

From: [Jeffrey Poulin](#)
To: [Diane Silver](#); [Etobicoke Community Council](#); [Councillor Nunziata](#)
Cc: TSDA Rebuttal of the Dunpar Homes Proposed Residential Development Proposal at 2650-2672 St. Clair Ave
Subject: West
Date: January 14, 2019 10:24:08 AM
Attachments: [Response to Dunpar Homes First Submission on St. Clair at the Former Danier Leather Site.pdf](#)

Good Morning Diane Silver, Councillor Nunziata and Rosemary MacKenzie, Secretariat;

Please consider the attached document pertaining to the above for your use and records in evaluating public responses to Dunpar Homes' development foray into the Stockyards West area of St. Clair Ave at the foot of our Rockcliffe-Smythe neighborhood.

We are a group of local residents, social development managers, architects, project managers and planners and have obtained, and continue to poll, statements made by area residents concerning Dunpar Homes' proposal and have found that not only is it egregious in the way it attempts to engage and use the neighbourhood, it is deeply flawed in its concept and should be abandoned. We think Dunpar should go back to the drawing boards and come up with another solution.

We have attempted to engage Dunpar on these issues but they seem to think they've got this one in the bag, referring to it as 'already having been approved'. In our review, attached, we respectfully offer an alternate solution on how this site can be developed as a means to promote our ideas about how developers need to engage our community if they plan on playing here.

Nothing has been approved. On the contrary, we forcefully disapprove.

We will continue to reach out to you and Dunpar on these issues, publicly and privately, as we see fit.

We look forward to seeing you at tomorrow's meeting in Etobicoke.

Best regards,

on behalf of the

Toronto Stockyards Development Advocacy

Jeffrey Poulin
Tetyana Bailey
Tanya Connors

The logo for TSDA (Toronto Stockyards Development Advocacy) features the letters 'TSDA' in a bold, pink, sans-serif font against a dark grey rectangular background.A green banner with white and red text. The main title 'TORONTO STOCKYARDS DEVELOPMENT ADVOCACY' is in white. Below it, 'JUNCTION - STOCKYARDS - ROCKLIFFE SMYTHE' and 'COMMUNITY DEFENSE' are in red. On the right side of the banner is a white line-art graphic of a city skyline with a prominent jagged peak.

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2560 St. Clair Ave West, Stockyards West, Rockcliffe Smythe, Toronto

Dunpar Homes Townhouse Proposal Rebuttal

2019.01.14

Local resident associations representing close to one thousand locals in the north Stockyards area from Gunns Ave. through Scarlett Road along St. Clair Ave. W. form a tight knit group which keeps together informally, and formally, on Internet discussion boards, through meetings at each others' homes and in local places of business.

They are concerned about schools, their kids, public safety, all the things you would expect a neighbourhood to care about. They are also becoming aware of, and are now concerned about, lack of planning guidelines that would force developers to pay respect to those conditions which so far have made their communities desirable places to live in. They are concerned about increased traffic, noise pollution, lack of supporting infrastructure, open parkland in lieu of large paved over tracts of land. They are concerned about developers moving in without a thought given to the neighbourhoods they are stomping on.

One of those developers is Dunpar Homes, out of Kipling and Islington. With Dunpar's most recent incursion in this area at the bottom end of Rockcliffe Smythe they have sent a warning shot across the bow of our community: WE DON'T CARE ABOUT YOU.

Looking at Dunpar's plan to develop 98 town homes at the back of the former Danier commercial site on St. Clair West it becomes immediately apparent this attitude is the guiding principal for their developmental aspirations.

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The site is due to be crammed with 1830's tenement row housing four stories high, barely a sliver of sunlight penetration through the morass, long rows of high, dense townhouses built to the face of setback lines around the property. People looking out the rear windows of adjacent single family homes will be staring up at four story walls. People in those buildings will be staring down at residents who will suddenly have lost their privacy, their sunlight. The value of their homes may very well be threatened. Indeed, Dunpar proposes to run the traffic off their site through lanes on the backyards of these properties. That's close to three hundred vehicles invading the community of Rockcliffe Smythe, a quiet, child friendly community with schools and bikes on streets, kids playing hop scotch and road hockey.

Pictured here is a sample of what they want to give us. You cannot make a silk purse out of a sow's ear. This installation is in Etobicoke, and is one storey lower than what Dunpar wants to do here. Do you think we deserve better?



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Our neighbourhood associations have been picking up on much of the initial feedback coming in from area residents on this proposal by Dunpar Homes, dated Aug 23 2018. The most aware and heated responses are coming from residents in the Eileen Avenue and Bernice Crescent areas contiguous with the proposal's northern flank, Esposito Crescent, and the bottom End of Florence Crescent. We continue to monitor and poll these areas, and beyond.

We would like to state right off the top that any change of use or density when reviewed by our residents is always approached from the perspective of potential for positive change, change that can enhance the neighbourhood, and not detract from it. We understand our place in the world, and view density as not a bad thing when handled well, adroitly, and out of respect.

The York South West neighbourhood of Rockcliffe Smythe is very aware of what is coming to the Stockyards, all 50,000 new residents and what that means. Communities seek opportunities to provide buffers around our one and two storey built forms in this low rise post war area. They appreciate that adding 'flanking density' can protect, by buffering, the existing fabric of the neighbourhood. There is pressure for change from all sides.. increased traffic on arterial routes, including adding traffic to Scarlett Rd, adding intensification.

Rockcliffe Smythe residents are in the middle of all this, and are very sensitive to proposals which would diminish their experience of being here, raising families, living a quiet, safe life. Neighbourhood discussions to date have focused on how these changes will insulate and strengthen the neighbourhoods rather than invade them or weaken our flanks.

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2650-2672 St. Clair Ave. West is but one of many projects that will be proposed in the coming next few years which will impact us.

We know that one great project can do much to set the tone. We know also that one bad project will create precedents for continued for degradation in the neighbourhood, indeed, threaten its survival.

We are keenly aware that density intensification around the edges of Rockcliffe Smythe and other distinct areas in our catchment are inevitable, and are welcome if handled responsibly. We also know that the potential for adverse effects is there.

The proposed changes to the former Danier Site by Dunpar were met earlier this spring with interest on the initial demolition and renovation to the existing commercial building facing on to St. Clair and were communicated to Dunpar directly. The massing, deployment of facade materials, glazed opening modulations overall are composed well and enhance human scale.

Following the recent release of the residential portion of the proposal to redevelop 2650-2762 Dundas West the first reaction from the community at large was met with trepidation. Here is what the locals are concerned about:

1./ Excessive density on this site, inarticulate and long unbroken forms, overviews into neighbouring one and two storey lots, sun shadows at all equinoxes (not just Mar.21 and Sept.21) and no pedestrian penetration, are all major concerns which residents demand be addressed. These concerns continue to grow.

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2./ General planning of the site with respect to layout and form of the additional residential component, and use of site beyond the actual residences themselves, is wanting. People are looking for architectural and site planning excellence here, not a repeat of the project forms and site engagement found on Fieldway at the south west corner of Islington and Bloor Streets, as an example... this has been strongly expressed by many on first reviews. Photos of Fieldway townhomes are included for reference herein, and mimic what is being proposed.

Planning of the site must be contextual from within, and without, to include for relationships beyond its borders. Pedestrian use, enjoyment of open space, soft and hard landscaping.. these are not afterthoughts. People look forward to accessing the Dnupar Site from adjacent neighbourhoods, walking over for a coffee and a haircut. If treated as an island unto itself the project will fail. Dunpar wants access to the neighbourhood and to give nothing back in return.

3./ The parking proposal on site is not working. There is great disparity between what is required, given and proposed in the schedules. There is very little parking proposed for the residences on the site plan, just some visitors and commercial parking, most of it underground. Noted from our conversation is the proviso to offer adjacent parking for commercial use offsite during construction, but given the foregoing and notwithstanding the latter the problem of parking on site will remain into the future if it goes ahead as planned.

4./ The issue of using an existing back lane to take traffic out of the Site & dumping it onto internal residential streets is a major concern. The designers and the City must come up with a better solution to providing a new 'facing two streets' solution for the purpose of defining this project from both a planning application & building code perspective. We have ideas with supporting documentation as an appendix to this letter which go a long way to providing a solution that could fix this problem. We also see the opportunity for the City to get involved, and not just leave it all up to the developer to solve. If not handled well it will ruin the neighbourhood.

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5./ Our neighbourhood associations believe in the concept of affordable housing as part of responsible living and are embarking on internal programmes to do our bit by welcoming people into the area who need this type of assistance. We are at the earliest stages of initiating a programme which would see unused rooms within homes added to a pool of affordable rentable space that will be self administered. Prospective tenants will be vetted and assessed, then placed. From this we expect and require that new projects camping on to our communities do the same, and the Dunpar project on St. Clair Avenue West be part of this solution going forward. We will press to see that a generous portion of liveable space on the Dunpar Project be set aside for this, and also that prospective owners will be advised of our community standards.

6./ People are getting older, and living single lives, especially in these established communities. We request that Dunpar make use of this phenomenon and develop homes that are fully accessible.

7./ With accessibility comes the need to access transit. We've shown a bus loop on our site plan, but failing that, direct access from our massed townhome complex proposal to St. Clair Ave should be made through a lobby situated in the middle of the commercial complex separating the residences from the street.

8./ We believe that this development should be environmentally responsible in its construction and design. It should be subject to Site Plan Approval based upon the latest, and forthcoming, energy use and saving standards the city has, moving away from gas toward sustainable electric or passively generated power and heating, with a view also to lowering GHGI's substantially.

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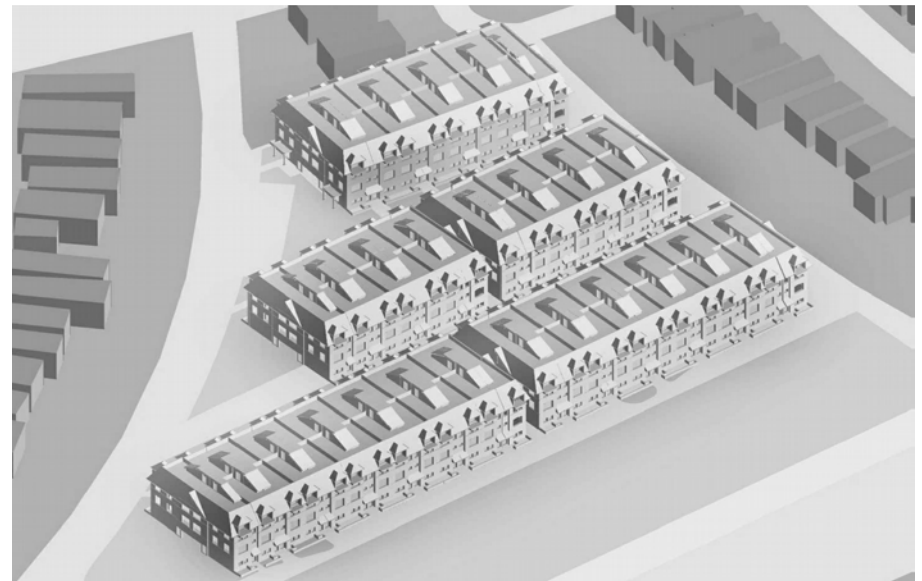
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9./ With the advent of increased public transport into the area (a St. Clair bus to Scarlett Road and looping there, streetcars from Gunns to Jane and turning south, GO stations being added, one directly across the road from Dunpar's Site, and high speed TTC service on the Stockyards rail lands being considered, the opportunity to rethink the use of and reliance on cars in the inner suburbs is now upon us, and directly upon Dunpar at this site.

Dunpar's Proposal

Residents have responded positively to the idea of this development, but not its execution. If Dunpar understands the foregoing and values resident responses conceptually they will become members in good standing here.

The picture adjacent shows Dunpar's townhouses massed up behind the remaining commercial building on the site, shaded in grey on the drawing but removed from view. It shows the lane at the rear of Eileen Cresc being used almost exclusively for Dunpar's traffic egress from the site. There is complete lack of regard for context in this proposal, and clearly indicates how negatively the community will be impacted. In fact, the City Planner for this project (up until this week), Diane Silver, when viewing this for the first time gasped and said "Every available square foot of space has been used up by the proposed town homes."



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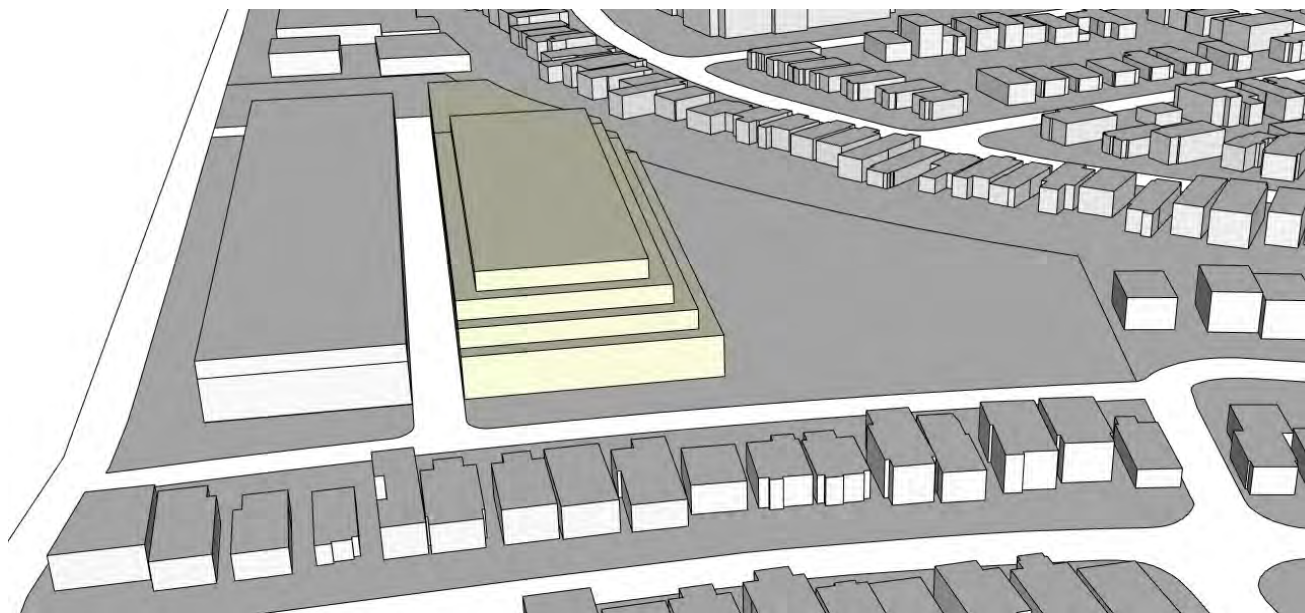
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TSDA and Community Associations' Proposal

Simple massing studies explore a successful attempt to pull the town homes away from adjacent residential areas, toward St. Clair Ave. This leaves large open areas to the rear available for landscaped public use.

The problem of exiting has been resolved, and the lane way off the rear is no longer needed... the bottom end of Esposito Crescent is engaged at the north east corner of Dunpar's property, and vehicular exiting takes place there, shunting traffic onto Florence Crescent, itself a one way southbound street, spilling out to St. Clair. This is where the City can get creative and develop traffic control solutions to handle added intensity.



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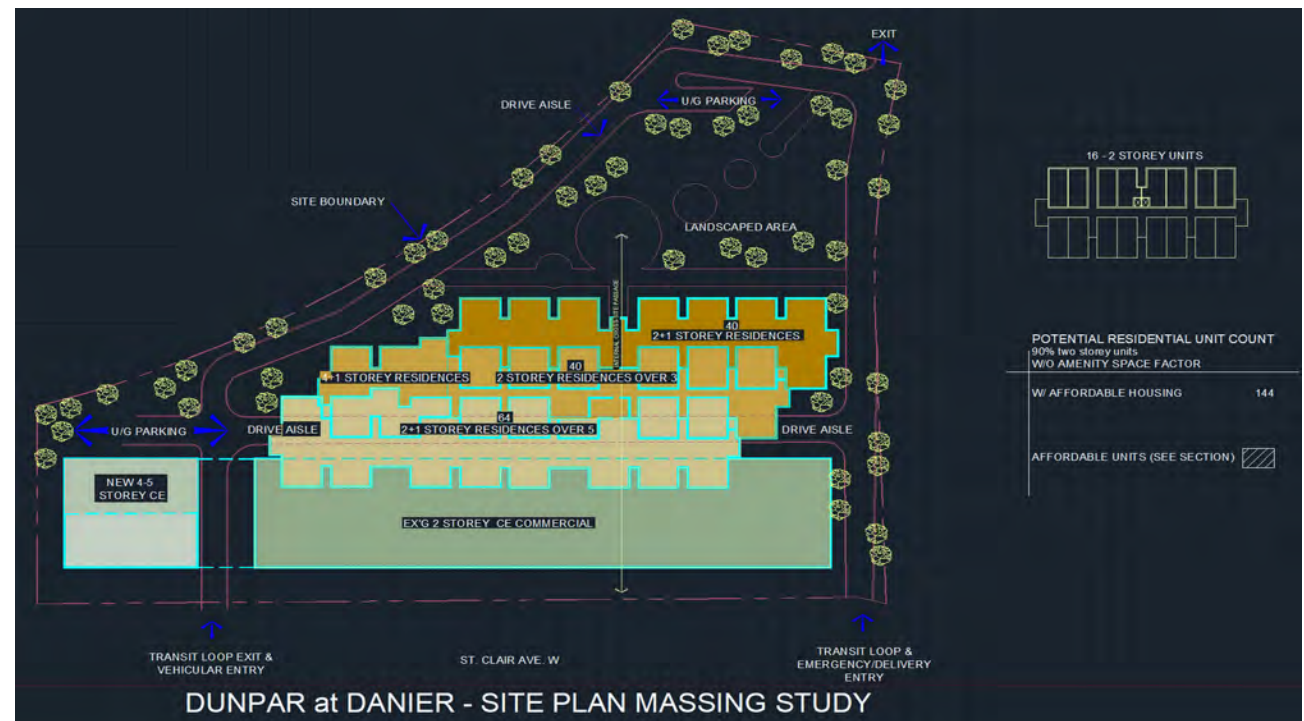
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The **Toronto Stockyards Development Advocacy** believes that this [Alternate Planning Proposal](#) is justifiable and will not only benefit the neighbourhood by protecting its southern flank, but add value to the property and its adjacencies.

Our calculations indicate that Dunpar could easily amass one hundred and forty-four (144) three bedroom one and two storey 'townhimes in the sky' on this site and free up the entire rear portion of the property, that same area they they want to clog with long extruded forms right to the lot lines.

By pulling the town houses forward and pushing them up as a mass into the air near St.Clair, the rear of the site becomes accessible to everyone, and vehicles can now exit property as discussed

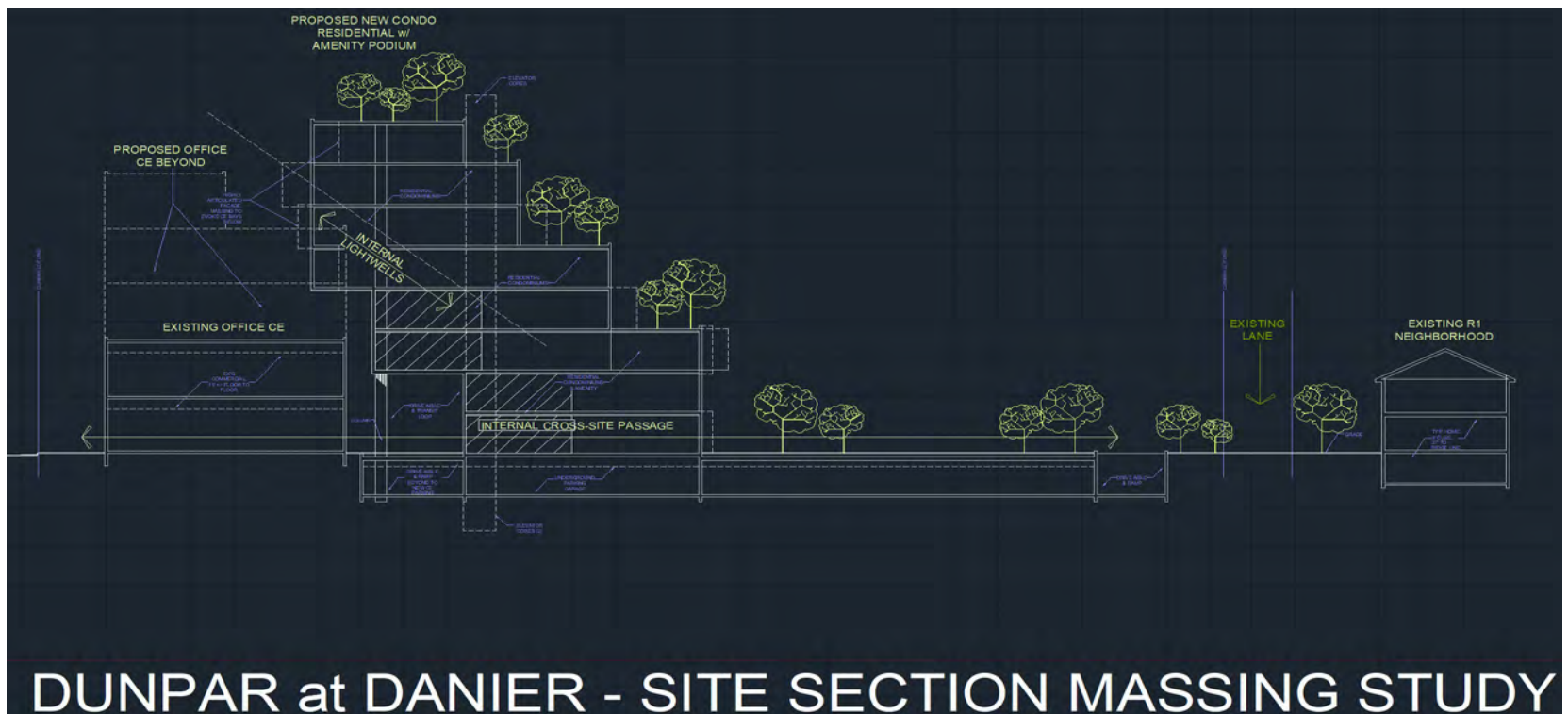


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A cross section thru the site with this alternative proposal indicates how the buildings would mass toward St. Clair. Parking is below grade.



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Closing Remarks

Dunpar is a seasoned developer. They know how to build quality when they want to. But here they are sadly short changing Rockcliffe Smythe for a quick buck. This mistake will colour the future of our neighbourhood for generations, long after Dunpar has bolted.

We deserve inclusive, respectful, empathetic developments, not crass opportunism that will damage our quality of life and our future generations.

We know that this site, developed properly in the face of looming infrastructure changes and residential developments along the Stockyards from Gunns Loop west to Scarlett Road can anchor the furthest western extremes of the Stockyards coming 'intensification,' if subjected to stringent performance planning applications. There is a huge opportunity for community building here. Let's not blow it.

Respectfully,

The Toronto Stockyards Development Advocacy

Jeffrey Poulin, architectural project manager, TSDA

Tetyana Bailey, planner, TSDA

Tanya Connors, Black Creek Alliance and TSDA

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Notes
