

June 6, 2018

Our File No.: 180912

City of Toronto Council
City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Attention: Nancy Martins, Administrator, Planning and Growth Management Committee

Dear Council Members:

Re: Proposed Yonge-Eglinton Secondary Plan (Official Plan Amendment No. 405)

We are solicitors for 2545008 Ontario Inc., the registered owners of the lands municipally known as 115-117 Merton Street in the City of Toronto (“**115-117 Merton**”). We are writing to express our client’s concerns with the proposed Yonge-Eglinton Secondary Plan, which has been recommended for adoption as part of the City’s Midtown in Focus planning review.

115-117 Merton and the property to the immediate east, 113 Merton Street (“**113 Merton**”), are identified on Map 21-14 of the proposed Yonge-Eglinton Secondary Plan as sites for Mid-rise building types. 115-117 Merton and 113 Merton, either on their own or together, are appropriate sites to be redeveloped with a mid-rise building similar in form and scale to the numerous mid-rise buildings that currently exist on the south side of Merton Street between Yonge Street and Mount Pleasant Road.

Our clients concerns with the proposed Yonge-Eglinton Secondary Plan include the following:

1. Policy 5.3.2 and Map 21-14 suggest that the maximum building height for 115-117 Merton and 113 Merton should be 12 storeys. The maximum building height for these properties should be determined through a rezoning application and not fixed prescriptively in the Official Plan.
2. Map 21-8 appears to identify 115-117 Merton and 113 Merton as a Park Expansion Area. If the purpose of this is to establish a new mid-block pedestrian connection between Merton Street and the Beltline, not all of 115-117 Merton and 113 Merton is required as a public park, and there may be alternatives to a parkland dedication.
3. The Plan does not sufficiently recognize the importance of optimising intensification around rapid transit stations. The policies of the Provincial Policy Statement and Growth Plan promote intensification and compact built form, particularly in areas well served by

public transit. 113 and 115-117 Merton Street are located within a 500 metre radius of the Davisville Subway and accordingly would be considered within a “major transit station area”. The proposed height limits in the Plan should be removed or increased to allow approval of an appropriate intensification project that is designed to optimize the use of land and infrastructure, while sensitively addressing its surroundings.

4. The site specific numerical height limits, separation distances, setbacks, step-backs and podium heights are inappropriate in a policy document and are more appropriate in a zoning by-law following a site-specific evaluation of built form impacts based on supporting technical studies.

Please notify us of any future public meetings with respect to this matter, and please notify us of any adoption of the proposed Yonge-Eglinton Secondary Plan by City Council.

Yours truly,

Goodmans LLP



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