourhood that their water pressure had greatly improved as well.

Although there was a successful resolution, we continue to monitor our water pressure, which does fluctuate more so now than in the past.

And this is not due to our demographics. Admittedly, our suites are large; however, our condominium is no longer populated with large families, but as is the trend in this industry, the greater majority of our new owners are single and / or couples nearing retirement age.

We feel that the additional new buildings will have a negative impact on our water pressure that is already to some degree, compromised.

Hydro

The Corporations and the neighbourhood continue to experience hydro outages, some of which are simple flash hydro interruptions. This is only noticeable when household and electronic items require a reset.

The additional draw on hydro in the neighbourhood will continue to result in hydro interruption.

ENVIRONMENT AND THE RIPPLE EFFECT

Air and noise pollution resulting from the additional traffic is also a worry particularly for those homeowners who are directly affected by idling cars waiting to get through the Stop Sign . In addition, YCC 202 is particularly concerned about at least two (2) of their trees. It is never what you see above ground but the root structure of our trees and the health of those very same trees should construction move ahead.

And, with the increase in population, parents with children in already “*to capacity*” classrooms are concerned for their children’s quality of education with possible increased class sizes.

IN CLOSING

As a collective, **we would ask that the City conduct a qualified Traffic Study** of the area, both on The West Mall at Dixfield, and at Dixfield and Wellesworth, preferably before 30th June 2018 when typically, residents begin to vacation.

We recognize that the City has extended the green light at the north-south intersection at The West Mall and Rathburn and also an advance green light heading east at Rathburn. However, the congestion at that intersection is due to traffic coming into The West Mall and this will only be compounded with the addition of new buildings at Dixfield.

On behalf of our residents at YCC 202, I would like to thank you for your time. We ask that you consider and weigh the concerns of your constituents before making such an important decision.

Ms. Dana Kuszelewski

[signature]

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