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VIA EMAIL (pgmc@toronto.ca)

June 13, 2014

Planning and Growth Management Committee
City of Toronto
10th Floor, West Tower, City Hall
100 Queen Street West
Toronto, Ontario M5H 2N2

Dear Chairman and Committee Members:

**RE: Response to Eglinton Connects Planning Study for 2406, 2408 and 2418
Dufferin Street, and 6 and 10 Ramsden Road, City of Toronto/ Our File No.
K323**

We are the lawyers for Nancy So and Clive Didierserre, owners of the lands located on Lots 5, 6, 7, 8 and Part of Lot 9, Plan M-517; Lot 2 Registered Plan 2601; and Lot 59 and Part of Lot 8, Registered Plan 1855 (York) City of Toronto, which is municipally known in part as 2418 Dufferin Street. The subject lands are located near the northwest corner of Dufferin Street and Ramsden Road. We enclose herewith a survey of the subject lands (highlighted in yellow) for your reference (Attachment 1).

We are responding to the City Planning Division's Eglinton Connects Planning Study—Final Directions Report dated March 19, 2014 ("Report"), which was adopted by City Council on May 6, 2014 and which is further being presented to the Planning and Growth Management Committee on June 19, 2014. Our clients wish to respond to the recommendations therein, and how they will impact the future development potential of their properties.

The Properties

The subject lands are designated Mixed Use Areas and Neighbourhood in the City of Toronto Official Plan. That portion of the subject lands which fronts on Dufferin Street is designated *Mixed Use Areas*, while that portion adjacent to Shortt Street (although used primarily as a commercial parking lot) is designated *Neighbourhoods*. The Dufferin Street frontage is zoned Commercial Residential (CR), and the lands adjacent to Shortt Street, Residential (RM) in the Council adopted Zoning By-law 569-2013. They are

zoned Main Street Commercial/Residential (MCR) and Residential (R2), respectively, in By-law 1-83 for the former City of York.

Currently there are a number of commercial buildings on the Dufferin Street frontage on the lands zoned commercial, and dwelling units and a parking lot which supports the commercial uses on the lands zoned RM. The parking lot is classified as a commercial use for municipal taxation purposes and, to our clients' knowledge, has not been used for residential purposes for over half a century.

As shown on Attachment 1, our clients own the majority of the lands in the block bounded by Shortt Street on the west, Dufferin Street on the east and Ramsden Road on the south and The Universal Church on the north, with the exception of two commercial lots fronting on Dufferin Street and one residential lot fronting on Ramsden Road (4 Ramsden Road) which our clients are seeking to acquire. Should they be successful, our clients will own this entire area (save for the public laneway) which will result in a developable block in excess of 0.4 ha.

Eglinton Connects Planning Study

Recommendation 6

The Report recommends that there be an extension of the rear lane network to permit such things as access to below grade parking, servicing, and loading. The lane extending north of Ramsden Road adjacent to the subject lands, is one of the proposed lane extensions as shown on Map 5, page 62 of the Report (see Attachment 2).

It appears that the proposed lane extension shown on Attachment 2 would extend through the subject lands and would require a public lane dedication. This could result in the creation of two separate parcels of land which would adversely impact our clients' ability to develop the block in a comprehensive manner. For this reason, our clients request that the Ramsden Road public lane not be extended in the manner and location shown. Any redevelopment proposed by our clients would consider the appropriate public laneway access and would plan for same as part of a comprehensive plan.

Recommendation 18

Our clients' lands are wholly located within the Dufferin Focus Area identified on pages 26 and 51 of the Report as Study Recommendation 18, as shown on Attachment 3. This area is recommended for mixed use intensification. Our clients support this recommendation and consider that their lands are ideally suited for redevelopment for higher intensity uses. The subject lands, either alone or in combination with adjacent lands, represent a significant opportunity for intensification within the Focus Area.

Development Potential

As noted, the subject lands form an important part of a large development parcel which fronts Dufferin Street, which is identified as an Avenue on Map 2 in the Official Plan. The lots that are residential-zoned fronting Shortt Street are used as a parking lot for commercial uses and are supportive of the uses within the Mixed Use Area.

As noted above, because of the size and configuration of the subject lands, they are ideally suited for intensification, which is consistent with Report Recommendation 18 which puts these lands in the Dufferin Focus Area.

Based on the recommendations that will be made for the Dufferin Focus Area, and our clients' planner's analysis of the existing uses on-site, in our opinion there is a strong basis for redesignating the westerly portion of the subject lands *Mixed Use Areas* and zoning the lands for commercial (non-residential) purposes. This would allow the site to be redeveloped and intensified in a comprehensive manner which will have appropriate regard for its compatibility with adjacent residential and non-residential uses.

We kindly ask that this letter be included in the agenda for the Planning and Growth Management Committee's June 19, 2014 meeting regarding the Eglinton Connects Planning Study. We also ask that we be included in the circulation list and be provided with notice of amendments to the Official Plan and zoning by-law going forward.

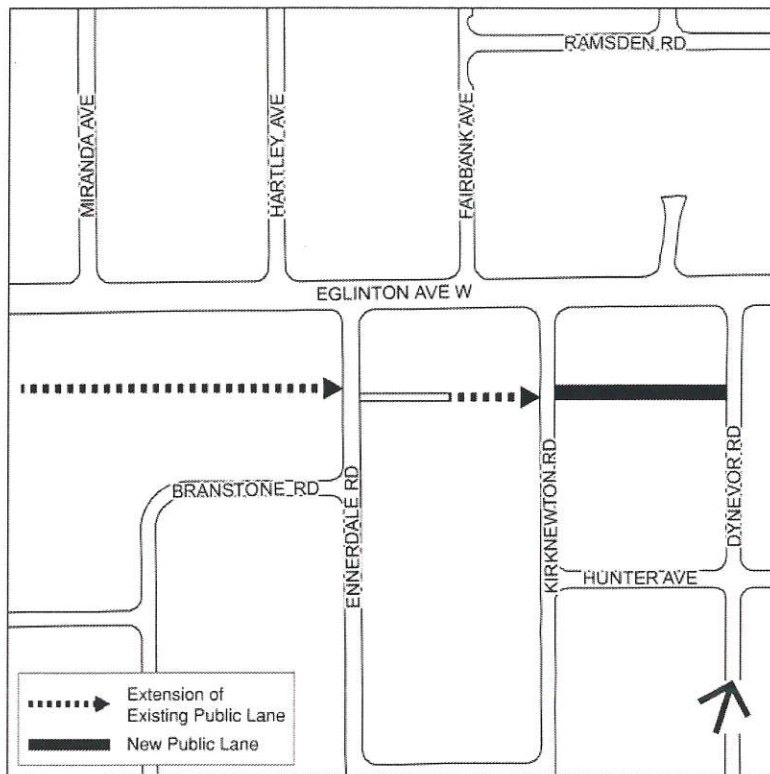
Please do not hesitate to contact the undersigned if you have any questions with respect to the foregoing.

Yours very truly,

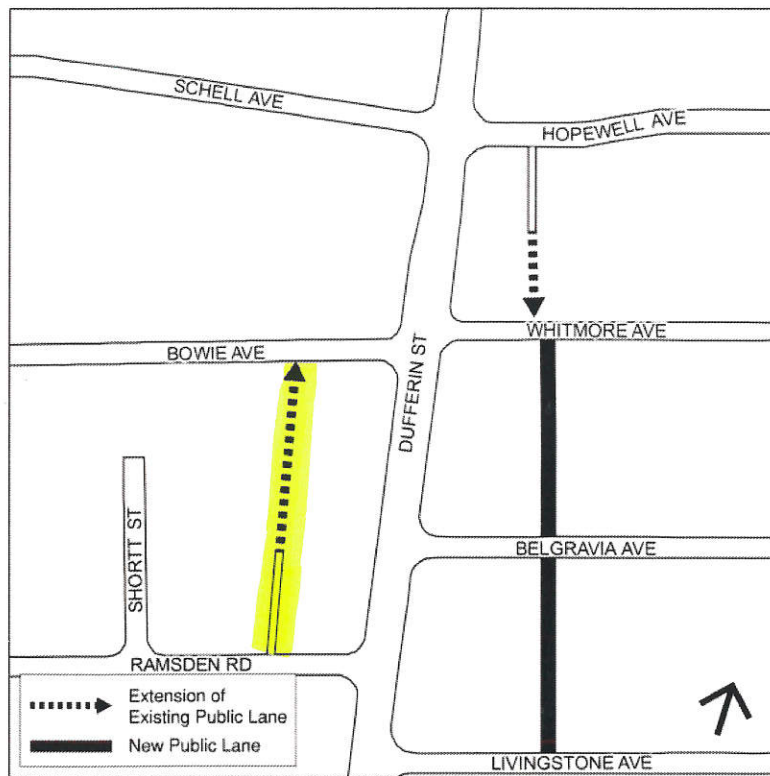
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Map 4



Map 5

These station sites merit accelerated attention to ensure mechanisms are in place to permit development together with the construction of the stations. These Special Station Sites are:

- Keele Station - Main entrance on the northeast corner at Keele Street
- Dufferin Station - Main entrance on the southeast corner at Dufferin Street
- Bathurst Station - Main entrance at the northeast corner at Bathurst Street
- Oakwood Stn. - Secondary entrance on the southwest corner at Oakwood
- Mount Dennis Station - Main entrance at the northeast corner at Weston Road

While mid-rise buildings would not be inappropriate at any of these locations, the results of the Eglinton Connects Study recognize opportunities for responses to their unique context. Special policies should be developed that would ensure the integration of entrances into future development and suitable land assembly.

At these locations, consolidation of sites beyond the Metrolinx-owned parcels is anticipated and encouraged. Staff recommend that as-of-right zoning permissions for mid-rise buildings be put in place while consideration of special provisions is given and the appropriate implementation tools are developed.

In addition to the above, “knock-out panels” have been included in the specifications for six LRT station boxes. These can provide access to new developments on lands adjacent to the stations where no entrances are contemplated in the current construction plans.

Study Recommendation 18 – Plan for Intensification in Focus Areas and Mobility

Hubs: *The six Focus Areas and two Mobility Hubs include large sites where mixed use intensification should occur over time, including some sites that should be integrated with the LRT stations. These areas provide opportunities for incorporating a mix of residential and employment uses in a range of building heights and sizes, combined with new public streets, community services and facilities, and high quality green and open spaces.*

Six Focus Areas were identified for more detailed study as part of the Study based on their capacity to accommodate future residential, mixed use and/or employment growth. The Focus Areas were selected based on factors such as the presence of large and/or underdeveloped sites. Some of the Focus Areas contain designated *Employment Areas*.

Concurrent with the Eglinton Connects Study, Metrolinx conducted studies for two of the Mobility Hubs along Eglinton Avenue: Mount Dennis and Kennedy. These were undertaken to respond to the complexity of the transportation infrastructure and the need to coordinate planning with GO Transit.

Increasing the opportunities for employment within the Focus Areas and Mobility Hubs is an important goal that supports a sustainable live-work balance along the Eglinton corridor and capitalizes the investment in the transit infrastructure.

Each of these eight areas has unique characteristics and/or policy objectives that will need a closer examination of the growth potential, type, amount and height of new development, connectivity and transition to the surrounding communities, and infrastructure and servicing needs, in order to support their becoming complete, healthy, and transit-supportive communities over time.

Study Recommendation 19 – Expand Community Services and Facilities, Including Green and Open Spaces, in Tandem with Development: *The role of Eglinton Avenue will change in the coming years, along with the intensity of activity and land uses. As more people and jobs move to the corridor, new community services and facilities, including green and open spaces, such as parks, should be planned in conjunction with new development and the LRT.*

There will be an increased need for community services, facilities and public spaces to ensure a high quality of life.

New developments should be designed to provide green open spaces for building occupants and, where possible, to provide publicly accessible open spaces through forecourts, plazas or setbacks to expand sidewalks.

Study Recommendation 20 – Encourage Street-Related Retail: *In segments of Eglinton Avenue where retail is required or encouraged, the ground floor of new buildings should provide space for street-related retail uses.*

The vibrancy we associate with many main street sections of Eglinton Avenue is directly related to the extent of active ground floor uses that line the street edge. Street related shops, restaurants, cafes and community facilities provide services that are essential to local neighbourhoods and encourage a pedestrian culture and social engagement that are the hallmarks of high-quality urban life.

Street-related retail should be provided in new developments from Brentcliffe Road to Kennedy Station, where identified in the Plan, as a means of creating a safe and enjoyable pedestrian experience and a local culture. Currently such facilities are spotty along this stretch of Eglinton Avenue.

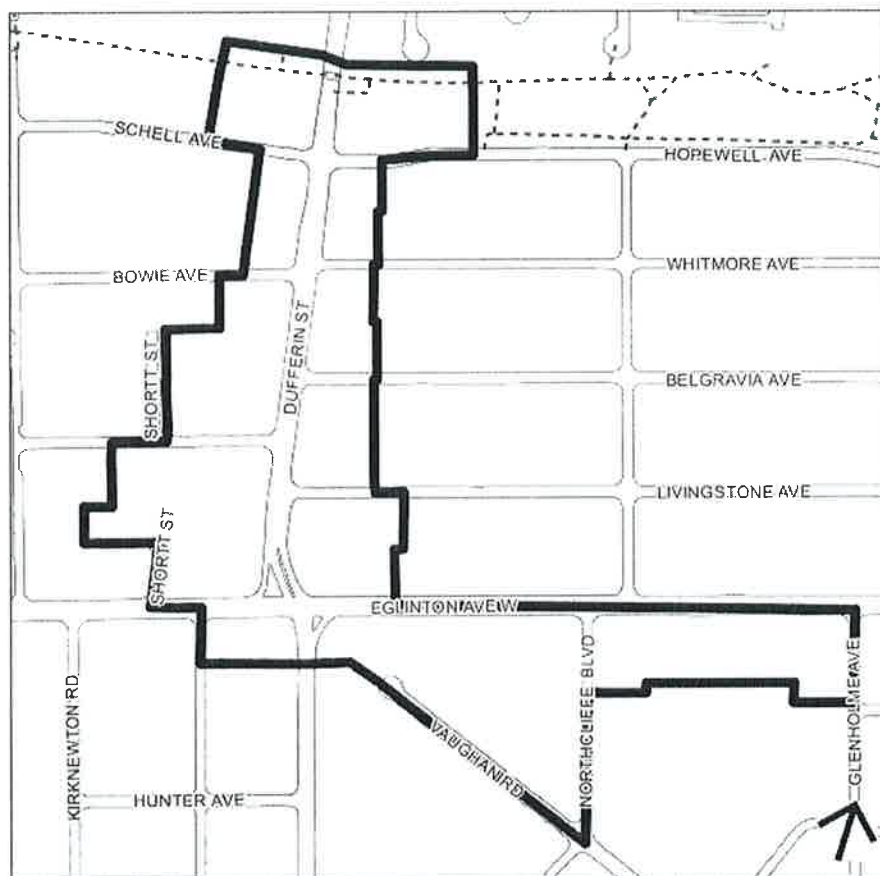
Established Main Streets and Emerging Main Streets have also been identified, as the character of retail spaces will differ in these areas.

Established Main Streets have a fine grain commercial character. Businesses in these areas should be supported, while new development should reflect the retail characteristics that make these areas successful and interesting, such as narrow frontages.

In *Emerging Main Streets*, the floor to floor height of the ground floor of new buildings should be a minimum of 4.5 metres to accommodate viable retail uses. In those segments where retail is not required at the base of buildings fronting onto Eglinton Avenue and

Dufferin

The following policies are proposed as the basis for the Site and Area Specific Policy for the **Dufferin** Focus Area:



Travelling

- Enhance pedestrian connections to Dufferin LRT station entrances
- Improve pedestrian connections to St. Thomas Aquinas School, Fairbank Middle School and Fairbank Memorial Park
- Conduct a Transportation Study, including consideration of extending Shortt Street between Eglinton Avenue and Ramsden Road
- Require increased setbacks along the east side of Dufferin Street from Eglinton Avenue to the Beltline Trail to achieve wider sidewalks, large trees and a cycling connection to the Trail
- Create cycling connections to the Beltline Trail including a two-way cycling connection along Locksley Avenue and Northcliffe Road connecting the Beltline with Vaughan Road

- Consider eliminating the jog between Locksley and Northcliffe and redesigning the intersection to improve pedestrian and cycling connections

Greening

- Create a high quality civic plaza at the main entrance to the Dufferin LRT station
- Enlarge and redesign St. Hilda's parkette so that it is integrated with the Dufferin LRT station entrance and plaza and improves the pedestrian connection to Vaughan Road
- Since most development sites within the Focus Area are too small to generate an adequate on-site parkland dedication, explore opportunities for creating new open space, as well as making improvements to Fairbank Memorial Park
- Set back development at each of the four corners of the Dufferin Street and Eglinton Avenue intersection to provide increased pedestrian space, with additional public space to be provided on the northwest corner to accommodate the Eglinton LRT entrance and TTC passengers waiting for the southbound bus.

Building

- Maintain the main street character of Dufferin Street and Eglinton Avenue West
- Create appropriate transitions between new development and the existing community
- Built form should be predominately mid-rise, accented with tall buildings at all corners of the Dufferin/Eglinton intersection that comply with the Tall Building Guidelines
- The placement of tall buildings should consider the view terminus when travelling south along Dufferin Street
- Incorporate City-owned parking lot with redevelopment of the northwest quadrant of the Dufferin Street and Eglinton Avenue intersection
- Buildings should support an increase in the overall amount of commercial floor space within the area
- Maintain the existing jobs-to-residents ratio within the area or increase the number of jobs
- Future community services and facilities needs include new, non-profit licensed child care facilities, new green and open space (including parkland), additional community recreation facilities, and community agency/human services space