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PUBLIC SUBMISSION

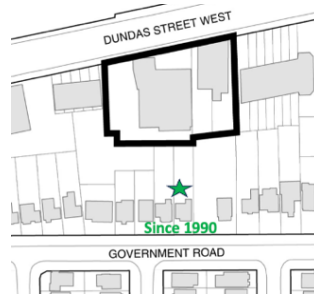
July 22, 2025

Toronto City Council
Email: councilmeeting@toronto.ca

Dear Toronto City Council:

RE: 2025.EY24.3 - 4231, 4237, 4241 Dundas Street West - Zoning By-law Amendment For City Council Consideration on July 23, 24 and 25, 2025.

We are owners of 122 Government Road, which is directly south of the proposed development site. We have been at this property since 1990.



We respectfully submit the following concerns and urge Council to refrain from approving the proposed Zoning By-law Amendment in its current form.

1. Insufficient Notice and Community Engagement

We note with concern the lack of adequate notice provided to local residents regarding the July 3, 2025, Etobicoke York Community Council meeting on this significant development proposal, at which Etobicoke York Community Council members made their final decisions. No notices were mailed or otherwise delivered to properties within the 120-metre radius, including ours, despite ongoing mailings for minor variance applications in this area. Transparent and consistent community notification is essential to facilitate meaningful public participation and inclusive decision-making processes, which are required under Toronto's Official Plan. The absence of proper notice undermines public trust and raises procedural fairness issues.

2. Misleading Description of Surrounding Area

The June 16, 2025 Etobicoke York Community Council Decision Report inaccurately characterizes the neighbouring area's physical and community context:

Surrounding Uses

North: of Dundas Street West is a gas station and car wash and, to the west is the Kingsway Mills Shopping Centre. Kingsway Mills is a commercial plaza with a surface parking lot and several businesses.

South: of the site, is a surface parking lot, residential lots fronting on Government Road and a residential neighbourhood further south.

East: of the site on the south side of Dundas Street is a three storey mixed-use building, which consists of ground floor commercial uses with residential units on the upper two floors.

West: of the site is a three storey mixed-use building with ground floor commercial uses and residential units on the second and third floor. A narrow driveway runs along the east face of the mixed-use building accessing a surface parking lot to the rear. The surface parking lot wraps around the south end of the subject site.

Contrary to the Report's description, the residential neighbourhood begins immediately south of the site, with no intervening parking lot; rather, the parking areas cited are part of the subject site or adjacent three-storey mixed-use properties. We urge Council to conduct a site visit to appreciate the low-rise residential character and streetscape scale. The proposed development's height and massing would overwhelm the established neighbourhood fabric, contrary to the City of Toronto Official Plan's urban design policies, which require new developments to respect and achieve appropriate transition to existing low-rise communities. The currently permitted six-storey height, which has been adhered to by the nearby properties on Dundas Street West, appropriately reflects these policies.

3. Flooding and Stormwater Management Concerns

Contrary to the City's emailed instructions about the July 3 meeting, we were not permitted to share a short video documenting the flooding that is prevalent in the surrounding area during rainfall and thaw. Please see some stills from the video we intended to show, below.



This flooding results from inadequate stormwater management owing to increased hard surfaces and closure of runoff absorption wells. Our property and neighbouring backyards regularly experience water pooling up to calf height, which overflows onto municipal sidewalks on Government Road, preventing the use of our yards during such periods and creating pedestrian hazards in the winter. The applicant's Stormwater Management Report acknowledges runoff towards adjacent residential properties and proposes diversion to the Dundas Street West sewer:

Overall drainage from the site is currently split such that the majority drains towards Dundas Street W and the balance sheet drains towards the south & east properties. The proposed grading and servicing for the development will be designed to collect, control and discharge to the existing storm sewer on Dundas Street W which drains west.

Questions arise regarding the efficacy of the proposed approach, given Dundas Street's upward gradient west of the site.

Another concern is the permission to forgo all soft landscaping buffers along lot lines (proposed By-law subsection 7(1)), which would mitigate runoff absorption:

- (I) Despite Regulation 40.10.50.10(3), **soft landscaping** is not required along the entirety of the south **lot line** abutting a **lot** in the Residential Zone Category;

The applicant's proposal to remove our mature trees on our property - which are natural absorbers of stormwater - would exacerbate the flooding issue. The Official Plan mandates that developments should avoid or mitigate adverse impacts, such as flooding.

We urge Council to give the critical flooding issue its full consideration before finalizing the decision with respect to the proposal.

4. Traffic, Automobile Pollution and Noise

Since the construction of the newer high-rises to the north and east of the proposed site, the problem of vehicular speeding on Government Road required lowering the speed limit to 30 km/h and the installation of speed bumps. The speeding problem is of great concern, because little children walk on Government Road daily to the junior middle school at Prince Edward Drive. A number of animals have been hit and killed on Government Road by speeding cars in the recent pasts. On the nearby Dundas Street West, there are a number of shrines dedicated to pedestrians or cyclists killed on the road. The applicant's proposal would only increase the already existing traffic problem in the area.

A further issue is that the proposed site is insufficiently sized to safely and effectively accommodate the vehicular volume the applicant anticipates at its completed development. The development necessitates a "motor court" - a private access road - to manage vehicles entering and exiting the site. This private road would concentrate traffic at close proximity to adjacent residential properties, significantly increasing vehicle exhaust emissions and noise levels right at their backyards. These environmental impacts would degrade the quality of life for neighboring residents and pose risks to their health and well-being.

These impacts contradict the Official Plan's emphasis on promoting safe, healthy, and liveable neighbourhoods. The application's current traffic impact analysis insufficiently addresses these risks.

5. Potential Wind Tunnel Effects

Community members at the July 3 meeting raised the well-known issue of intense wind tunnel or tornado gust effects caused by archways in high-rise buildings. The proposed development includes such an archway feature. It does not appear that the applicant has conducted any studies assessing the impact of wind on the residential properties to the south of the site - those most directly in the wind's likely path. The provided studies examined only pedestrian sidewalks, transit stops and parking lots to the east and west:

The February 2023 study concluded that all grade-level areas within and surrounding the subject site were predicted to experience conditions considered acceptable for the intended pedestrian uses throughout the year, inclusive of the nearby public sidewalks, transit stops, existing parking lots to the east and west, central laneway, loading area, outdoor amenity, proposed public parkette at 4195 Dundas Street West, and in the vicinity of building access points.

The Official Plan's urban design policies call for new developments to mitigate adverse microclimatic impacts. We strongly recommend that Council require a comprehensive wind impact study inclusive of all affected spaces prior to accepting the applicant's proposal.

6. Lack of Procedural Fairness

We believe that the community's concerns have not been given due consideration as required under the City's procedural by-laws and commitments to good governance and under the Official Plan. In addition to the lack of proper notice, we also observed a lack of procedural fairness at the July 3 meeting. The forum did not adhere to the standards of decorum and respect expected of elected officials during public consultations. For instance, one Councillor left the Council desk and engaged in private conversation with an unidentified individual while a community member

was delivering a submission. Another Councillor took a call on his cellphone during the proceedings. While a Councillor advised us that we could submit our audiovisual materials which could not be displayed at the meeting via email, all Councillors made their final decision with respect to the proposal during the hearing, disregarding the opportunity to review the materials. Another Councillor responded to my emphasis of the flooding with the question of whether I was aware of how tall the new structures on the north side of Dundas Street were, without acknowledging the flooding concern whatsoever. (There is an 8-floor building fronting on Dundas Street West and another building along the railway tracks behind other condominium structures, which, according to online reports, is 21 storeys high. Notably, that entire section on the north side of Dundas Street where the Rona store used to be has no single family homes at all. We do not understand the relevance or appropriateness of the Councillor's comment.)

7. Final Concerns and Conclusion

Owners of the adjacent residential properties are evidently dismayed by the anticipated loss of privacy, diminished property enjoyment, and potential depreciation in property values resulting from the proposal at issue. Furthermore, an influx of 318 new homes will place additional pressure on local infrastructure and community resources, including schools and health services, which are already stretched. These socio-economic considerations merit thorough review in accordance with the Official Plan's mandate and due procedural fairness to ensure that the permitted development supports sustainable communities.

We therefore respectfully submit that the application, as currently presented, conflicts with key objectives and policies of the City of Toronto's Official Plan concerning community consultation, built form compatibility, infrastructure capacity, environmental stewardship, and public safety. We urge City Council to withhold approval of this By-law Amendment until these critical concerns are adequately addressed through meaningful community engagement, comprehensive environmental and traffic impact assessments, and appropriate design revisions that align with the neighbourhood's character and the Official Plan's vision for sustainable, balanced growth.

Thank you for your attention to this important matter.

Respectfully,

Angele Lukseniene
Birute Luksenaite