



G R A N G E

4 June 2018

Re: **TE33.8** 502 Adelaide Street West et al | **TEYCC 6 June 2018**

To the Chair and Members of the Toronto and East York Community Council:

This is the first of three comments today by the Grange Community Association about Ward 20 development matters.

In collaboration with the Garment District Neighbourhood Association we have studied this application in detail, we attended the public consultations, and we met directly with the architects. Our primary concern, as usual, is city-building and the way the proposed building interacts with the public at grade. This seems to have been dealt with cautiously and satisfactorily with regard to loading and servicing, although we have one easy change to suggest with regard to parking.

In a word it's this: **the City should set a maximum amount of parking rather than a minimum.** This is an unusual move – allowing the proponent to build only the parking they can sell – but in effect it aligns with all the relevant provincial policy documents and with the City's aim to encourage active transportation. (I would be pleased to discuss this general path forward with any of you individually, based on the new Ryerson study of the relationship between mixed use, housing costs and transportation impact.) The location of this proposal between King and Adelaide makes it ideal for what we're suggesting, given [1] the rise of location-flexible car sharing, [2] the impending revolution in autonomous CarsThatGoAway™, and [3] the forward-looking transit experiment on King Street.

We suggest amending the *Final Report's* wording to read: **The proposed development would include 105 residential units, 272 square metres of retail, and a maximum of 32 vehicular parking spaces.**

For the record, we note how the built form of this proposal, its internal arrangement and density, and its appearance have changed from its earlier incarnation. We have balanced this change with the agreement on the present plans between City staff and the builder which will steer clear of an expensive and uncertain outcome at the Tribunal – and thus we raise no objection to the agreement.

But we do urge you to re-word the parking requirement to a **maximum** instead of a **minimum**.

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