

- **Focused Area Study**

In our opinion, the proposed development which has been submitted by the developers is an end run around City Planning objectives. We applaud and welcome the recommendation of NYCC to complete a Focused Area Study and to extend the boundary of the Study to include 197, 205, and 215 Wynford Drive before making any recommendations on the zoning proposals.

- **Lack of Community Services and Amenities**

The proposed developments do not include much needed community services and recreational amenities to support such a large increase in population (from 8,800 to 22,100) for the area.

- **Comparison of Land Densities**

The Don Mills and Eglinton Secondary Plan indicates the highest density at 4.8 FSI which is located at its closest corner to the LRT. The proposed density figures for 175 Wynford Dr and Concorde Place/Gate are 7.79 and 9.95 respectively, with the latter proposal to be over 530m from the LRT station at its closest point. This translates to a population of approximately 10,000 for the Celestica Site on 60 acres of land versus 9,700 for the Concorde Place/Gate proposal on only 7 acres.

- **Provincial Requirements for Transit Stops**

The present population in this neighbourhood may already be sufficient to satisfy the provincial requirements within 800 m of the Wynford LRT stop because 75% of the land within that area is not suitable for development. This includes the Flemington Park Golf course, the Don River Ravine, the Don Valley Parkway and the CPR rail right of way

- **Neighbourhood Safety Issues**

The planned neighbourhoods, as proposed, will pose dangerous safety issues for emergency vehicles in general and monumental problems should there be a reason for evacuation, as the only main access/egress to the area is via Wynford Drive.

- **Elimination of Award-Winning Commercial Space**

The elimination of >550K square feet of commercial office space and >2500 jobs to make way for crowded residential properties seems ill advised. For decades, the residential neighbourhood has co-existed congenially with commercial tenants and owners.

- **Current and Future Traffic Conditions**

Traffic in the area is congested currently. This can be observed by visiting the area at morning or evening commuting times. The city should commission their own traffic study of the neighbourhood asap.

- **Commuting or Shopping**

There is limited retail reachable on foot or by bicycle. As the development proposals include very limited parking, it presumes future residents will be commuting or shopping on foot, by bicycling or on public transit. The Eglinton Crosstown Line design has bike lanes (not raised or divided by a physical barrier) and there are no immediate plans to add lanes from Flemington to Wynford or our neighbourhood to connect to Eglinton. Bicycling can be a life-threatening experience and not one that current residents use, let alone future residents when traffic levels increase dramatically.

- **Parkland Dedication**

The Municipal by-law for parkland dedication does not differentiate residential development in a housing development and high rise or condominium developments. As a result, developers are taking advantage of this omission as a loophole to deny the City and the neighbourhood their fair and equitable share of parkland space. The large number of children who may be expected to live here will have little space for active play.