

WRITTEN SUBMISSIONS

TO: MEMBERS OF NORTH YORK COMMUNITY COUNCIL

Hearing Date: July 7, 2026

Subject: Public Record Objection & Request for Deferral /
Enactment of a Corridor-Wide Holding By-law

Focus Applications:

NY34.18 – 262, 266, 270, 272 and 274 Viewmount Avenue –
Official Plan and Zoning By-law Amendment Application – Decision
Report – Approval (the “262-274 Viewmount Application”); and

NY34.19 – 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371,
373, 375 and 377 Marlee Avenue, 2, 4, and 6 Romar Crescent
and 265, 269 Viewmount Avenue – Official Plan and Zoning By-
law Amendment Application – Decision Report – Approval (the
“265-269 Viewmount Application”)

Prepared by: THE WENDERLY PARK
COMMUNITY ASSOCIATION IN RELATION
TO THE ABOVE AGENDA ITEMS

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Executive Summary: Submission to North York Community Council

Prepared by: The Wenderly Park Community Association ("WPCA")

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1. Core Planning Failure: Isolated Review of the "Mega Cluster"

The Wenderly Park Community Association formally requests that City Council pause and defer the approval of the proposed Official Plan and Zoning By-law amendments for 262–274 Viewmount Avenue. This application is premature and is being evaluated in isolation, creating a flawed assessment that completely overlooks the surrounding neighborhood context and ignores serious infrastructure limitations.

This single application is part of an uncoordinated, high-density "Mega Cluster" packed into a narrow four-block corridor.

- **The Influx:** Active development applications represent 12 towers ranging from 33 to 40 storeys, adding approximately 5,360 units and 11,790 residents to a stable, low-rise neighborhood.
- **The Viewmount Canyon:** Directly on Viewmount Avenue, a virtual wall of towers is forming. It features three towers on the north side (33, 38, and 40 storeys) directly mirroring a south-side high-rise cluster. This concentrated block will funnel 2,180 units onto a narrow, two-lane neighborhood street.

Approving these applications piecemeal, before completing the city's own Growing Marlee Glencairn Study, allows developers to outrace proper planning and exposes the public realm to severe, predictable infrastructural and environmental hazards.

2. Material Shortcomings in the Pedestrian Wind Study

The pedestrian wind study submitted by Theakston Environmental is flawed, and fails to ensure public safety:

- **The Adult Bias Loophole:** The report's safety checklist marks wind gusts up to 90 km/h as a perfect pass. This standard is calibrated exclusively for a 170-pound, healthy adult male. It ignores the local reality that a lesser 60 km/h seasonal downwash gust will easily throw a 50 pound student off balance on their way to school, or knock down a senior citizen using a cane on their way to the subway.
- **Boundary Data Erasure:** The report admits that data from boundary probe sensors were completely deleted from the text because they border the next-door property. This masks how wind turbulence actively hands off between adjacent sites.
- **Passive Modeling Deficit:** Instead of testing the active, colliding downwash of a double-sided high-rise canyon, the study pre-loaded adjacent unbuilt structures as passive, solid plastic blocks that act as wind shields. This artificially lowered the wind speed readings in their model to claim the street is perfectly safe.

- **The Canopy and Sidewalk Mismatch:** Architectural plans show a widened 2.1-metre sidewalk width. However, the protective glass canopies are sized for a smaller design and cannot mitigate wind over the full clearway, leaving a 2-foot structural gap where accelerated downwash wind will strike the canopy lip and shear violently straight down onto pedestrians.
- **The Obsolete Footprint:** The wind study was finalized using an older design. Later, architectural drawings and addendums altered the building parameters—reverting the tower floor plate from a scaled-down 731 square metres back up 780 square metres. This increased massing intercepts a far higher volume of high-altitude wind, making the ground-level downwash worse than what was originally simulated.

3. Environmental & Cumulative Shadow Damage to Public Space

The Mega Cluster will create an unprecedented shadow block. Long shadows will be cast across Viewmount Park, completely shading the primary children's playground and baseball diamond during afternoon hours. This loss of sunlight directly threatens public health by slowing down the evaporation of standing water, causing localized pathway pooling, encouraging mosquito-borne disease in the summer, and turning public transit walkways into icy, impassable hazards in the winter. These severe shadow effects could be mitigated or eliminated through lower building heights.

4. Critical Hard Infrastructure Overloads - Sewer Capacity Overload & Flood Risks

The neighborhood's underground stormwater and sanitary sewer systems are completely maxed out and cannot support additional buildings without major reconstruction. Squeezing a massive population into this low-rise footprint strips away permeable greenspace and substitutes it with impermeable concrete.

- **The Pumping/Overflow Hazard:** The developer proposes an underground 110,000-litre Stormwater Management Tank that must pump water uphill via an electric pump. In consecutive storms, or during a routine neighborhood power failure, this system will overflow.
- **Sidewalk and Road Flooding:** The developer's hydrology report openly admits that water above the tank's capacity will spill over directly onto Viewmount Avenue. If it does sidewalks and municipal roads can flood, hampering the intersection at Marlee, blocking the Glencairn subway entrance, and pooling at the low points of Viewmount Park. This wet-weather surcharging also risks breaching Toronto Water's mandatory safety buffers, causing backups into local residential basements.
- **The Runoff Surge:** Replacing the neighborhood's permeable green spaces with massive concrete building footprints dramatically accelerates surface runoff during storm events. The existing municipal storm sewers are not sized to handle this sudden, high-velocity intake, not all of which will be captured by a development's holding tanks.
- **The Flooding Consequence:** When the stormwater holding tank reaches its maximum intake capacity, water surcharges back up onto the pavement. This creates localized flooding that can soak and submerge the public sidewalks along Viewmount Avenue, spill over onto Viewmount, travel to Marlee, impede pedestrian access to the Viewmount entrance of the Glencairn subway station and pool at the entrance of Viewmount Park.
When sewer lines are completely filled with water, the intense back-pressure can trigger major sewer backups through basement floor drains and toilets for that can be many blocks away.
- **Sanitary Sewer Surcharging:** Adding the continuous, massive wastewater output from thousands of new high-rise units into an aging, low-rise pipe network introduces a severe structural strain. This system risk exists independently of storm events, meaning a baseline blockage or dry-weather peak flow can immediately surcharge the narrow underground municipal lines.

- **The Backup Consequence:** When these pipes exceed their physical carrying capacity, the resulting pressure forces raw sewage backward through the lateral connection lines. This creates an immediate public health hazard and severe property damage by flooding into local residential basement floor drains and toilets.

Aquifer Drawdown & Differential Settlement

Digging deep foundations for 3-to-4-storey underground parking garages sits atop two major shared aquifers. To keep the foundation cavity dry, this site alone plans to suction out 389,000 litres of groundwater per day, discharging it into the sanitary sewers.

- Simultaneous dewatering across the Mega Cluster, if not coordinated and regulated will cause a continuous, multi-year drawdown that dries out common aquifers.
- This drying causes severe differential settlement, threatening to crack neighborhood foundations, buckle sidewalks, and snap underground gas, water, and sewer pipes. No cumulative watershed or cluster impact study has been executed.

Chemical Ground-Water Contamination

The Hydrogeological Report reveals that the underlying groundwater is heavily contaminated with manganese at more than double the City's storm sewer discharge limit. Heavy digging will further elevate toxic Total Suspended Solids and heavy metals. The developer must build a private, industrial-grade chemical treatment facility directly on-site in a highly sensitive school and transit zone. No environmental management plan for this treatment center's noise, vibration, or chemical handling has been provided.

Hydro Grid Constraint

The local electricity distribution infrastructure is old and already suffers from extended blackouts. The project's Energy Strategy Report states that active approvals are driving an estimated 22% increase in electricity demand. This conservative figure does not account for modern electric vehicle mandates or rising summer cooling demands, threatening the overall reliability of the North York power grid.

5. Traffic Gridlock & Severe Design Restrictions

Viewmount Avenue is a critical, narrow two-lane residential bridge street linking Marlee and Bathurst, serving three local schools, Viewmount Park's main entrance, and a primary subway entrance.

The proposed tower functions as a high-density traffic node but features does not feature an internal drop-off driveways or has an extremely limited on-site delivery zone.

- **The Squeeze:** All vehicular entry points are pushed into a single, narrow access lane on the western property boundary.
 - **Street Blockage:** Because hundreds of residents will lack parking spaces, the building will generate intense short-term traffic from delivery services and courier vans, grocery drop-offs, moving trucks, rideshares, and Wheel-Trans vehicles.
 - With restricted on-site loading capacity, these vehicles will be forced to stop directly in the active two-lane roadway or mount the curb. A single stopped vehicle immediately cuts local street capacity in half, generating traffic gridlock that ripples back to the Marlee intersection, delaying emergency responders and endangering schoolchildren.
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6. Why Council Must Enact a Holding By-Law Now

Once a site-specific Zoning By-law Amendment is passed, the City legally grants the developer an absolute right to build that density. The subsequent Site Plan Approval phase cannot legally be used to force structural changes, massing updates, or height reductions to fix a cumulative wind canyon or infrastructure overload.

If the City discovers later that the sewers cannot support the load or the sidewalks are unsafe, it lacks the mechanism to revoke zoning rights, exposing taxpayers to massive infrastructure costs and the City to catastrophic legal liability. The zoning stage is the City's maximum point of leverage.

7. The Community's Solution: The Mandatory Deferral Formula

To resolve this fragmented planning loophole and protect the public realm, the WPCA requests that North York Community Council enforce the following unified directive:

1. **Defer All ZBA and OPA Amendments:** Halt all voting and approvals for the Zoning By-law and Official Plan Amendments for 262–274 Viewmount Avenue, as well as the surrounding properties on the block, until a single, block-wide master environmental review is filed.
2. **Order Master Studies that consider clustered development impacts** on pedestrian wind safety, dewatering of aquifers, noise, heat and shadows, as well as Viewmount traffic congestion and safety issues. The master studies should replace or supplement site specific studies and consider the cumulative effect of the Viewmount Cluster.
3. **Pause approval of requested amendments to the OP and ZBL.**
4. **Issue a Holding By-Law for Marlee Glencairn** that should only be removed once the Growing Marlee Glencairn Study is complete, expanded and updated infrastructure studies and cluster development related studies are completed and made public, issues raised by these studies addressed, including building massing and heights, and it is known what level of intensification can properly be absorbed by and is appropriate for the Study area to ensure a successful and sustainable community.

Written Submission: To North York Community Council

From: The Wenderly Park Community Association ("WPCA")

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TO: MEMBERS OF NORTH YORK COMMUNITY COUNCIL RE MEETING ON JULY 7, 2026

**FROM: THE WENDERLY PARK COMMUNITY ASSOCIATION IN RELATION TO THE ABOVE
AGENDA ITEMS¹**

INTRODUCTION

I. FAILURE OF CONTEXTUAL PLANNING

- What we are missing today when considering this application to amend the OP and ZBL for a single high-rise tower on Viewmount is context.
- That context is important.
- Without looking at context basic principles of planning are overlooked
- The consequences of that neglect are in this instance tremendous and will be dangerous and destructive.
- The resulting gaps in planning will lead to harm that with proper, thoughtful planning is avoidable.
- These gaps will also be costly for the City, and therefore taxpayers, as infrastructure capacity needs are not thoroughly studied and are misjudged, leaving the City to fund improvements directly attributable to the developers' projects hugely increased demands because the City underestimated what is needed.
- Why it is necessary for so many of us to be here today to speak to explain why this application can not be viewed in isolation and should not be siloed is somewhat shocking.
- Our community has entrusted the City with their well being and safety. The City has betrayed that trust, not even following the urgings of our Councillor, Mike Colle, or waiting to complete studies ordered by this very Community Council even when a clear pattern was emerging by developers to outrace the Growing Marlee Glencairn Study ("Study"). We soon will not need a Study as the developers *have managed to outrun the process*.
- Approvals of proposals that are viewed in isolation and without context to what amounts to a new development area, will yield an unplanned and unsafe community. All of which was completely foreseeable and avoidable.

¹ The concerns and issues raised in these submissions are focused on the 262-274 Viewmount Application. Other than where the submissions deal with an issue particular to 262-274 Viewmount, these submissions apply and are adopted in relation to the 265-269 Viewmount Application. The 265-269 Application raises other issues which will be separately addressed. Some documentation in the public files for the 265-269 Application, such as the original pedestrian wind study do not appear to have been posted. Other items appear incomplete. Upon access to the complete filings, more detailed submissions relating to issues particular to that application will be separately addressed, including its non-compliance with the City's Avenues policies which are not being respected and will impact on the neighbourhood. The 265-269 Application is premature for many reasons.

- The projected population increase for this very small footprint is massive, exceeding any other proposed density increases in the City by a large margin. More context: this is occurring in a stable multi-generation neighbourhood largely occupied by low rise development and single-family homes comprised almost exclusively of two-lane neighbourhood streets, and without the roads or other infrastructure to responsibly support a massive increase in density.
- All of this must be viewed in the context of City planners who have elected not to follow the City's own Neighbourhoods and Avenues policies, without any justification other than to respond that they have done this because developers were interested.
- All of this leads to the phenomena of a mega high-density cluster tightly shoehorned into a very small geographic area, approximately 4 blocks by less than a full block (the "Mega Cluster").
- Despite this known pattern of tightly packed high-rise towers known to the City for a significant period of time, consider for additional context that the planners have not attempted to coordinate and implement master studies or collective modelling of capacities relating to essential hard and soft infrastructure or public safety concerns.
- The premise of this and every other development application relating to the Mega Cluster is that the City can approve it now and figure out everything else later as the development will not get built for years.
- This ignores the reality of hard geographic infrastructure limitations that improvements cannot fix, of granting height permissions that have the potential of creating unsafe wind conditions for the very school children who use Viewmount and Marlee to walk to nearby schools, of making Viewmount Avenue to the Allen so clogged with traffic and daily service vehicles that it becomes gridlocked and impassable for school buses, carpools and emergency responders, that creates a collective shadow block so great that the children's play ground and baseball diamond in Viewmount Park is shaded for large portions of the mid to later afternoon, that threatens the reliability of hydro power to large portions of North York, and that once again exposes large neighbourhoods to sanitary and storm sewer surcharging and flooding because the infrastructure demands needs were underestimated.
- These concerns must be considered in the context of City planners that have presumed Glencairn Station to have been designated as a MTSA/PMTSA, represented it as being (or inevitably being) such at OLT hearings, and accepted as a mandate the goal of exceeding provincial policy transit station related density mandates, without regard to context, in fact, in defiance of context.
- City planners who have quite simply not engaged in responsible planning.

II. OVERVIEW OF NECESSARY CONTEXT – TODAY vs WHAT IS ENVISIONED – THE "DEVELOPERS' DREAMSCAPE"

- Existing at the addresses 262-274 Viewmount today is a semi-detached 2 storey house and other low-rise houses. This is the same case for properties to the east and west, other than 280 Viewmount which is a 2-storey building with retail on the bottom and above ground apartments.
- Aerial photographs of the Growing Marlee Glencairn Study ("Study") area as it stands today illustrates the make-up of the current neighbourhood²: lots of green and trees, a few apartments clustered around the Ridelle area built in or around the late 70s early 80s, the highest of which is around 22 storeys, which are dramatically different in height from anything else around them. Even though the existing infrastructure reflects this use of the land, local sewers were badly in need of upgrading, prompting the area's inclusion in the City's Basement Flooding Program.

² See tabs 1 and 2.

- Block Context plan drawings in the Block Context Plan of MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”)³ illustrate the Mega Cluster block of high-rise towers, all but a few of which are currently subject to development applications at varying stages.⁴
- If the properties with active development applications proceed as planned, that will **bring 12 towers ranging in height from 33 to 40 storeys within this small footprint, totalling approximately 5,360 units, about 11,790 people.**
- Of that amount, **approximately 2,180 of those units are in the 5 towers facing Viewmount, representing approximately 4,880 people** (the “Viewmount Cluster”).
- The MHBC Block Context Plan drawings shows another 5 towers within the Mega Cluster footprint ranging from 33 to 40 storeys slotted for future development, which could add approximately around 2,300 units not currently subject to a development proposal, plus more 11 storey apartments with the same cluster area, all of which **could further increase the population within the Mega Cluster area by over 6,000 people.** There are other developments in close proximity, such as 805-813 Glencairn, 529-543 Marlee, at 30 storeys, with 362 units, and the recent application for a building at 673-679 Coldstream, 42 storeys, with 461 units, only a few blocks north.
- There are also developments in the Study area south of Rosebury Square, such as 115 Elmridge at 19 storeys, with 106 units, and 131 Lyon Ct, 836-838 Roselawn, 33 storeys with 450 units, and numerous other sites proposed for development of buildings ranging from apartments of 12 storeys to high rise towers of 40 storeys, which will further increase the number of users reliant on the very same infrastructure.
- The Community Services and Facilities Study (“CSFS”) of MHBC⁵ references 18 active and approved development projects within 1 km of that development, (which number has since increased), all but 3 of which are in the Study area, for a total of 7,726 units in the Study area as at the time of its report.
- That number has since grown with more proposed growth to include the projected towers shown in the Block Plan of MHBC filed with its Block Context Plan report with a study area of Hillmount to Ridelle (north-south) and Allen Road west to Marlee, as well as several 11 storey buildings within that Study area.
- And the developers are planning for more high-rise towers in the Allen corridor approaching Lawrence.
- When all of this adds up, this is as if a new city is being plopped into the Marlee-Glencairn area – the size of Cobourg or greater (it is difficult to contain the growing numbers), virtually all of which is currently zoned low rise and currently has the infrastructure that reflects such use, which infrastructure is already strained. It should be noted that Cobourg sits on 22.4 square kms.
- The Phase 3 Growing Marlee Glencairn report suggests that applications for new development are anticipated to yield an overall population of 77,341 for the 10 blocks from Viewmount north to Lawrence within the Study area.
- The existing infrastructure in Marlee-Glencairn is old and requires significant upgrades such a radical increase in density is considered. Some of the infrastructure, such as road capacity is fixed by geography.

³ See Block Context Plan of MHBC dated December 2025 filed in support of development application at 8-12 Brenner, 5 Stayner at pp. 33-34.

⁴ See tabs 3 and 4.

⁵ See CSFS of MHBC filed in support of development application at 8-12 Brenner, 5 Stayner at pp. 32-34.

III. THE MISSING ELEMENT IS “PLANNING”

- The Marlee-Glencairn Area Lacks the Infrastructure to support this development.
- The irony is that OLT settlements relating to other sites within the Mega Cluster are being cited as justification for the proposed site (and other recent applications). This is a concerning approach to responsible planning. We have serious concerns that studies of essential elements such as storm and sanitary management and sewer infrastructure, wind, shadow, and hydro capacity, to name just some, have been modelled without regard to the collective impact of this excessive density. In the case of traffic, using incomplete data and data drawn from the pandemic pre return to work era, and data which assumes fewer parking spots equates to nominal incremental traffic from the new developments.
- Assessing this single development in a vacuum, in isolation from the cumulative impacts of the Mega Cluster and the other development being planned by developers for the Study area and to the north of the Study area, and specifically without regard to the Viewmount Cluster, is courting disaster. Foreseeable disaster.⁶
- Equally important, by permitting amendments now to the Official Plan (“OP”) and zoning by law (“ZBL”) for a building of this size without properly considering its context and assessing the strain on infrastructure, the City is creating identifiable public safety risks and hazards that could have catastrophic consequences for anyone using Viewmount Avenue, and could cause significant property damage for businesses and residents for blocks and even miles away.
- These are man-made risks. If sanitary or storm sewers bottleneck and surcharge because the City knowing allowed and even facilitated the addition of population equivalent to a new city within a very small radius without insisting on a master plan to deal with sewer capacity and putting in place the necessary infrastructure prior to such development, it cannot plausibly hide behind extreme weather as the causation of resulting harm.
- If adjacent neighbourhoods are subjected to increased risk of power failures and brown-outs, if a senior or small child walking to school along Viewmount falls over when hit with a 90 kph wind gust or a pedestrian loses their sight from debris caught in a massive wind, if emergency responders are delayed in responding because they cannot access someone in the Study area

⁶ As one example, the Lawrence Allen Revitalization Plan (“LARP”) and the Lawrence Allen Secondary Plan, for example, plan for large increased densification immediately north of the Study area and share the same sewer network and sewersheds, as do many other areas. Intensification north of the Study area means that capacities for the Study area are already compromised. This, together with **the unmodelled growth as the landscape is so rapidly changing and mega towers permissions are being granted throughout the Allen Road Corridor that do not comply with the City’s own preexisting OP and zoning by-laws, means that the capacity of shared storm and sanitary sewer systems and sewersheds may be grossly undersized and require upgrades far beyond whatever basement flooding and sewer relief programs are currently underway or even being planned.** Similar concerns exist with other hard infrastructure including, without limitation, hydro and natural gas capacity, and fibre optics, and including social infrastructure, including emergency room capacity at local hospitals, emergency responders, schools, parks, community centres, libraries, and childcare facilities. **It appears that Toronto is rapidly planning at a pace that exceeds available infrastructure, and, even worse, without fully studying what infrastructure capacity it will be able to put into place EVER.** In the case of sanitary and storm water management, is Toronto permanently condemning neighbourhoods sharing sewer systems and sewersheds to being flooded and damp, with businesses and homes unable to insure against the risks, as is the case in some areas of the U.S. in relation to non-availability of hurricane insurance? **At what point is Toronto, because of cost, or geography, simply unable to improve its infrastructure? Should North York’s efforts to intensify put other communities sharing the same systems and networks at risk?** More importantly, these issues require a significant commitment to top-down review and management. If the PPS transit policies are being “exceeded” as planners for the Study area claim to be their mandate, can the City fault the Province? If the PPS policies are the root of the issue, should not Toronto commission the relevant studies and push back on the Province based on the foreseeable harm to the City of intensification at the levels being required? **The planners do not seem to have these issues in their radar. Why is it left to community associations to raise these issues? Who is minding the interests of Torontonians?**

because of traffic gridlock, this is a direct and predictable result of unbridled and uncoordinated development without integrated study and planning.

- The City cannot blame foreseeable consequences on weather or circumstances beyond their control when it has knowingly facilitated a level of development that its own reporting says will increase the size of the population within the Study area to almost 78,000 residents, a size equivalent to the population of Sarnia, without any prior study demonstrating that this level of population is now or can be made to be sustainable or that the hard infrastructure can be improved to the level and extent required to support the density it has permitted without advance study.
- One more factor no-one has been considering is the impact on the Marlee-Glencairn infrastructure, from the existing and projected increased density all along the Allen Road Corridor, from Sheppard to Eglinton, some of which shares the same infrastructure, and some of which are regular users of the Marlee-Glencairn area infrastructure. None of this is theoretical, and all can be projected and studied and factored in.
- There is an undeniable level of deception, smoke and mirrors than accompanies all of this. At the very same time as planners were promoting the merits of the Growing Marlee Glencairn initiative, and reassuring residents that essential things such as “Servicing Infrastructure” were being studied⁷, the City was facilitating the approval of developer applications within the Mega Cluster area, without the benefit of the prior studies or assurances that the hard and social infrastructure to support this level of density would ever be possible.
- And, for the most part, no-one in the community is really aware of what is happening other than a group of city planners and the developers, some of whom are involved in several projects.
- Planners could have done more. They are the gatekeepers. They are the persons we rely upon to say City policies are not being followed, or that there is a need to assess whether the City can ever put in place sufficient infrastructure to ensure that 19 mega towers ranging in height between 33 and 40 storeys can responsibly be positioned in such close proximity and whether it is reasonable for the neighbourhood and other nodes outside the Study area to tolerate unpleasant wind conditions while traversing Viewmount and Marlee, or to experience regular street and sidewalk flooding, sewer back-ups, power outages and decreased safety from longer emergency response times, gridlocked intersections, increased traffic and more crowded emergency rooms as the entire Allen Corridor area grows.
- The City is ignoring its own Neighbourhoods policies, the existing OP and by-laws, and, even worse, knowing the magnitude of the developers’ ambitions, ignored the common sense and discipline it sought to introduce into the process in 2024, when Item 2024.NY.19.32 was passed in response to a motion brought by Mike Colle for master studies badly needed in light of the 15 developments applications that by then had been filed⁸.
- For some inexplicable reason, the City’s planners have elected to promote and settle/agree to many of the Mega Cluster development applications in this context, and is now seeking the approval of NYCC to put these applications into effect without challenging the fundamental infrastructure issue that exist, and without considering the special circumstances requiring cumulative oversight of issues relating to the Viewmount Cluster and the Mega Cluster.

⁷ See Welcome to the Open House report of the City regarding Phase 3 of the Growing Marlee Glencairn Study.

⁸ See Mike Colle motion to North York Community Council dated November 20, 2024, and City of Toronto Item-2024.NY19.32 approving this motion at Tab 5.

IV. CONSEQUENCES OF PLANNING WITHOUT CONTEXT

A. TURNING A BLIND EYE – WAIT UNTIL LATER – TO SETTLE HOW TO DEAL WITH ENVIRONMENTAL DANGERS

The building will have a three or four storey parking garage and digging the deep foundations required will cause groundwater from the underlying aquifer to collect which will need to be pumped out during construction into the City sewers.

The Hydrogeological Report of Exp. Services Inc. (“EXP Report”)⁹ at p. 12, revealed contamination with manganese more than double the City’s storm sewer discharge limit and says once heavy digging occurs it is anticipated that the total suspended solids (TSS) and heavy metals in the water are expected to become elevated and therefor recommends a treatment method (filtration, decantation and/or other applicable treatment system) be used during construction dewatering to be able to discharge the water to the applicable sewer (in Toronto, this is the sanitary sewer). This will require construction of a private, industrial-grade facility right on the construction site to chemically treat the pumped groundwater before the water enters the street lines. These treatment centers can pose risks to health and safety and where they are positioned and how they are managed, and the security measures around them, especially in a school zone is critical. They could be noisy and emit vibration.

As far as we can tell, there appears to be no management plan in place for dealing with this treatment centre at this time, including its positioning and safety/environmental issues. We submit that this should be the case prior to any amendments of the ZBL and OP, a point in time when the City has its greatest leverage.

There should be a holding by-law in relation to this development until an appropriate environmental management plan is proposed and reviewed and found to be acceptable.

B. TURNING A BLIND EYE TO THE CLUSTERS

a. Wind Effect of Two Walls of High-Rise Towers on the North and South Sides of Viewmount (see MHBC Block plan drawings at Tabs 3 and 4)

The Pedestrian Wind Study¹⁰ does not sufficiently ensure public safety for all pedestrians. Wind tunnels and wind canyons caused by high rise structures are a known public safety hazard. After contending with this in other areas of the City, the City commissioned a report that provides useful guidance on how to study wind effects from tall buildings.¹¹ As of today, architectural plans have been filed relating to each and every development in the Viewmount Cluster. It is not clear from the Wind Study if architectural drawings were provided for the other developments in the Viewmount Cluster.¹²

Planners are relied on as protectors of the public when it comes to matters of public safety. The average constituent trusts the City to look out for their best interests. It is beyond comprehension why the City’s planners, knowing of the entirety of the Viewmount Cluster, including in the context of prior OLT applications for developments in this cluster, did not, of their own accord, require a master study of the

⁹ Hydrogeological Report of Exp. Services Inc. dated March 3, 2025 (the “Hydrology Report”), p. 12

¹⁰ See Pedestrian Level Wind Study of Theakston Environmental dated May 13, 2026 (“Wind Study”).

¹¹ See the Pedestrian Level Wind Study Terms of Reference Guide, prepare by City of Toronto Urban Design, City Planning in collaboration with RWDI (“City Wind Study Guidelines”)

¹² The Wind Study refers to receipt of architectural drawings from Kirkor at p.5 which seems to relate to only to 262-274 Viewmount but does not state that Kirkor supplied complete architectural drawings from other buildings in the Viewmount Cluster.

impact of the Viewmount Cluster developments on pedestrians using the sidewalks on Viewmount Avenue to demonstrate that the planned building designs, including height, do not create wind gusts, channels or canyons that make it difficult or dangerous, particularly in windy/gusty weather, for school aged children, seniors and other pedestrians to traverse this narrow neighbourhood street. The wind study filed in support of 278-280 Viewmount, the property immediately to the west, alerted planners to sidewalk problems for that side, **cautioning that study was not done with other developments in place and conditions could worsen.**¹³

Context matters: in this case, who is expected to be walking on the Viewmount sidewalks. The Wind Study safety checklist marks any wind gust up to 90 kilometres per hour as a perfect "Pass."¹⁴ That standard is calibrated exclusively for a standard size adult. It completely ignores our neighborhood. A 60-kilometre-per-hour gust will easily throw a 50-pound student off balance on their way to Sts. Cosmas and Damian school, and it could instantly knock down a senior citizen using a cane on their way to the Glencairn subway entrance or Viewmount Park. Yet, on paper, this report calls those winds perfectly "safe".

The Wind Study fails to take into consideration the City Wind Study Guidelines in relation to context. These guidelines provide that "Properties or circumstances of a project, such as the scale, shape, height, location, density of surroundings, proximity to important areas, etc. that, through precedents, are known to be causative factors for noticeable wind impacts in and around the project are referred to as "triggers" ... "The City Wind Study Guidelines categorizes "triggers" as: "height related to geographical location, and additional (special) conditions **such as context.**" (emphasis added).

Section 4 of the City Wind Study Guidelines provide that at least two wind studies will be requested for a ZBA/OPA Amendment. Section 5 provides and that wind study reports for all stages should present the following scenarios:

- Existing Scenario: Existing site and all existing context including surrounding buildings, significant topographic features, developments under construction and projects that were approved in the last 5 years.
- Proposed Scenario: Proposed project in place of existing site *within its context* (emphasis added) and references the Appendix for additional modeling information.

The clear intention of looking at "context" is to view the development in the context of what is or will be built around it. Section 6.1 in the Appendix to the City Wind Study Guidelines, sets out criteria for consideration which include "*change in the number of buildings on the site **or in the surroundings.***" Other considerations include changes in set-back from a public sidewalk or open space and significant design changes.

Kirkor's latest blueprints filed for this development show a wider sidewalk width of 2.1 meters positioned within the central impact zone, but the glass canopies proposed, sized for a different (smaller) width, cannot mitigate wind over the entire width of the proposed sidewalk. Landscaping as a mitigation tool is limited in effect, and even less effective in winter and, in the case of Viewmount is limited by underground conditions. It is possible that a redesign of the lower two floors of the podium and the glass canopies may

¹³ See section 4.3 of SLP report at p. 17, which states: "During the winter, wind conditions are generally comfortable for walking, with uncomfortable wind conditions in a few areas along Viewmount Avenue ... and Marlee Avenue *Given the surrounding area is comprised of low-rise buildings, the addition of any high-rise massing in the area is likely to result in uncomfortable wind conditions. **If the surrounding area is developed with additional tall buildings, this may change the wind environment in the area.***" (emphasis added)

¹⁴ P. 7 of the Wind Study under Safety Criteria.

assist, and this should be investigated and revised plans presented and approved before any permissions are granted. This, however, does not take into account wind factors caused not by this buildings structure, but the Viewmount Cluster wind effect. Alarming, not a single pedestrian wind study on this street has modeled the active wind forces of all five proposed tall buildings interacting simultaneously.

On a normal windy day in Toronto—defined as an ambient wind speed of 30 km/h, which occurs around 60 to 70 days per year—the combined height and proximity of these five buildings will significantly magnify ground-level wind effects. That is deserving of proper study.

On Page 13 of the Wind Study, the report explicitly states that data from boundary probe sensors 71–83 and 88–93 "are not discussed herein as they pertain to wind conditions associated with the adjacent Development." Deleting property-line data for the adjacent site fails to demonstrate how wind turbulence hands off between the sites.

By the Study's own terms, the models it studied do not appear to have considered all of the Viewmount development projects.¹⁵ The inclusion of some of the planned development sites as described in the Wind Study cannot be taken as a statement that they studied the cumulative effects and are reporting on the clustered development wind effects. Instead, before testing the impact of this development on wind, they add in the unbuilt structures as passive, solid object that block wind, but in a real windstorm condition wind does not just hit and building and stop. Just as reported by Theakston in relation to this development, wind sheets down to the ground as a high-speed draft and then travels outward. The Wind Study did not study or report on the downwash from all buildings or the cumulative wind tunnel/canyon effects of the Viewmount Cluster.

Anyone who has walked downtown through the high-rise towers or even, more recently, at Yonge and Eglinton, has experienced sudden gusts of wind that can be extremely strong, enough to knock over a child, and make even small objects like sand or a small tree branch or a piece of garbage a dangerous flying object. In winter, it is not uncommon for large slabs of ice to fall from tall buildings during periods of freeze and thaw and be carried down to sidewalks by the wind.

The MHBC Block context drawings¹⁶ prove this block is turning into a massive, concentrated high-rise corridor. By failing to model their tower alongside the other massive buildings concurrently planned for the immediate property lines, the developer's study completely masks Venturi funneling, scour action, downwash and other factors associated with large buildings¹⁷.

Combined architectural plans for the Viewmount block indicate that the concentration of mega rise towers will create a dangerous, artificial wind canyon with accelerating wind tunnels, which could violate City of Toronto pedestrian safety criteria. Weather, including winds, is becoming more extreme. It is not unreasonable to expect that properly modeled wind gusts on Viewmount Avenue will show gusts that exceed 90 km/h, posing a significant safety hazard to children, seniors and most pedestrians in a high-density, cumulative wind environment.

This block of Viewmount is between the local school and the subway exit and leads to Viewmount Park. Common sense dictates that additional studies must be undertaken having regard to the two walls of high-rise towers on either side of Viewmount. This cannot be left to the site plan stage. If, after these studies, it is concluded that the wall of high-rise towers will inevitably give rise to dangerous and uncomfortable wind conditions, then the design of 262-274 Viewmount and the other buildings, including,

¹⁵ See p. 10 which lists addresses built into the model and does not include 265-269 Viewmount.

¹⁶ See Tabs 3 and 4.

¹⁷ See Wind Study at p.12, and its Appendix.

possibly their heights, will need to be evaluated. That must be done before amendments to the OP or by-laws are made.

The experience of Yonge and Eglinton blocks of buildings and other clustered development with severe wind issues should not be repeated.

The Wind Study for 262-274 Viewmount claims the site is safe. However, that study was done in a bubble, ignoring the fact that of the virtual wall of extremely towers on either side. The city's own reports for 280 Viewmount have already flagged unacceptable downwash on these sidewalks. The Wind Study never tested what happens when the active downwash from high-rise towers on both sides of the street collides on the pavement. This is why we need a single, independent master study, including all relevant tall buildings, to test the real-world, cumulative gusts before this single tower is approved.

The planning for Growing Marlee Glencairn has emphasized the importance of the complete street atmosphere with pedestrians, cyclists and attractive open spaces. Turning Viewmount into a flood prone, traffic congested, dangerously or uncomfortably windy open space is not what has been promoted, is inconsistent with the safe neighbourhood that pre-existed these development proposals, and is hazardous.

Viewmount is the main path used by children walking to the school on Marlee and to the park and commuters heading to the Glencairn Subway station. Council should not accept a preliminary wind report that fails to model the combined wind-canyon effects of the entire block. This motion to approve amendments to the OP and ZBL should not be permitted to proceed. If left to the site plan stage, things such as height adjustment or massing changes may be found to be beyond the City's power to change. There should be a directive from this Council that an independent comprehensive master wind study, paid for by the Viewmount Cluster developers, be conducted to properly evaluate wind safety conditions for users of the sidewalks on both the north and south sides of Viewmount, which study investigates pedestrian wind safety for this entire block on Viewmount with reference to all pertinent developments for which a development application has been filed. This is not something that can be left to the site plan stage and must be addressed now, prior to amending the OP and ZBL for this site and prior to granting any other permissions to the developers of the Viewmount Cluster buildings.

b. Sewer Capacity Overload and Flood Risk Certainty from Failure to Consider Impact of High-Rise Cluster on Stormwater Management Particularly With the Proposed Form of Drainage

Absent the Mega Cluster development, there existed substantial permeable greenspaces by way of yard space. The extreme density being considered for this small area will substitute impermeable concrete where once there was grass. That means water falling will need to have somewhere to go other than the grounds.

Stormwater management includes collection of stormwater and excess roof run-off water into a large underground tank built within the parking structure¹⁸. The Stormwater Management Report indicates that the tank is to be sized to hold 110,000 litres of storm water, with the intention to release this into the City stormwater sewers at a very controlled rate¹⁹. It might take up to 48 hours to drain a completely full SWT of this size. This means if we had storms as were recently experienced in both June and May of this year, or July or August of 2024, by way of example, the SWT could have been overwhelmed. Even consecutive dates of 10-year rate rainstorms could fill the tank.

¹⁸ See See Stormwater Management Report of Shaeffer's dated April 2025 ("SWM Report") at p.6

¹⁹ See SWM Report, at p. 8, 4.

Modelling based on an empty tank which does not consider days of clustered rainfall is incomplete and, in this case, unsafe.

There is another risk factor. Drainage from the SWT to the city sewer, is uphill. Water does not naturally flow uphill and therefore a pumping system is proposed. That system is powered by electricity, which, as anyone who lives in the area knows, is not ideal due to power outages that often accompany extreme weather. Whether the tank is full because of consecutive days of precipitation or because the pump system fails, the Hydrology report tells us that water above the tank's capacity will spill over onto Viewmount and not the building, virtually ignoring the implications of that statement to the impacted sidewalks and roadways and city storm sewers.²⁰

The building will also collect the first 5 mm of run-off water in a rainwater tank (RWT), sized to hold 10.800 litres of water. Once the RWT is full, the excess water is to funnel into the SWT, lessening its capacity.²¹

If the SWT overflows, hundreds of litres of water per minute could flow over sidewalks and onto Viewmount.²² In the case of a severe storm, the stormwater sewer capacity could already be at or over capacity and should this occur the water is planned to be conveyed away from the development toward the municipal roads surrounding the site.²³ This means water could stream both east and west on Viewmount, possibly flooding the intersection at Marlee, and most likely obstructing the subway entrance at Viewmount and continuing on to the lower point to create pooling at the intersection of Viewmount and Shermount and at the entrance to Viewmount Park (low points). If the storm sewer system surcharges, the City's mandatory basement flooding safety buffer below basement floors will be breached and water could back up into basement floor drains and toilets, in surrounding areas and even areas further away.

Some improvements may be planned to the stormwater sewer system on Viewmount, but it is not clear that these take into account the impact of the Marlee Mega Cluster, including the sizing of the proposed RWT and SWT tanks or similar stormwater management systems put in place for other developments within the Viewmount Cluster. It is doubtful that improvements already planned consider the impact of all of the development proposals in the Marlee-Glencairn, *and north of the area*, which are ever increasing.²⁴ Work currently being done at Viewmount Park would not curtail problems caused by the spillover from the SWT.

The concerns noted could be worse, if all development within the Study area, including the Viewmount Cluster is considered. Road safety and accessibility for Viewmount is a priority. A master study is required to identify the capacity limits of the existing storm and sewage networks and identify the magnitude of all improvements that will be required to accommodate the proposed cumulative growth for the community.

²⁰ See SEM Report at pp 7.

²¹ See SWM Report, at p.5

²² See SWM Report, at p.7

²³ See p. 7, *"There may be runoff from rainstorms that exceeds the capacity of the City's storm service connections. Therefore, the owner shall be responsible to provide flood protection or a safe overland flow route for the proposed development without causing damage to the proposed and adjacent public and private properties."*

²⁴ It is not at all clear that Toronto's basement flooding programs and sewer relief programs as presently planned take into consideration (ii) the extremely rapid pace of existing and planning densification elsewhere in the City, nor whether current improvements, both underway and planned, will reduce the capacity of the sewers and sewersheds enough to service the increasing needs of the Study area, or (ii) even the impact of the Study area's huge projected increased density on the communities sharing these same networks as the Study area intensifies.

Many home and business owners are already unable get insurance for these events. In cases of extreme weather and power failures sump pumps will need to work full time and rely on batteries and may fail. This source of flooding is completely predictable and foreseeable.

Before granting OP and ZBL amendments there must be a verified implementable plan to ensure that the proposed extreme density will not create flooding or result in the sewer network used by the Mega Cluster and other Marlee-Glencairn area developments being in a regular state of surcharge.

A master plan needs to be developed that take into account the additional stormwater issues for all of the Viewmount Cluster, the Mega Cluster and all other proposed developments that will be sharing the same sewers. Without this, how can the City prudently evaluate the improvements to stormwater infrastructure required or their costs, or even assess any developer's stormwater manage design? And without knowing the nature and extent of improvements to infrastructure required, how possibly can the City determine what amounts to request of the developers as their contributions to improve the infrastructure to accommodate the cumulative growth proposed.

This plan should be done prior to amending zoning and the OP and permitting a level of density that perhaps the City's sewers cannot ever support or cannot support without massive upgrades far greater than the ones now being done or planned, or assess if there is sufficient funding to pay for these upgrades. This should be known before permissions are given. If permissions are given and the City then seeks to withdraw those permissions because it is unable to make the infrastructure improvements required, it will be in a difficult legal position. Similarly, allowing the Meg Cluster to be built, and knowingly exposing others tor flood risk, is a danger to all residents and exposes the City to lawsuits from property owners, and could result in large portions of Toronto facing damages for which they cannot insure. All of these issues are foreseeable and preventable with advance study and planning.

- c. Ramifications of Failure to Adequately Consider Impact of High-Rise Cluster on Dewatering and Sanitary Sewage Management
 - (i) No Mandated Up-Front Multi-Developer Agreement to Mitigate Differential Settlement to Control Amounts of Dewatering water that can be emptied into the City's sanitary sewers

In simplified terms, the site sits atop two aquifers and digging deep foundations for 3 and 4 storey garages will require dewatering measures to prevent the foundation cavity filling up with groundwater.

It is proposed to drain this groundwater, after treating it to remove the reported and anticipated chemicals into the sanitary sewer system.²⁵

Dewatering is anticipated for this site at the rate of 389,000 litres per day. Dewatering is anticipated for all of the other building sites in the Mega Cluster, as well, due to their deep foundations.²⁶

That dewatering, if not done at a controlled rate, could cause the sanitary sewers to surcharge, with attendant back up risks into basement floor drains and toilets and up manholes. This is something that should be studied not for a single building but for the tolerance of the system, so as not to permit several buildings to do this at the same time if the sewers will be unable to handle the aggregate concurrent dewatering amounts. Requiring an agreement among all developers to be bound by a schedule and other protections such as pumping caps regulating flow and other measures to protect the City's sewers should be put in place with surety bonds before amendments are agreed to as this kind of request does

²⁵ See Schaeffer's Functional Servicing & Stormwater Report Addendum dated May 19, 2026 ("Schaeffer's FSSRadd") at p.2, and Hydrogeological Report of exp. Services Inc. dated March 3, 2025 ("Hydrology Report") at pp.12,17,18.

²⁶ Hydrology Report at pp. 15,18

not solely relate to one development and might be successfully opposed by the developer at the site plan stage. A master study and an agreement among developers to scheduling is required.

(ii) No Mandated Up-Front Multi-Developer Agreement to Mitigate Differential Settlement due to the Drying out of Aquifers.

The other issue triggered by dewatering is the drying out of the common aquifers as water is being suctioned out of a site. That suctioning will pull water from surrounding grounds. Over time and with multiple construction sites doing the same thing, even in a staggered fashion, the drying out of the aquifer, if no other measures are taken (such as injected water back into the ground), will result in settlement, which can be uneven settlement of lands beneath other structures such as sidewalks, driveways, roads and buildings, in some cases causing foundations to crack, walls to crack, sidewalks to buckle, and even create sink holes. This is a serious hazard as the underground aquifers are not site specific.

Even if construction is staggered there will be a continuous multi year drawdown scenario.

There is no cumulative watershed/cluster impact study. The Hydrology Reports looks at the 262-274 Viewmount site in a complete vacuum. In accordance with Toronto and Region Conservation Authority (TRCA) guidelines, a comprehensive study must be layered on top to calculate how this tower's underground displacement of groundwater interacts with the other high-rises proposed in the immediate area. Settlement can cause underground gas, water and even sewer pipes to crack and break.

This is a known risk factor²⁷, and should be studied and a master plan put in place to guide the entire development. There is also a need for a developer agreement to ensure controlled and staged dewatering. Because the concerns are heightened by the impact of dewatering on the Mega Cluster area, it is important that the City not leave this to the site plan stage when the developer may successfully oppose efforts to coordinate its construction and measures to monitor dewatering rates based on activities other than its own. Failure to plan in advance not only can cause harm, but it will expose the City to liability from damages due to settlement that could have been avoided with advanced study, planning and agreements. To proceed otherwise is not prudent.

d. Ramifications of City's sanitary sewer network being at maximum capacity

Reports filed on the sanitary sewer network indicate the neighborhood's existing underground infrastructure is completely maxed out and cannot support any additional buildings without major reconstruction, including sewage spillage from certain manholes.²⁸ A large number of properties in the Marlee Glencairn area, and adjacent areas, are reliant on this sewer network. Sewage back-ups into basements and from manholes in public spaces poses a serious health and safety risk and are complicated and costly to rectify.

It is for this reason that a number of developments proposed an upgrade to the sanitary sewer system at Viewmount Park²⁹. This action sounds responsive to the issue, but the work does not appear to be

²⁷ see p. 17, section 5.3 of Hydrology Report

²⁸ **This saturation of the sanitary sewer network and related watersheds will be further worsened by projected density, some of which has already begun, in areas other than the Study area that share the same network.** Similarly, increased density in the Study area of the magnitude projected, will impact on other users of the shared sanitary sewer systems and sewersheds.

²⁹ See Schaeffer's FSSRadd at p.2-3; also see the Downstream Sewer Analysis Report of Husson dated March 21, 2025, referenced in the Schaeffer's FSSRadd (the "Husson Report").

modelled on the entirety of the Mega Cluster, including many other high-density towers that are marked for potential future development. As such, the proposed fix may not be sufficient.

Even if problems noted by Husson are addressed, there is no evidence that the solution will address issues created when other buildings in the Mega Cluster are factored in. The Husson Report underscores the necessity of prior modelling the totality of Mega Cluster demands on infrastructure.

Adding upwards of 18,000 people into this small area is nearly tripling the population that the basement flooding sewer upgrade were designed intending to address, which could trigger wet-weather surcharging, and create breaches of the basement flooding safety buffers once again (Toronto Water strictly requires an underground safety buffer – so that even with heavy rainfalls sewage water levels are to stay well below street level and there is no evidence that this buffer can be maintained). This highlights the continuing and unresolved risk of raw sewage back-ups into floor drains and toilets.

The Husson report acknowledges at p.22 that “*all proposed developments modelled in the Interim scenario that do not have zoning approved, **will require other municipal improvements to accommodate the increase in sanitary flows***” (emphasis added). Does this mean Viewmount Park or other areas recently being improved under Toronto's basement flooding program will also have to be re-done?

Sewers lines do not end at the bounds of the geographical areas Husson studied and the back-up could be more extensive. For example, he did not study areas south and southeast of Viewmount Park.

Once again, there is a need for a master study that accounts for all development included in Marlee-Glencairn that share the sanitary sewer network to know the nature and extent of further improvements required and to assess the cost. As these improvements are required as a direct result of the new density developments, an agreement to allocate costs among numerous developers appears to be required. If this is not done, the City (taxpayers) will bear the costs and developers will reap the benefits of the higher densities permitted.

These studies and agreements should be put in place before any amendments to the OP and ZBL allowing radically increased densities are agreed to. Because this approach is larger than the scope of what may be done at the site plan stage, the requested approvals should be deferred.

e. Ramifications of Failure to Evaluate Cumulative Shadow Studies from Mega Cluster and Impact on Viewmount Park.

The City has failed to require a cumulative shadow study that reflects the impact of the massive shadows that will be caused by buildings within the Mega Cluster, when taken as a whole.

In the case of Viewmount Park, the main recreational park for the Marlee Glencairn area, at certain times in the afternoon, with differing effect depending on the time of year, long shadows are cast upon significant portions of the park, including the only children's playground and the baseball diamond. Sunlight means warmth in cooler temperatures meaning a less pleasant environment for children playing after school.

Sunlight also helps with evaporation of water. There are significant areas in Viewmount Park, including one pathway from the subway to Briar Hill Road that is prone to flooding and pooling water. If the work being done at Viewmount Park currently includes a stormwater holding tank in close proximity to the children's playground and the community centre, consideration should be given as to the risk of that tank filling and overflowing into the park and mitigation measures should that occur. It is not clear that this

issue is being studied by anyone or was proposed by the developer group who are referenced in the Husson Report.

With the loss of afternoon sunlight standing surface water will not evaporate as quickly. In the summer water means mosquitoes that carry disease. In the winter, parts of the walking paths to the subway, already treacherous at times, will become impassable cutting off direct access through the park. This inaccessibility could discourage transit use for users south of Viewmount Park as the indirect walking routes involve walking a far greater distance.

It must be noted that the impact of these shadows would be lessened or eliminated with lower building heights.

In this case, shadow effects are relevant to public health and safety. Cumulative shadow studies should be undertaken and their ramifications considered before zoning and OP changes are made. This is not a site plan stage issue.

f. Ramifications of Cumulative Noise Studies and Heat Island Studies Not Being Required or Done

The Noise and Vibration Study of HGC Noise Vibration Acoustics ("HGC") dated April 14, 2025³⁰ confirms data collected at a site visit in June 2024. It does not take into account the Viewmount Cluster developments. It cautions that electro-mechanical equipment (including cooling towers, fresh-air handling equipment, be kept to certain range). Regarding the noise impact to neighbouring buildings the Noise Study says: *"It is noted that the proposed buildings will be substantially taller than the existing neighbouring buildings, thus noise from the mechanical equipment on the roof of these buildings are not expected to impact the neighbouring buildings provided that typical equipment and/or standard control measures are included in the design."*

The Noise Study does not consider cumulative noise and vibration from other buildings within the Viewmount Cluster. There should be a requirement for a master study of the cumulative noise and vibration study for buildings grouped closed together to determine that noise and vibration will be acceptable level and an agreement that binds all developers of the Viewmount "Cluster" to comply with the master study findings. This agreement must be put in place now, prior to any amendments to the OP and ZBL. Any issues regarding noise and vibration could then be dealt with by a coordinated plan binding all of the Viewmount Cluster developers.

In the case of heat island studies – the Energy Report goes to lengths to explain factors that increase the use of electricity, air conditioning being one of those due to rising temperatures. The planned density within such a small radius could change the temperature within this pocket. The ramifications of this should be studied and, if the magnitude of this and other changes are stressing this neighbouring and causing permanent environmental ramifications, the scale of the planned density should be reconsidered. There should be a master heat study now, before any prior to any amendments to the OP and ZBL for the same reasons as above.

Density can be increased, responsibly, without reshaping the environment both within the Mega Cluster area and areas such as Viewmount Park.

³⁰ Noise and Vibration Study of HGC Noise Vibration Acoustics dated April 14, 2025 ("Noise Study"), at p.2, 8.

C. TURNING A BLIND EYE TO CUMULATIVE GROWTH ALONG THE ALLEN ROAD CORRIDOR

a. Allen Road Backdrop

Intensification is occurring and actively being planned all along the Allen Road Corridor³¹. Over 30,000 units are now in the pipeline along the Allen Road Corridor with thousands more (to accommodate over 130,000 new residents and roughly 52,000 new jobs) anticipated in future years. A corridor wide planning and mobility framework is missing to guide growth and infrastructure.

Allen Road is a major traffic spine that connects to provincial highways through the 401.

Nodes along the Allen Road corridor share the hydro grid, the sewers systems and the transportation routes.

Marlee is bounded by Lawrence W and Eglinton W. Allen Road truncates at Lawrence and Eglinton, funneling traffic from both the Allen and the provincial highways through the Marlee-Glencairn neighbourhood, including Marlee and branching into many smaller neighbourhood streets.

The City has long ago identified a need for an Allen Corridor study (Staff Report – Allen Road Assessment Study – Terms of Reference, September 6, 2013). This study was never completed.

The traffic on the Allen from Lawrence to Eglinton already exceeds many portions of provincial highways and the majority of that funnels onto Marlee. Due to geography, there is no fix for this problem which is growing worse even today due to intensifications along the Allen Road Corridor and increasing traffic on the 401.

b. Ramifications of Not Considering Implications of Truncation of Allen, Geographic Limitations of Marlee, Intersections at Lawrence W. and Small Neighbourhood Streets, Current Traffic Conditions and Projected Increased Traffic from Allen Road Corridor, and Daily Operational Traffic relating to the Mega Cluster.

Current Traffic Conditions vs Pandemic Pre-Return to Work Traffic Not Studied For all of Marlee or other neighbourhood Streets, including intersection at Lawrence and Marlee that is regularly gridlocked. Traffic studies done on a Wednesday in 2022 do not reflect return to work conditions or the Allen Corridor effect. Updated existing traffic counts are required for a fall peak workday (not a Wednesday morning) to establish a baseline capacity of the road network to accommodate growth.

Studies did not model daily operational traffic of rideshares, taxis, Wheel Trans, delivery couriers, service vehicles, grocery drop-offs, and service vehicles, carpools, daily visitors for this development or the Viewmount Cluster, all of which could amount to many hundreds of trips per day for one building alone and well over a thousand trips if considering all 5 towers within the Viewmount Cluster.

The City rushed ahead with planning the Intersection at Allen Road and Eglinton, without sufficient study and it is going to have to be redone, demonstrating the importance of prior study and planning.

There is a need for an intersection study at Lawrence and Marlee which is one of the City's high collision intersections, with regular gridlock conditions.

³¹ "Allen Road Corridor" refers to the area between Sheppard Ave and Eglinton, including Downsview Park, Wilson subway area, Yorkdale, LARP, and Marlee-Glencairn.

Marlee traffic is congested at peak travel times. It will grow worse if 18,000 or more people join the neighbourhood. It is a fallacy to propose that limiting the number of parking spaces means there will be no traffic impact on the neighbourhood.

The intersection of Viewmount and Marlee is especially used by pedestrians at school start and closing times. Gridlock and road rage are dangerous for children and parents who must use this intersection.

Congestion and gridlock are unsafe and increase response times for emergency responders, increase driver frustration/road rage making intersections unsafe for pedestrians and cyclists.

Adding upwards of 18,000 people by reason of the Mega Cluster and more, if all planned development proceeds, will make these conditions worse.

D. TURNING A BLIND EYE TO FAILURE TO MODEL TRAFFIC RELATED STRESS ON VIEWMOUNT ATTRIBUTABLE TO SHORT-TERM VEHICLES

The Noise Study did an analysis of average annual daily traffic counts projected traffic along Viewmount at p. 5, providing that number as being 4578. It is fallacy that fewer parking spaces will mean minimal traffic impact for Viewmount and Marlee, and other neighbourhood streets. It does not appear that this number takes into account increased Viewmount traffic attributable to the Viewmount Cluster.

Viewmount is a bridge street linking Marlee and Bathurst. It has two schools at Bathurst and one on Marlee, the driveway access and largest entrance to Viewmount Park and is one of two access points to the Glencairn subway. It is well used by pedestrians.

Even if some residents do not drive, all residents should be anticipated to have service vehicles, courier, grocery and meal drop-offs, use ride shares, uber/car services, Can Post, Wheel Trans, school buses, carpools, daily visitors. That could be several hundred trips per day for 262-274 alone, and more than a thousand peak hour trips per day attributable to the Viewmount Cluster. That cumulative additional load will stress Viewmount.

This increased traffic, combined with heavy traffic on Marlee at peak hours (both northbound and southbound) will make turning difficult, create intersection gridlock, and cause traffic to block up westbound on Viewmount. Increased traffic on Viewmount, combined with vehicles accessing the driveways planned by the Viewmount Cluster will make it more difficult for pedestrians, including school aged children, to walk along sidewalks and cross at Marlee.

E. FAILURE TO REQUIRE MODELING OF SAFETY AND TRAFFIC IMPLICATIONS OF NO INTERNAL DROP OFF DRIVEWAY OR ZONE FOR THE BUILDING AND FOR SIMILAR DESIGN RESTRICTIONS WITHIN THE VIEWMOUNT CLUSTER

The proposed building has very limited space for private drop offs, deliveries, etc. This is extremely problematic. Other buildings within the Viewmount Cluster plan to access Viewmount in some manner and with similar dynamics and minimal on site drop off capacity.

Reports of daily visits underestimate the numbers. Recognizing that many occupants will not have a parking space, comparisons to historical data for other buildings for background data may not be appropriate. Also, each year, e-commerce grows as do the number of deliveries. Residents will not rely on the TTC for all their needs. It should be expected that many will rely on carpools, uber, etc. to satisfy some transport needs, as well as frequently rely on grocery deliveries, meal deliveries, moving trucks, and amazon and other courier services. They will have visitors, and require technicians for tv and

internet services, painting, plumbing, electrical needs, etc. Daily visits are grossly underestimated in this context.

Also, many users of the Viewmount exit of Glencairn station are picked up by car at the subway, particularly at night when it is dark and in bad weather. The traffic studies may not fully reflect this dynamic.

All vehicular entry points for 262- 274 Viewmount are being pushed into a narrow access lane on the western property boundary.

This building will operate like a high-density traffic node; all courier deliveries, Amazon vans, grocery drops, moving trucks, and critical accessibility vehicles are restricted to the active two-lane roadway of Viewmount Avenue or mount the curb. A single stopped vehicle immediately cuts the local street capacity in half, causing gridlock that ripples down the entire cluster corridor. Vehicles going up on the curb, impede pedestrian traffic. Wheel trans may have curbside pick-up, as could uber and other services. No parking spaces are being planned for daytime property maintenance – the painters, plumbers, electricians, and other persons who will service the units. In fact, it is not clear that the parking garage is designed to allow service vehicles to pass beneath the clearance bars of the parking garage ramp. And, if these vehicles instead to use the single access lane, that lane will become blocked, hampering access to emergency responders (police, fire, paramedics, ambulances) and others.

If vehicles stop on Viewmount, which is a narrow 2 lane street, they impede traffic, which in turn may block or gridlock the Marlee Viewmount intersection at peak travel periods. If, instead, these vehicles ride up onto the curb, they impede pedestrians. With many hundreds, if not thousands, of these vehicles using Viewmount per day, this is a serious issue that is unaddressed and calls into question the building design, and access routes, prioritizing density over safety, developers desire to build high over what the street can handle.

All of this worsens in the winter when snow may impede roads, and Viewmount may be narrowed by snowbanks left by plows.

Viewmount Avenue access is critical to the neighbourhood, including to permit passage from Marlee to Bathurst, where there are two schools. If the intersection at Viewmount, or the block between Marlee to Allen Road becomes restricted or blocked, it creates traffic havoc and could impede not only daily traffic but access to emergency responders, the subway entrance and the park.

The dynamics described in this section and in the above section, demand a master study of Viewmount traffic that includes real life estimates of daily vehicle traffic to service the Viewmount Cluster to better assess the capabilities of Viewmount to safely act as a street for not on the Viewmount Cluster by the surrounding neighbourhoods who rely on it. This study may form a basis for significant design changes, including providing greater on-site loading and drop off areas. It is premature to grant amendments to the OP and ZBL until issues that impact the usability of Viewmount for traffic and pedestrians, are satisfactorily addressed, in part because the review of only the ins and outs of one building is not by any means sufficient to properly gauge the magnitude of this issue.

This should be done now, as the developers could argue against the master study being relevant at the site plan stage and the City may not be able to prevail.

Viewmount is a critical bridge street that provides access to the southern Glencairn subway entrance, to schools at either end, to Viewmount Park and to the residents east of Allen Road. It is not responsible planning to create a level of density that will permanently impair access along Viewmount and create impediments to access for all users, including emergency services. More study is needed before

amendments are agreed to and this should not be left to the site plan stage where the City's ability to compel changes to design could be restricted.

F. TURNING A BLIND EYE TO SHARED HYDRO GRID STRESSES

The Mega Cluster shares the hydro grid not only with the neighbourhood, but other nodes within North York.

Marlee-Glencairn area is already prone to regular and extended power blackouts. It is recognized that transformers and feeder lines are old and in need of upgrading even without the additional stresses of intensification.

Section 3.1 of the Energy Strategy Report of EQ³² states *"With the constant stream of development within the City... the electricity grid is becoming increasingly stressed. The electricity distribution infrastructure is already constrained in the areas anticipating the most growth, and an estimated 22% increase in electricity demand due to projects currently in approvals will pose additional challenges."* The report also cautions the 22% figure is "conservative" and does not take into account increasing cooling demands due to rising temperatures, nor electric cars and indicates other factors that will increase electrification and further strain the grid.

This highlights the need for infrastructure studies that take into account not only the Mega Cluster effect for Marlee-Glencairn, but also other nodes that share the same grid. These have been called for by NYCC and if in process should be updated to ensure that the magnitude of the increased density developers are planning for Marlee-Glencairn be considered, together with all forecasted increased density along the Allen Road Corridor and other nodes in North York that share the same power grid.

The lack of reliable electricity and possibility of power failures within the grid because of the Mega Cluster and other intensification poses a risk to health and safety and, for this building, means a need to rely upon back-up generators (which also can fail) to avoid flooding Viewmount in the event of severe weather. This infrastructure study, with revised terms of reference, should be completed prior to allowing additional densification that cannot be safely supported and will put other users at risk.

G. TURNING A BLIND EYE TO SOFT INFRASTRUCTURE ESSENTIAL TO A GROWING COMMUNITY

The planners have glossed over the availability of essential services necessary that will be stressed by the magnitude of the increased density planned in the Marlee Glencairn area and throughout the Allen Road Corridor, including but not limited to the

- Lack of Hospital Emergency Room Access
- Schools
- Community Centres
- Recreation Facilities and Libraries

This should not be afterthoughts, but must be planned in advance of development and timed to reflect increasing densities. This could be part of the Growing Marlee Glencairn Study, but seems to have been completely omitted. It should be noted that developers in the Mega Cluster appears to be paying money to the City in lieu of creating more parks and recreation facilities. Before approvals are given, a detailed plan with identifiable action items and timelines should be in place to address these soft infrastructure issues to ensure that they are available to residents moving into developments.

³² Report of EQ dated September 19, 2024, at pp.29-30

IV **WHY THESE ISSUES SHOULD NOT BE DEALT WITH LATER AT THE SITE PLAN APPROVAL/BUILDING PERMIT STAGE**

(i) Zoning Grants the Absolute Legal Right to Build:

Once a city council passes a site-specific Zoning By-law Amendment and OP amendment to allow a 39-storey tower, the City has legally granted the developer the right to build that density on that specific piece of land. However the City may try, the site plan approval process cannot reliably be relied upon to force structural changes or significant architectural re-writes as may be required say to break up a collective wind canyon or lessen density to a level that can be handled by infrastructure where what can be done to improve that infrastructure is limited. If issues such as this become contentious, the OLT process may take control out of the hands of the City.

Because some of the concerns emanate from the Mega Cluster, things such as wind conditions, the City may be confined to making requests based on a development being considered in a vacuum or silo without regard to cumulative impact factors of the Mega Cluster which is a zoning matter. It could be compelled to accept a developer's flawed or incomplete wind or sewer studies, for example, even though its building is contributing to the problem.

If the City discovers during the later Site Plan stage that the no amounts of improvements can improve stormwater sewers to handle the cumulative proposed density, that shared sand aquifer cannot handle the cluster dewatering, or that the sanitary sewer trunks are completely unable to handle the increased load of the Mega Cluster without massive upgrades that are not feasible or cannot be made, or that the water storage tanks for rain and stormwater are too small, or if the wind dangers to pedestrian when the Viewmount Cluster is taken into account are dangerous, the City does not have the mechanisms to revoke the approved density. The rush to approve prior to study is giving rights to build more density than the system can take and the City may be powerless to intervene.

While the City may have the potential to delay building permits until infrastructure is upgraded, it is still exposing itself to liability that could be prevented by dealing with these issues upfront. The zoning stage is the time the City can deal with these issues by failing to approve of the amendments until the necessary studies are done and agreements are entered into, including funding support and for building design changes, if required.

The Zoning stage is the when the City can best restrict where the industrial grade heavy machinery required to deal with the contaminated groundwater that will be drained during dewatering sits, how tall it can be, and how close it is allowed to get to a neighbor's property line. This application deals with none of this and is premature. The design, scale, noise impacts, and chemical storage requirements for this treatment facility are completely missing from the application. This is too significant an issue to leave to site plan phase, where the City will have less control, more so when considering that pedestrians and children will use Viewmount to access the Glencairn Station, attend school.

Approval of this application is premature for all of the reasons detailed above. Further study, including of the impacts of the Mega Cluster and the Allen Corridor affects on infrastructure capabilities and necessary upgrades, as well as their cost, must be addressed prior to

agreeing to specific zoning amendments to ensure broader health and safety concerns are protected. Multi-developer agreements appear to be required in several instances, including funding and scheduling agreements, which should be identified and put in place. If a new city was being built, all of this would be planned and coordinated. This is no different, except that if the City gets it wrong, the Marlee-Glencairn neighbourhood and adjacent neighbourhoods will have to bear the consequences.

(ii) As a result of prior applications going to the OLT with insufficient technical scrutiny or contestation by the city has created a dangerous precedent whereby settlements at the OLT are being cited as sufficient planning justification for approving densities and heights that are over twice the city's own recently approved policies for MTSA areas. This is extremely dangerous.

(iii) Pausing the approval of the requested amendments allows for the essential advance infrastructure studies and master studies identified in these submissions to be completed in advance of development proceeding. It also ensures that there is a full understanding regarding whether Marlee-Glencairn has the capacity to handle a population of 78,000 in the Study area and, if not, will help to determine the level of intensification that can reasonably and safely be accommodated and during what time frame relative to infrastructure improvements that can be made. This advance planning will allow the formulation of an area-wide construction staging directive to be completed so all developers understand and enter into agreements with the City regarding the rules of engagement regarding pausing construction until infrastructure is in place, staggered construction requirements, and construction coordination elements.

(iv) Pausing approvals also gives the City time to assess its needs and will allow it to properly frame financial contributions from developers, which may include more funding for infrastructure and funding for immediate needs, including to defer the costs studies of Mega Cluster concerns, the review by qualified professionals on behalf of the City of such studies and the preparing of multi-party agreements among the City and developers.

Given it is anticipated that the overall development contemplated by the applications today can and will not proceed for many years, there is absolutely no delay or prejudice to the developer if a pause is taken so that prudent PLANNING for the Mega Cluster can be done. Let us get this right while there is time.

The Planners have demonstrated that they are not up to the task and the City must now take responsibility for top-down review and management of issues and dynamics that are being created by the magnitude of the intensification that is being pursued by developers, which is well beyond any provincially mandated growth.

This is the appropriate point in time for the City to issue holding by-laws for this project and the entirety of the high-rise tower developments in the pipeline, at any stage, to allow this responsible planning to occur.

This holding by-law lock should only be removed once:

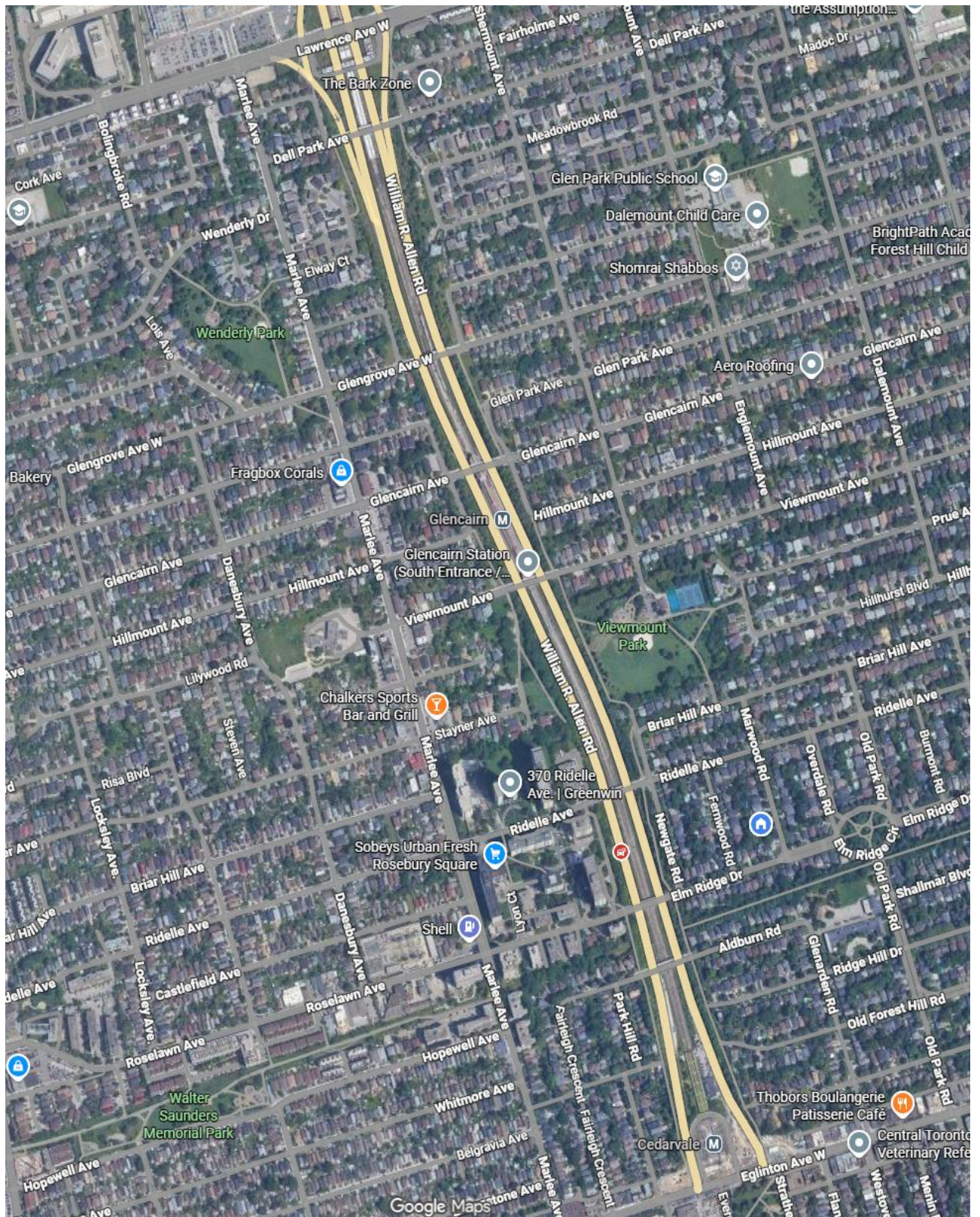
- a. The Growing Marlee-Glencairn Study is completed, including revised and expanded necessary infrastructure studies that include projected intensification along the Allen Road Corridor and, in the case of other areas sharing the same infrastructure, those areas.
- b. All of the issues outlined above relating to the Mega Cluster, traffic and the Allen Road Corridor affect are studied and addressed. Someone has to take responsibility for top-down review and management of issues that are being created by the magnitude of the intensification that is being pursued by developers, which is well beyond any provincially mandated growth.
- c. Flooding and sewer infrastructure, hydro, wind, environmental and health and safety issues outlined herein are studied and a master plan is put in place to address.
- d. Toronto Water and engineering and construction services have signed off, Toronto Regional Conservation and Water and Ministry of the Environment, Conservation and Parks have reviewed the scope of the proposed dewatering in Marlee Glencairn area.
- e. The developer has entered into any necessary legally binding cost-sharing and infrastructure agreements with the City and other developers for infrastructure improvements required by the collective planned density of their developments.
- f. The developer has deposited a full, non-refundable financial contribution into a dedicated City Infrastructure Investigation Trust Fund to pay for the area-wide cluster modeling.
- g. Full financial performance securities are officially on deposit to guarantee the absolute protection of the surrounding public sidewalks, roadways, and utility trunks; and
- h. There is a clear plan as to where children in the developments will go to school, attend daycare play in parks and receive social and medical services.

V. CONCLUSION

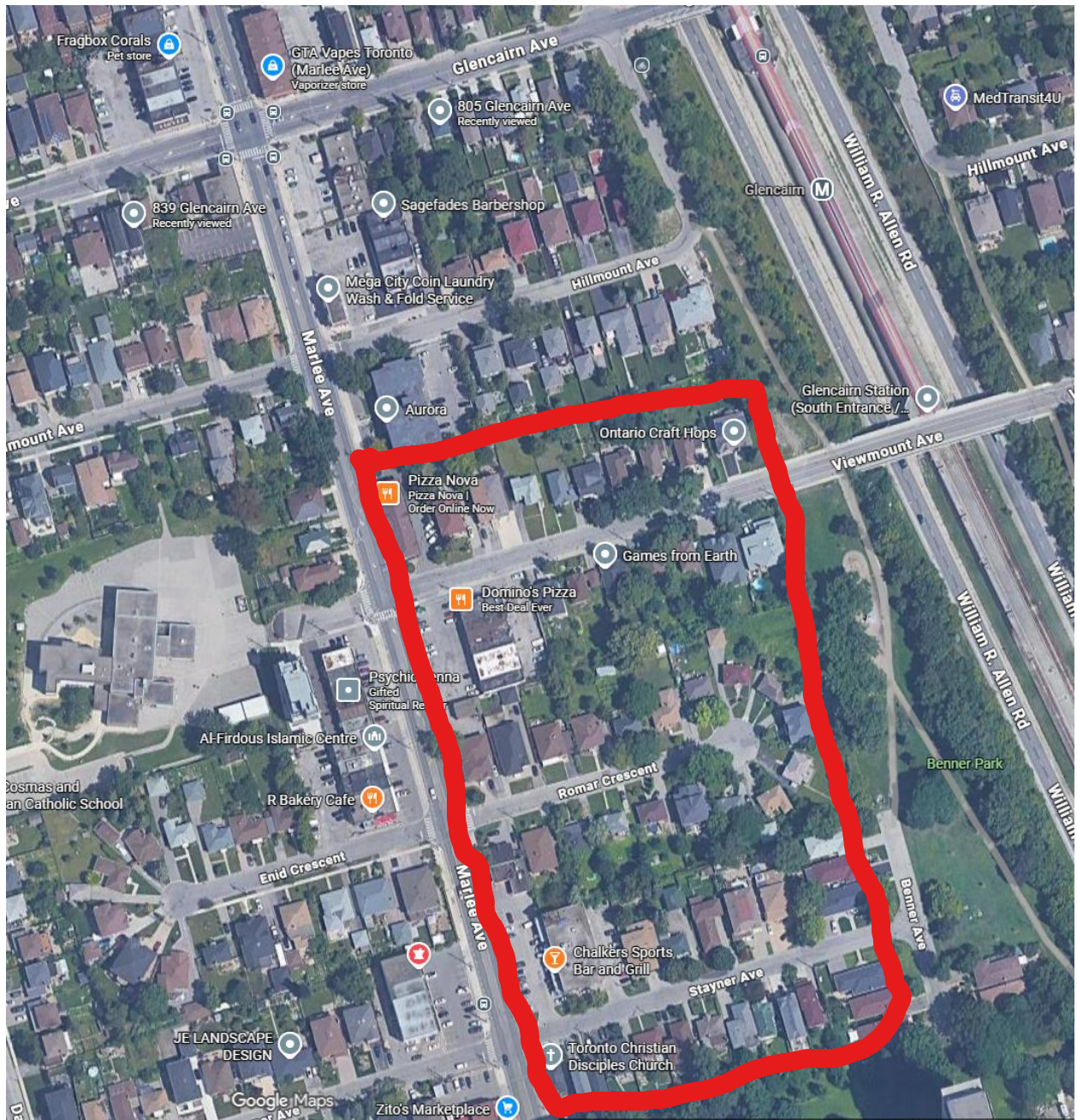
Transit-oriented growth is being encouraged and developed throughout the City. The City has aged infrastructure, and its resources are limited to fix problems that already are identified. Blindly pursuing additional growth in neighbourhoods that cannot responsibly absorb that growth, unless infrastructure capacity is determined (and there may be limitations to what can be done) is not sustainable and even reckless. The interests of a few developers should not be prioritized to secure extreme uplifts in land value over the lives and safety and quality of life interests of the current and future residents of the Marlee-Glencairn neighbourhood.

We must protect public health, safety, and taxpayer infrastructure today, because once the OP and zoning by-law amendments are passed, the City's leverage is limited, particularly relating to the Mega-Cluster planning that this area requires to avoid catastrophic consequences that extend beyond an individual construction site. We have the time, and should use it well.

TAB 1



TAB 2



TAB 3



Figure 4.2 : Conceptual Block Plan 3D

TAB 4

- Study Area
- Subject Lands
- Proposed Development
- Soft Sites
- Potential Future Development
- Under Review Development
- Approved Development
- Parks and Open Spaces
- Proposed Park Extension
- Potential Park Extension

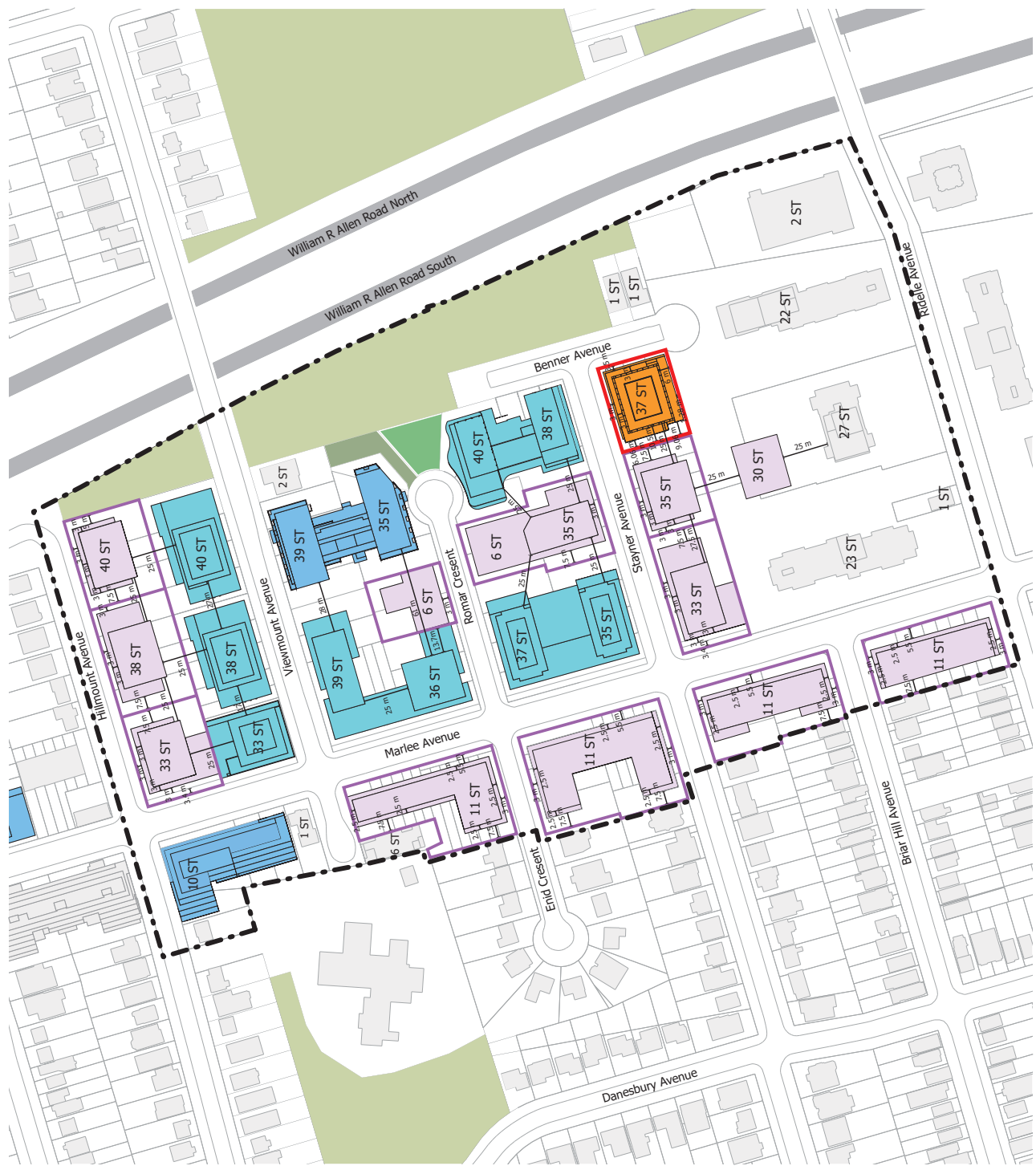


Figure 4.3 : Setbacks and Separation Distances

TAB 5

Item - 2024.NY19.32

Tracking Status

- This item was considered by North York Community Council on December 3, 2024 and was adopted without amendment. City Council has delegated authority for this matter to the North York Community Council and therefore, the decision is final.

North York Community Council consideration on December 3, 2024

NY19.32 - Marlee Avenue Corridor - Sewer, Water, and Hydro Infrastructure Capacity

Decision Type: ACTION

Status: Adopted

Schedule Type: Delegated

Ward: 8 - Eglinton - Lawrence

Community Council Decision

North York Community Council:

1. Requested the Deputy City Manager, Infrastructure Services, in consultation with the Deputy City Manager, Development and Growth Services and the Chief Financial Officer, to report to North York Community Council by the third quarter of 2025 on the status of sewer, water, and stormwater capacity in the Marlee Avenue corridor and the lands within the Growing Glencairn Study Area, based on proposed and anticipated development scenarios. The report back will identify infrastructure capacities, the associated costs for upgrading the systems, how this infrastructure will be funded using existing and possible new funding tools that may be available, and the timing for the implementation of any identified upgrades.

2. Requested the Toronto Hydro Board in consultation with the Deputy City Manager, Infrastructure Services, Deputy City Manager, Development and Growth Services and the Chief Financial Officer to report back to the North York Community Council on the existing and anticipated hydro capacity in the Marlee Avenue corridor and the lands within the Growing Glencairn Study Area. The report back will identify potential upgrades and associated costs needed to support current and anticipated growth, and tools that can be used for funding any upgrades.

Origin

(November 20, 2024) Letter from Councillor Mike Colle

Summary

There are currently over 15 development applications in the Marlee Avenue corridor from Lawrence Avenue West south to Eglinton Avenue West that propose unprecedented height and density. While these proposals may be in line with the Provincial Major Transit Station Area policy to build density around the three transit stations there, this area has been zoned Neighbourhoods with predominantly single-family dwellings for the past 30 plus years along with the requisite infrastructure. Given the drastic changes that are being proposed, it is important that we understand the sewer, water, and hydro infrastructure capacities to ensure this area receives the necessary upgrades to accommodate this growth.

While the Glencairn Study is currently underway in this area, a capacity report for the sewers, hydro, and water is urgently needed as there are currently projects being reviewed, approved and already underway in this area and that will be built prior to the completion of the Glencairn Study. In addition to the existing capacity and that will be required to accommodate the increased density, it is critically important to understand the costs associated with the necessary upgrades as well as who is responsible to pay for it.

As such, I am requesting that City Staff report back to North York Community Council regarding the status of the infrastructure capacity along Marlee Avenue and the lands in the Growing Glencairn Study Area, the estimated costs associated with any growth-related upgrades in order to ensure that current and future residents will be receiving the level of service they require.

Background Information

(November 20, 2024) Letter from Councillor Mike Colle on Marlee Avenue Corridor - Sewer, Water, and Hydro Infrastructure Capacity

<https://www.toronto.ca/legdocs/mmis/2024/ny/bgrd/backgroundfile-251278.pdf>

Motions

*Motion to Add New Business at Committee moved by Councillor Mike Colle **(Carried)***

*Motion to Adopt Item moved by Councillor Mike Colle **(Carried)***

Source: Toronto City Clerk at www.toronto.ca/council

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North York Community Council

20 November 2024

RE: Sewer, Water, and Hydro Infrastructure Capacity in the Marlee Avenue Corridor

Dear Chair and Members,

There are currently over 15 development applications in the Marlee Avenue corridor from Lawrence Avenue West south to Eglinton Avenue West that propose unprecedented height and density. While these proposals may be in line with the Provincial Major Transit Station Area (MTSA) policy to build density around the three transit stations there, this area has been zoned Neighbourhoods with predominantly single-family dwellings for the past 30+ years along with the requisite infrastructure. Given the drastic changes that are being proposed, it is important that we understand the sewer, water, and hydro infrastructure capacities to ensure this area receives the necessary upgrades to accommodate this growth.

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As such, I am requesting that City Staff report back to North York Community Council regarding the status of the infrastructure capacity along Marlee Avenue and the lands in the Growing Glencairn Study Area, the estimated costs associated with any growth-related upgrades in order to ensure that current and future residents will be receiving the level of service they require.

RECOMMENDATIONS:

That North York Community Council:

1. Request the Deputy City Manager, Infrastructure Services, in consultation with the Deputy City Manager, Development and Growth Services and the Chief Financial Officer, to report to North York Community Council by Q3 2025 on the status of sewer, water, and stormwater capacity in the Marlee Avenue corridor and the lands within the Growing Glencairn Study Area, based on proposed and anticipated development scenarios. The report back will identify infrastructure capacities, the associated costs for upgrading the systems, how this infrastructure will be funded using existing and possible new funding tools that may be available, and the timing for the implementation of any identified upgrades; and
2. Request the Toronto Hydro Board in consultation with the Deputy City Manager, Infrastructure Services, Deputy City Manager, Development and Growth Services and the Chief Financial Officer to report back to the North York Community Council on the existing and anticipated hydro capacity in the Marlee Avenue corridor and the lands within the Growing Glencairn Study Area. The report back will



Mike Colle

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identify potential upgrades and associated costs needed to support current and anticipated growth, and tools that can be used for funding any upgrades.

Best regards,

A handwritten signature in black ink that reads "Mike Colle".

Deputy Mayor Mike Colle
City Councillor, Ward 8 – Eglinton-Lawrence

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