



York Mills Heights Residents Association

August 3, 2020

Position Statement – Re: Easton/Gupta proposed rezoning of 4050 Yonge Street

The York Mills Heights Residents Association (YMHRA) has been given notice of the proposed redevelopment of 4050 Yonge Street (Yonge/York Mills intersection). The Easton/Gupta proposal will require rezoning in order to accommodate a 35 storey residential tower condo for 290 residents and a 21 storey hotel with 312 rooms. In addition the proposed development includes 50,000 sq. of office space and 16,000 sq. Ft of street level retail/restaurant space.

The YMHRA has reviewed the proposal and has concluded that the proposed redevelopment with associated rezoning is not in the best interests of the Yonge/York Mills community. This Position Statement details the initial concerns which are as follows:

a) Density: the proposed development requires City Council to approve rezoning on the subject property. The 35 and 21 storey buildings are excessive given the height of other existing buildings in the same intersection plus the stress that the additional pedestrian and vehicle traffic will put on the intersection and surrounding neighbourhood. According to the 4050 Yonge Street – Official Plan Amendment & Rezoning Application – Final Report, October 2016, the approved building height was 9 storeys.

b) Parking: Currently the north west corner of Yonge and Wilson is the York Mills TTC station. Green “P” parking is available for approx. 266 vehicles. The proposal calls for 509 non-residential paid parking spaces as well as 257 residential parking spaces. This is a total of 766 parking spaces which represents an increase of 295%. Of the 766 spaces, 200 spaces or 26% will be allotted for the paying public. This is a reduction of 66 spaces or 25 % from what currently exists. The 766 proposed spaces will be located on 5 levels below grade. There is no mention that “drop off” and “pick up” access to the TTC will be maintained at this location.

c) Environmental: the proposed development anticipates creating 5 levels belowground for parking in support of a 35-story condo for 290 residents. The condo will be 264 meters in height. The proposed hotel will be 21 stories’, with 312 rooms and 80 meters high. The two buildings will be connected with a 6-story podium. The location of these two buildings is of concern given the proximity to the Don River. As well, the height of these two buildings at 35 storeys and 21 storeys will have a negative impact on the bird population and result in unnecessary deaths as a result of the windows and lights at night. At heights of 35 and 21 storeys the proposed new buildings will at least be a potential obstruction and an eyesore to the horizon and at the higher levels provide a view into the residential properties of the surrounding neighbours. In addition to the “visual” concerns we are also concerned about the





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potential risk of erosion and flood hazards presented by the neighboring Don River, to neighbourhood residents who border on or near the river. Our understanding is the Toronto Regional Conservation Authority, TRCA, has previously raised these concerns. In a letter dated April 17, 2020 to Mr. Ben DiRaimo, City Planning Division, City of Toronto, the author, Ms. Anna Lim, Planner, Toronto & Region Conservation Authority, identified how erosion and flooding issues violated the Provincial Policy Statement (PPS) 2014, Municipal Policy – City of Toronto Official Plan, 2002 and TRCA Policy-The Living city (LCP) 2014. The conclusion presented by Ms Lim was: “ Given the above, TRCA staff are of the opinion that the application does not meet the Natural Hazard and Natural Heritage policies of the PPS, the City of Toronto’s Natural Environment Official Plan policies or the TRCA’s Living City Policies.....”

d) Traffic: the proposal anticipates parking for 766 vehicles which is an increase of 295 % over current parking, with no planned improvements or consideration for traffic considerations for access to and from the TTC as well as the residential, commercial and hotel facilities. This increase of people and cars to the Yonge/York Mills intersection will result in significant congestion and increased hazards to pedestrians and vehicles in an intersection that is already congested. Currently York Mills and Wilson are alternative east -west routes when the 401 is congested. The proposed development, with its increased density and traffic flow, will only exacerbate the problem making the area even more congested. During the winter months, when there is snowfall, York Mills Rd and Wilson are even more dangerous as a result of the steep inclines, east and west from the intersection. The proposed development will only exacerbate the problem making the situation even more dangerous as vehicles slip and slide in an effort to gain traction as they work their way up the steep and long incline away from the intersection.

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