

June 6, 2018

BY EMAIL: midtowninfocus@toronto.ca
& BY REGULAR MAIL

Chair David Shiner and Members
Planning and Growth Management Committee
City Hall - 100 Queen Street West
Toronto, Ontario
M5H 2N2

Attn: Ms. Nancy Martins, Secretariat

Dear Chair and Committee Members:

**RE: PG 30.4 – Official Plan Amendment ‘OPA 405’ for the Yonge-Eglinton Secondary Plan
203, 205 and 207 Belsize Drive (the ‘subject site’), City of Toronto
Our File: 1823**

We write on behalf of the registered owners of the above captioned subject site further to our initial letter submission to the City of Toronto dated February 20, 2018 and to provide comments on Official Plan Amendment 405 (‘OPA 405’). Figure 1 depicts the location of the subject site in terms of the Official Plan Amendment 405 for the Yonge-Eglinton Secondary Plan and immediately abuts the ‘Midtown South Village A.5’ boundary.

OPA 405 needs to better define MTSA’s to achieve Provincial Growth Plan objectives

The ‘subject site’ is further depicted by Figure 2: Comparison Mount Pleasant MTSA with 500m Band and 10-minute Walking Band. Figure 2 shows the MTSA proposed in OPA 405 (shaded in yellow) compared to a 500 m radius (in red) and a 10-minute walk (in white) from the Mount Pleasant Station.

The City’s delineated Major Transit Station Area (‘MTSA’) in OPA 405 fails to maximize the amount of potential transit users within walking distance of the under-construction Mount Pleasant Station - Eglinton LRT. This opinion is in keeping with the Province’s draft guidance document titled, *‘Application of the Intensification and Density Targets’* for public consultation. In accordance with Growth Plan, 2017 and the prioritization of public transit and transit-oriented development, there is a need to correctly depict the delineation of an MTSA in accordance with a 500 m radius or a 10-minute walk in order to establish the size of the MTSA and the density targets as set out as per the Growth Plan.

Mount Pleasant Road forms part of the MTSA as well as an ‘Avenue’ (from Eglinton Ave. to just north of Davisville Road) and, as a ‘Major Street’, as it services local and regional traffic and mixed land use. Larger block buildings, with mid-rise heights will occur along Mount Pleasant Road and the immediately adjoining side streets. Mount Pleasant Road also supports significant localized retail commercial activity as a historical corridor and the subject site effectively abuts this retail corridor.

From a built form perspective, the subject site is wedged between the Mount Pleasant Road Baptist Church to the west, and the Little Tots Manor Child Care, a large scale commercial day care business located to the east. The Church and the Day Care buildings are significantly sized, relative to the nearby residential dwellings, with large frontage lots supporting institutional and commercial activities. The Church is mid-rise (equivalent to 3-4 storey) in building height and the Day Care would be the equivalent of a 2.5 storey building, each having a peaked roofline.

Given the predominant institutional and community commercial context and activities, existing land use conflicts can be better managed through re-configuration on the subject site in the form of town houses. Town house development, at sufficient density not only complements the objectives of an MTSA by adding additional residential density. This built form also fits within the context of the subject site located between two institutional land uses, being in close proximity to Mount Pleasant Road.

This proposed residential building/housing typology, and an underground parking facility will provide safe, comfortable, accessible and affordable living opportunities. This will be of interest to those existing long-time residents of the community, who wish to remain in ground-related units, but with less physical responsibility of managing and maintaining their properties within this community. Also, this housing typology provides the opportunity for young families to upgrade from the abundant apartment towers within this community, in exchange for more living space, provided for more ground-related housing affordability than single detached dwellings.

Conclusion

Until the boundary of MTSAs are properly determined, it is our opinion that OPA 405 should not proceed under Section 26 of the *Planning Act* as it does not satisfy the Growth Plan, 2017.

Yours truly,
Pound & Stewart Associates Limited



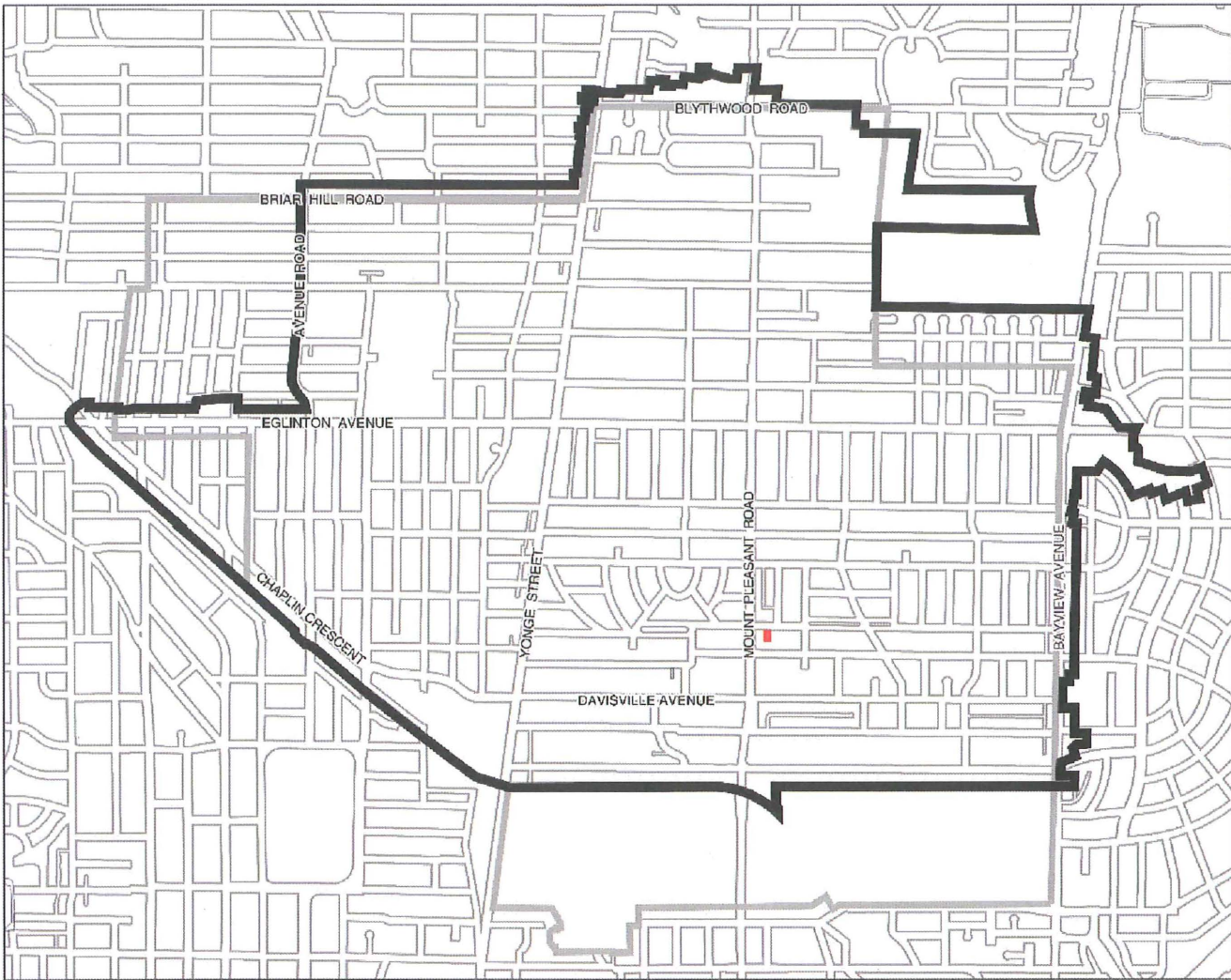
Philip Stewart
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Attachments: As noted herein

cc. Councillor Josh Matlow, Ward 22
cc. Mr. Greg Lintern, Acting Chief Planner & Executive Director, City of Toronto

FIGURE 1 - CITY OF TORONTO - PROPOSED
YONGE- EGLINTON SECONDARY PLAN



Map 21-1: Secondary Plan Area



Not to Scale 



Revised Yonge-Eglinton Secondary Plan

-  Proposed Secondary Plan Boundary
-  Existing Secondary Plan Boundary

LEGEND

-  203, 205 & 207 Belsize Drive
- October 2017

Figure 2: Comparison of Mount Pleasant MTSA with 500m Band and 10-Minute Walking Band

