

**From:** jp Martin <paulandjenmartin@gmail.com>  
**Sent:** Thursday, April 13, 2017 7:40 PM  
**To:** Allison Meistrich; Councillor Filion; North York Community Council; Catherine LeBlanc-Miller; Michael Capotosto  
**Subject:** WLHA Response to Proposed Development at 325 Bogert Avenue

To: Allison Meistrich, Senior Planner, City of Toronto

cc: Councillor John Filion; Clerk, North York Community Council

Dear Allison:

The West Lansing Homeowners Association (WLHA) represents the interests of approximately 300 paying members from among the approximately 1000 homes in the neighbourhood bounded by Yonge Street, Sheppard Avenue West, 401 and the West Don Parkland. The subject development forms part of the western boundary of our neighbourhood and shares its residential streets.

Several members of our board have reviewed the proposal documents via the City's Development Applications website, and attended the public meeting on April 4th at St. Edwards School. WLHA does support re-development of the site, and acknowledges that some intensification will be an inevitable consequence. That intensification will have some negative impacts on our members' ability to enjoy their homes and community, but we acknowledge that renewal of this site is also of some potential value to our members if it is done in a manner consistent with the Official Plan of the City of Toronto. We acknowledge the proponent's provision of access through their site to the adjacent West Don ravine lands, and the provision of retail space at grade which may also serve a useful function for existing residents.

On review of the proposal in detail, WLHA has the following immediate concerns. These concerns are those of our members, many of whom are very long-term residents of this neighbourhood and therefore have a deep understanding of its issues and history. However, it should be understood that we are not planners, architects, lawyers or other experts - we are ordinary citizens participating in the consultation process afforded to us by the City's planning process.

1) Though this occurred prior to WLHA's formation, residents of our neighbourhood spent considerable time and effort in coordination with Councillor Filion to negotiate changes with the owner, GreatWise, to a development proposed for the site which was approved at the OMB in 1999-2000. Those changes included a segregation of the site from the neighbourhood's residential streets, a maximum average density on the site of 2.2 FSI, and access through the property to the ravine lands of the West Don. Agreements to this effect signed by GreatWise were presented by residents at the public meeting. The subject proposal retains only the last of these three previously-negotiated features. This brings into question the usefulness of expending further efforts by our members in an attempt to negotiate anything with the developer in relation to the current proposal.

2) This proposal comprises 1765 units, in place of approximately 450 rental units currently on the site. The balance of rental and owned condominium units is apparently not yet determined. To put this in local context, there are a total of about 1,000 detached homes in our entire neighbourhood. There are approximately 1,985 units either constructed, approved or proposed at the corner of Yonge and Sheppard, which is immediately

above the junction of two subway lines and situated at one of the busiest intersections in Toronto. The density proposed for this site, 1.5 km from Yonge and Sheppard, is in our view totally disproportionate and inappropriate for the location and associated infrastructure.

3) The proponent claims that their proposal is a "transit-anchored" design, yet has more parking spaces than units. The proponent relies, as evident from the materials used in their presentation at the public meeting, on the notion that the Sheppard Subway will be extended westward to Downsview. That expansion option has been studied several times by the TTC and rejected due to the cost of crossing the West Don (requiring the replacement of the existing Sheppard Avenue bridge) among other factors. It is clear that there will be a tremendous addition to local traffic if the proposal is accepted. We strongly suggest that the site be segregated from the residential streets by disconnecting it from both Bogert and Poyntz Avenues, and that the planned extension of Bogert Avenue to connect with Sheppard Avenue be eliminated from the proposal. It is highly likely in our view that this proposed Bogert Avenue extension would be used not just by residents of the new development, but also by eastbound infiltration traffic seeking access through our neighbourhood to Yonge St. and Highway 401, attempting to avoid the already disastrous congestion at Yonge St. and Sheppard Avenue. This intersection is consistently near the top of the list of the ten most congested intersections in the City of Toronto.

4) Local schools are at or beyond capacity. It is a certainty that the local educational infrastructure cannot support the development at the proposed density. The same is true for the Yonge Subway, which will be the primary transit route used by residents of the proposed development, and which is already so congested that residents must often take a train north in the morning to get a seat on the southbound trip. These capacity limitations will be further strained by additional proposed and approved developments at Yonge and Sheppard, along Sheppard Ave. West as part of the new Secondary Plan, and in the ultimate build-out of the Yonge Corridor (which will ultimately include properties along Yonge St.'s west side between Poyntz and Franklin Avenues.

5) We are concerned that the proposal replaces existing single-family homes in the Neighbourhoods designation with a new building type in the form of townhomes/stacked townhomes. We are concerned about the insertion of mass development on properties designated Neighbourhoods, which are considered per the Official Plan to be physically stable areas not targeted for intensification. We are further concerned about the insertion of a new building type (townhomes) not currently present in our neighbourhood. It is a certainty in our view that approval of this aspect of the proposal would result in a flood of similar intensification requests along both Sheppard Avenue and the eastern section of our neighbourhood adjoining Yonge Street.

6) The proposed eight storey "podium" along Sheppard Avenue is not a podium at all, but rather an imposing block of 8 storey high condominiums with some retail uses at grade. It is disproportionate in height and scale to the developments envisioned for the balance of Sheppard Avenue between Beecroft and Easton per the recently approved Secondary Plan for that area.

7) Numerous homes in our neighbourhood have basements which routinely flood due to sewer capacity issues, some of which have arisen as a result of in-fill development of the neighbourhood in recent years. Some homes are now being denied insurance coverage due to repeated water damage. The substantial additional density proposed for the site may render sewer improvements currently under consideration by the City inadequate. A thorough and independent study of storm and sanitary sewer capacity impacts from this development is strongly recommended.

8) We are concerned about the impact of the proposed development on the residents of the existing rental housing. Many of the existing residents are recent immigrants or persons on fixed income who are economically vulnerable. We would insist that every measure of protection available to the City be afforded to

these residents, and that impacts to the existing residents arising from the proposal be given all due consideration in the City's review of the proposal.

9) We suggest that the impact of the development on migratory birds be given thorough study.

In our view, we cannot support the proposed development without fundamental changes, which *must* include, at minimum:

- 1) A very substantial decrease in the total number of units proposed,
- 2) Total vehicular traffic segregation of the development from the existing residential streets
- 3) Elimination of the expansion of mass development onto lands currently designated Neighbourhoods, and elimination of the expansion of a new building type (townhomes) into the Neighbourhoods portion of the combined site.
- 4) A thorough plan, with guarantees on the part of the developer, to minimize impacts to the existing vulnerable residents on the site, and
- 5) A thorough plan to minimize impacts to the local infrastructure, both physical and natural, and to the local homeowners, during what would inevitably be a demolition and construction project spanning several years.

City staff should feel free to communicate with us further in relation to this submission. Should the proponent or their representatives wish to communicate with us, they should do so only in writing.

Sincerely,

West Lansing Homeowners Association, per

Paul Martin

Vice President

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