

Allen District Plan

Local Advisory Committee Meeting #1

Monday, May 2, 2016

6:00pm – 8:30pm

Beth Emeth Yehuda Bais Synagogue

100 Elder Street

OVERVIEW

On May 2nd, 2016 Build Toronto hosted the first Local Advisory Committee (LAC) meeting for the Allen District Plan. The mandate of the LAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. The purpose of this first meeting was to introduce all participants to each other, review the LAC roles and responsibilities, present the district planning process and the draft Allen District Plan, and receive feedback on the presentation materials for the first Community Consultation meeting. The meeting agenda and participant list are attached as Appendix A and B. Appendix C includes the seven written submissions received after the meeting.

City of Toronto Councillor James Pasternak, Ward 10, welcomed meeting participants and encouraged ongoing participation in the process. Following the Councillor's welcome, Doug Stiles, City of Toronto Community Planning, North York District, provided an overview presentation of the City of Toronto planning process. Next, Bill Bryck, President and CEO of Build Toronto, shared a company overview, finally, Pino Di Mascio of Urban Strategies, provided an overview of the work done to date on the Draft Allen District Plan. Following this, the floor was opened to questions and feedback.

This summary was written by Matthew Wheatley and Bianca Wylie, Swerhun Facilitation, a third-party facilitation firm that Build Toronto has retained to provide independent facilitation services. This summary provides a high level overview of the perspectives and advice provided by participants.

This summary was subject to participant review prior to being finalized.

FEEDBACK SUMMARY

Questions of Clarification

Questions from members of the Local Advisory Committee are in **bold**; answers from the Project Team are in *italics*.

- **Does this plan propose turning Allen Road into a Boulevard?** *The plan proposes aesthetic and design improvements to Allen Road that will treat it like a Boulevard but that six lanes of traffic will be maintained and the traffic function of the road will be maintained.*
- **My understanding is that Downsview Secondary Plan was not voted on by Council but was appealed to and approved by the OMB, can you clarify?** *Yes, the Downsview Secondary Plan was first approved by the OMB then went to Council for approval. The two landowners, Build Toronto and Downsview Park, and The City of Toronto entered into a facilitated negotiation chaired by the OMB. These groups negotiated a settlement, which was approved by the OMB and presented to the City.*
- **Are the stated maximum densities for the commercial, condo, and apartment buildings as well as the townhouse maximums just that – maximums – and can they be reduced below the maximum levels?** *Yes, these are maximum densities that are based on the permissions set by the Downsview Secondary Plan. The densities will ultimately be set through the zoning, which will happen later in the process after the Allen District Plan is approved. If we need to talk about*

reducing the maximum amount of units (e.g. 450 to 400 units in the neighbourhood area) we can do that during zoning and site plan approvals.

- **When will the final densities be determined?** *They will be determined in the second phase of this process when we go through the Zoning By-Law amendment.*
- **Does the plan propose to have four lanes on Street A, two in each direction?** *Yes, Street A is being protected for four lanes as has been identified to us by City staff.*
- **Are there any plans to expand Allen Road?** *No.*
- **How many of the residential units proposed will be affordable, how many rental and how many ownership?** *The Secondary Plan calls for 300 units of affordable housing, with 150 rental and 150 ownership.*
- **How many people are you expecting to live in the proposed 3000 residential units?** *You can use the rule of thumb and multiply the 3000 residential units by 2.2 to get an approximate number of people that would be living in the residential units.*
- **Is there anything to stop lanes on Allen Road from being repurposed to bus or bike lanes, which would make Allen Road even more congested?** *We are not aware of any repurposing of lanes on Allen Road. We are continuing to discuss the need for bus lanes with the City and the TTC to see if they will need the current bus lanes as the subway is extended. We are not proposing any bike lanes on Allen Road. The bike lanes being proposed would be on internal streets within the Allen District, e.g. Street A and other internal streets.*
- **When you refer to the Allen District Plan as being “in effect” what does “in effect” actually mean?** *This means it is a guideline document that is approved by City Council.*
- **Will drivers be able to turn into the Allen District area from Allen Road at all the proposed signalized intersections, i.e. turn right when heading north and turn left when heading south?** *Yes, this is what is proposed. The signalized intersections proposed in our traffic impact assessment are currently being reviewed by City staff.*
- **Can you share the organizations on the LAC and their contact information?** *Yes, we can share the list of organizations and we'll follow-up with the group regarding a way to share contact information.*

Additional Organizations to be Added to the Local Advisory Committee

- Members of the Local Advisory Committee (LAC) were asked if there were any additional groups that should be added to the LAC. Members did not suggest any additional groups.

Comments and Advice on the Presentation Materials

City Presentation

Overall Design & Language

- Make the presentation materials more accessible, especially for newcomers, by simplifying the language, including more visuals and putting text heavy details in separate handouts.
- All maps included in handouts should be a full page to make them easier to read.
- City Planning should make their position on the draft Allen District Plan clear.

Secondary Plan

- Clarify any amendments made to the Official Plan at the beginning of the presentation.

Coordination with Canada Lands Company

- Clarify Canada Lands Company's involvement, including their involvement with the Build Toronto lands and what is happening with their portion of the Allen District lands.

Road Network

- The routing of Transit Road should be referred to as proposed because the Department of National Defence has not yet agreed to transfer lands to the City where Transit Road could run.

- Clarify the Environmental Assessment (EA) process for Transit road, including the proposed timeline and route.
- Clarify which Transit Road is being referred to in the plan. There is another Transit Road near Cloverleaf in the area.

Build Toronto Presentation

Overall Design & Language

- Clarify what “in effect” means when stating that the Allen District Plan is in effect.

Messaging

- Clearly identify the public and community benefits that will result from the Allen District Plan, including social procurement. Explain whether or not Section 37 will be a factor in future community benefits.
- Provide information about employment areas and any additional employment that will come to the area as result of the Allen District Plan.
- Explain the timeline and phasing of the plan, including how and when different pieces of land will be parcelled off and developed.

Engagement Approach

- Consider using interactive engagement techniques with the public, such as a Design Charrette.
- Make sure to record ideas and concerns early in the process so that they can be used later to influence the detailed development of the area.
- The Banting Park Residents Association shared that they were working on a formal written response to the draft plan and that they would be submitting it as feedback on behalf of their community. (Note: This formal written response is included in full in Appendix C).

Secondary Plan

- Clarify how the updated Downsview Secondary Plan was approved, including who appealed the plan to the Ontario Municipal Board and if it was voted on and officially approved by Toronto City Council.

Road Network

- Explain the road network in more detail, including the proposed route for Street A and Transit Road.
- Clarify the number of lanes proposed for Street A.
- Clarify the number of lanes on Allen Road currently and the number proposed, including current and proposed designated right of ways for transit.
- Provide more information on the proposed signalization of Allen Road, including the number of proposed traffic lights and how they will impact commute times and speed limits.

Density & Heights

- Clarify whether maximum densities that are allowed in the Secondary Plan need to be achieved, e.g. could the neighbourhood have 400 units instead of the maximum 450 units?
- Attempt to give an idea of approximately how many people will live in each area with the Allen District Plan

Affordable Housing

- Provide a very clear explanation of affordable housing, including how many units will be ownership and how many will be rental.

Feedback on the Strengths of the Draft Allen District Plan

Retail & Mixed Use

- Like the idea of putting most of the retail along the corridor and progressively transitioning to less retail as you get closer to the neighbourhood area.

Food

- The area is in need of a major supermarket. One participant said that the area is currently a food desert.

Road Network

- It's good to see that the area is finally getting the beginnings of a good road network.

Gateways and Urban Plaza

- Like the idea of creating gateways and new public places for people to gather in. This participant said that when they were growing up in the area there was nothing to do and nowhere to meet up with friends.

Greening Opportunities and Parkland

- Really like the idea of promoting greening in the area. There is a lot of potential in this area for more parkland.

Feedback on the Challenges of the Draft Allen District Plan

Road Network

Increased Traffic Congestion

- Focus on not turning Allen Road turned into a Boulevard. Many people have been opposed to this for several years.
- Additional traffic lights on Allen Road will negatively impact traffic flow and four new signalized intersections would paralyze Allen Road, not civilize it.
- Bike lanes on Allen Road would create even more congestion.

Traffic Report

- Traffic studies need to include the Bathurst Manor area, including the level of activity on Wilmington Ave. The traffic report says that 45% of people coming to the area for work will use transit, which means there will be 3,000 to 4,000 people coming to the area by car every day.

Street A

- There were concerns that four lanes are too many for Street A and will be disruptive for people living in the Banting Park area.

Street Design

- Consider the intersection of Sheppard and Allen as a whole for the urban planning aspect of this design work, not only the southeast corner that is technically part of the plan.
- Pedestrians have a hard time crossing at Allen Road and Sheppard Avenue, there is a need to make the whole intersection more urban friendly / civilized, not just the southeast corner.

Density

- This plan brings too many people to this area, the area already has 8300 people and this plan will bring upwards of 9500 more.
- Levels of density should transition in the neighbourhood area with the lowest density are in the north near Reiner Road and the existing homes.

Process

- Many aspects of this plan (densities, the road network, land use, etc.) have already been decided because they must conform to the permission given in the Secondary Plan.

- There was a desire from participants to see and be able to comment on more than one proposed scenario for the Allen District Plan. These scenarios should include a description of how they will impact the community, e.g. two lanes of traffic on Allen Road versus three.
- Local residents should have been informed and included from the very start of the Allen District Plan, not after it was designed and shared with City Planning.

Built Form

- There were concerns raised about the proposed heights for the neighbourhood area.
- Residents living in the Banting Park area don't want to live in a "fish bowl" with people looking down into their backyards.

Advice on the Identified "Areas for Community Input"

Park Programming

- Expand Banting Park.
- One participant said that their community does not want parking under Banting Park because it would increase the number of cars coming in and out of the area.

Acre of Community Use

Participants suggested a number of uses, including:

- Splash pad / swimming pool;
- Football / soccer area;
- Baseball diamond;
- Tennis courts;
- Floor hockey;
- Basketball court; and
- Passive / non-programmed area

Public Plazas Approach

- Really like the idea of having public plazas that are not concrete wastelands.
- The design should promote safety, e.g. good lighting and adequate areas to sit and good urban design.

Green Space Location

- Some participants said they would like to see the new park located in the centre of the Allen District as opposed to the southern edge.
- Expand the greenway to allow for additional uses, e.g. picnicking. It seems that its proposed primary function is to move people through the area.
- Move the greenway east into the centre of the neighbourhood area.

Retail Suggestions

- There is a need for better access to a large grocery store.
- Big box stores should not be allowed in the area.
- There is a need for a Starbucks Coffee shop in the area.

FEEDBACK SUBMITTED AFTER THE MEETING

Some participants submitted written feedback after the meeting. Highlights of this feedback include:

Presentation Materials

- The presentation should show more detail, not less as some suggested.
- Better highlight the new proposed traffic routes (lights / intersections along Allen Road). Many people in the community are very animated about traffic pressure.

Process

- Develop an online message board / forum where people can weigh in and share ideas about the draft Allen District Plan and ideas shared by others.

In addition to these comments, the Banting Park Homeowners' Association and the Balmoral Homeowners' Association submitted detailed letters in response to the draft Allen District Plan. The representative from the Balmoral Homeowners' Association also submitted comments on behalf of a member from their association. All feedback received after the meeting, including the details letters from the Banting Park Homeowners' Association and Balmoral Homeowners' Association are included in full in Appendix C.

NEXT STEPS

The Project Team thanked members of the Local Advisory Committee for their participation and feedback and reminded them of the upcoming Community Consultation Meeting. The project team said they would share the time and location of the meeting once they are finalized. Bianca asked participants to send any additional feedback within a week and committed to sharing a draft meeting summary with all participants for their review.

Appendix A – Participant List

Stakeholder Advisory Committee Meeting 1 Participant List

The following is a list of organizations that have been invited to participate in the Local Advisory Committee. Those organizations that participated at the meeting are signified by **bold text**.

1. **Balmoral Homeowners' Association**
2. **Banting Park Homeowners' Association**
3. **Bathurst Manor Action Group**
4. **Bathurst Manor Homeowners' Association**
5. Bombardier-Aerospace
6. **Canada Lands Company**
7. Cycle Toronto
8. **Department of National Defence**
9. **Downsview Lands Community Association**
10. **Downsview Residents' Association**
11. **Duke Heights BIA**
12. **Lawrence Heights Inter-Organizational Network**
13. Lumacare
14. Social Planning Toronto
15. Toronto Environmental Alliance
16. **Toronto North Local Immigration Partnership**
17. **Toronto Youth Cabinet**
18. TTC Riders
19. Walk Toronto

Appendix B – Meeting Agenda

Local Advisory Committee Meeting 1 Agenda

6:00 pm	Introductions & Agenda Review <i>Bianca Wylie, Facilitator, Swerhun Facilitation</i>
6:10	Welcome <i>Councillor James Pasternak, Ward 10, City of Toronto</i>
6:15	Process Overview, LAC Roles and Responsibilities & What We've Heard So Far <i>Bianca Wylie, Facilitator, Swerhun Facilitation</i> <u>Discussion Questions:</u> <ol style="list-style-type: none">1. Are there any other groups that you think should be here?
6:30	Presentation/Participant Briefing <i>Doug Stiles, Community Planning, North York District, City of Toronto (10 min)</i> <i>Bill Bryck, President & CEO, Build Toronto (10 min)</i> <i>Pino Di Mascio, Partner, Urban Strategies (25 min)</i> Questions of Clarification
7:15	Full-room facilitated discussion <u>Discussion Questions:</u> <ol style="list-style-type: none">2. Do you have any advice or comments on the presentation materials?3. What are the strengths of the draft Allen District Plan?4. What are the challenges you see with the draft Allen District Plan?5. What advice do you have regarding the identified "areas of community input" in the plan?<ul style="list-style-type: none">• Park programming• Acre of community use• Public art approach• Public plazas approach• Green space location• Retail suggestions• Sustainability approach Do you have any other advice or comments?
8:20	Wrap up and Next Steps
8:30	Adjournment

Appendix C – Written feedback submitted after the meeting

- Email from Downsview Residents' Association, May 4
- Email from Downsview Lands Community Association, May 5
- Email from Banting Park Homeowners' Association, May 9
- Response Paper from Banting Park Homeowners' Association, May 9
- Email from Balmoral Homeowners' Association, May 9
- Letter from Balmoral Homeowners' Association, May 9
- Email submitted from a member of the Balmoral Homeowners' Association not present at the meeting, May 11

[Email from Downsview Residents' Association, May 4](#)

I believe the community presentation materials:

1. Should actually show more detail (not less as some suggested);
2. And, better highlight the new proposed traffic routes (lights / intersections along Allen). Many people in the community are very animated about traffic pressure.

Thank you.

[Email from Downsview Lands Community Association, May 5](#)

Any chance we can have an e-message board where anybody can "weigh in" on various proposals ??
At any time ??

For example: Dr. D's concern about a lack of real supermarket in the District Plan.

He's quite right that the area is underserved in this regard.

However, the last thing anybody needs at a busy subway stop is a full-service supermarket with parking space for 300-400 cars.

In the abstract, not a bad idea however Sheppard/Allen is absolutely NOT the right place.

Downsview Lands Community Association

[Email from Banting Park Homeowners' Association, May 9](#)

Hi Bill and Carlo,

Hope this note finds you both well. Attached is the Banting Park Homeowners' Association response paper to the Allen District plan after our initial meeting on April 13th and secondary meeting on May 2nd.

In this paper you will find a variety of recommendations that are supported by the 100 homes south of Sheppard Avenue, west of Wilson Heights, east of Allen Road and north of Wilson Avenue that make up our homeowner association. We came up with these recommendations collaboratively and believe that they are a good compromise of understanding that there will be change in our neighbourhood, but making sure to consider those who have been living in the neighbourhood for many years who wish it to maintain certain characteristics.

We sincerely look forward to discussing this with you further.

Regards,
Banting Park Homeowners' Association

[Response Paper from Banting Park Homeowners' Association, May 9](#)

Introduction:

After a meeting on April 13, 2016, it has come to The Banting Park Homeowners' Association ("BPHA") attention that the unused areas surrounding the Banting Park community are to be developed and sold to developers through Build Toronto. The community in Banting Park has come together to develop a set of recommendations that are in line with both the City of Toronto's goals and what the BPHA feels is best for the community. The residents of Banting Park are concerned with the impact and plans for the development as well as the long-term construction that is about to start taking place.

The below response paper speaks to the concerns and recommendations that the BPHA has with regard to the Allen District Preliminary Plan in order to make the proposed development work best for the City of Toronto, Build Toronto and the residents of Banting Park.

The below is organized based on the guiding principles that were developed in the District Plan Vision. These principles include:

- "Civilize" Allen Road
- Create Gateways
- Provide Sensitive/Appropriate Transitions to Adjacent Uses
- Create a Vibrant, interconnected Parks and Open Space System
- Ensure that a Mix of Land Uses is Provided
- Promote "Greening" Opportunities
- Introduce High-Quality Built Form and Design

There are also a variety of prior city reports that were consulted as part of the recommendations provided. They include:

- Allen District Plan Preliminary Staff Report of December 15, 2014
- Downsview Area Secondary Plan
- Toronto Official Plan

These above plans outline achieving connected parks and open spaces, a mix of land uses that are supportive of the existing and planned transit investments, connecting lands to the surrounding city, demonstrating a high quality of urban design and supporting sustainable development. These documents outline the minimum and maximum densities across the district as well as the maximum heights. This document also includes requests for information from the BPHA that has not yet been provided. The BPHA looks forward to an open dialogue and eventual implementation of the recommendations below.

A diagram of the proposed Allen District Neighbourhood is included in Appendix A of this response paper.

Respectfully submitted and supported by,

The Banting Park Homeowners' Association (supported by the 100 homes between Banting Park, Sheppard Avenue to the south, west of Wilson Heights and north of Wilson Avenue).

"One of the most important things we can do to ensure the success of a development project is to work collaboratively with the groups and individuals these developments touch."

– Bill Bryck, President & CEO, Build Toronto (<http://buildtoronto.ca/city-building/engagement/>)

I. Guiding Principle: High Quality Built-Form and Design

Referencing The Allen District Plan Preliminary Staff Report of December 15th, 2014, one of the guiding principles is to introduce High-Quality Built Form and Design to the neighbourhood.

To this end, the BPHA would like to reference issues as presented to the homeowners' group by Build Toronto relating to these principles, and request changes made as laid out in the Downsview Area Secondary Plan as well as the Official Plan.

One of the Downsview Area Secondary plan's goals (2d) is to ***establish appropriate built form and land use relationships between developments in the Secondary Plan area***. The BPHA would like to see this goal carried out with the approval of the surrounding community. To this end we would address the issues of built form in the neighbourhood south of Reiner Road.

1. TOWNHOMES

- **Recommendation:** Townhomes should not be taller than the tallest homes on Reiner Road.
- **Recommendation:** Single detached homes should be built south of Reiner Road and other locations throughout the area as well.
- **Recommendation:** Developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its façades fit within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of both the Downsview Area Secondary Plan and the Toronto Official Plan.
- **Please see Appendix C and D for BPHA recommended townhomes.**

The BPHA points to these passages to support these assertions from the Downsview Area Secondary Plan:

- a) 4.1e ***land uses, densities and building heights comparable with adjacent communities*** and with height limitations imposed by the presence of Downsview Airport. The adjacent community just north of this neighbourhood has a mix of stand-alone bungalows, back-splits and two story houses. A comparable mix is required. Three story homes are not within this mandate.
- b) 10.2.3 a) Neighbourhoods will be designed as safe and attractive areas. Approvals of new development in Neighbourhoods will ensure that:
 - a variety of housing types is located on each street
 - Dwellings front or flank on public streets
 - A variety of façade treatments is provided
 - porch features are encouraged
 - opportunities are provided for significant views to the parks and open Space Areas system
- c) 10.2.3 b) Where townhouses are proposed to be developed, they will be dispersed throughout each neighbourhood, and not concentrated in one area of the neighbourhood. Generally, no more than 6 townhouses units should be included in each townhouse building.

Passages B and C above suggest that the Allen District plan presented does not match the requirements of the Downsview Area Secondary Plan. The new neighbourhood must be more creative in scope, housing types and designs, to create an important integrated community, with

features that support that integration such as porches and opportunities for significant views and a balanced lifestyle.

Further to this passage 11.5, a part of the Downsview Area Secondary Plan suggests it would be important that these values be adhered to ***“To ensure that the development of low density housing provides a pedestrian friendly environment and an attractive public realm, the development of detached, semi-detached and townhouse dwellings on lands affected by this Secondary plan will be subject to Siting and Design review”***. That process is laid out below in passage 11.5b: To implement this process, Siting and Design Review guidelines will be formulated by the development proponent for approval which:

- establish appropriate siting of dwellings and garages
- establish the appropriate extent of garage projections
- Control the repetition of building facades
- Ensure the provision of front porches\establish special façade treatment for houses on corner lots or T intersections and for houses flanking open spaces
- Identify minimum building design performance standards relating to such matters as minimum road pitches

The Toronto Official Plan also supports:

2.3.1 Healthy Neighbourhoods

- A cornerstone policy is to ensure that new development in our neighbourhoods respects the existing physical character of the area, reinforcing the stability of the neighbourhood.
- Policy #3; Intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact.

3.1.2 Built Form

Great cities are built one building at a time, with each new building making a contribution to the overall urban design of the City. Developers and architects have a civic responsibility to create buildings that not only meet the needs of the clients, tenants and customers, but also the needs of the people who live and work in the area who will encounter the building in their daily lives.

Toronto’s streets, parks and open spaces are defined by the façades of many buildings. The façade presents the building to the public, telling people about the building, what it is, where to enter, and what the character and functions of interior uses are. The individual façades of buildings that form the edge of a street or a park are read together as a common wall that defines the public realm and are part of the physical expression of Toronto’s collective vision, identity and history.

3.3 Building New Neighbourhoods

Once a decision has been made to develop an area as a new neighbourhood, a comprehensive planning framework is required. New neighbourhoods will usually need new infrastructure, streets, parks and local services to support new development and connect it with the surrounding fabric of the City. **They must also function as communities, not just housing.**

The requests of the BPHA are supported by both the Downsview Area Secondary Plan as well as the Official Plan as set out above.

2. CONDOS AND APARTMENTS

Recommendation: There is a desire to limit the height of the condos, apartments and office towers between 4-6 stories within the area with a step down in height.

The BPHA points to these passages and reports to support the aforementioned recommendation:

The Downsview Area Secondary Plan outlines minimum and maximum densities across the District as well as maximum heights.

It further expands on the urban design guidelines and what they should include. Built form would also be incorporated as part of the Urban Design Guidelines, with clear specifications for height and scale of built form. There is direction in the Downsview Area Secondary Plan that would support this desire.

Development policies (10.10.3) which apply to Mixed Use Area A and B:

- a) Height and building intensity are to be concentrated at the intersection of Sheppard Avenue and W.R. Allen Road. Buildings at the intersection may have a height of 45 metres.
- b) Buildings are to step down in height away from the corner to provide a transition to the surrounding stable areas. Buildings along Allen Road and Sheppard Avenue are to define streets in a balanced manner.
- c) Buildings are to be massed, at an appropriate scale to ensure good sunlight, sky views and wind conditions in streets parks and open spaces and away from the already established residential Banting Park community.
- d) Buildings are to be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, scale and texture architectural detail and expression.

These items would suggest a taller intensification at the major intersection corner followed by a step down process towards Banting Park, as well as the provision of proper scales to ensure sun and sky views.

Furthermore, the Downsview Area Secondary Plan in its implementation program states in 11.6b that:

Development plans should indicate the relationships of proposed buildings, structures and open spaces to adjacent developments sites, public spaces roadways, and pedestrian routes and should demonstrate how the development policies of this Secondary plan and of the relevant land use district will be achieved. More specifically such plans will show;

- The proposed massing of buildings, **including heights, setbacks** and distribution of density
- The location, dimensions and character of publicly accessible private open spaces and pedestrian routes, **showing continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets**
- **protection and enhancement of significant views and landscape focal points**
- location size and treatment of surface parking facilities

Also mentioned in the Allen District Plan Preliminary Staff Report:

Mid-rise buildings are to be the predominant scale of built form on public streets. Low-rise will be located in *Neighbourhoods* and special attention will be paid to sites that form the terminus or frame of a view corridor.

The minimum and maximum densities set out in the Secondary Plan range from 0.85 FSI and 3.0 FSI, depending on the block, the use composition and residential cap in *Mixed Use Areas*. ***The minimum height for buildings fronting Sheppard Avenue and Allen Road are 13.5 metres, or four-storeys, and 10.5 metres, or 3-storeys, on other major streets, and 6 metres, or 2-storeys, on minor streets. The ground floor heights of multi-storey mixed-use or non-residential buildings will be a minimum of 4.5 metres.***

Keeping the above items in mind, the BPHA feels the need to address the neighbouring community in a much gentler way. The minimums suggested above treat the established neighbourhood with respect and should be kept at these levels. They highlight the complementary relationship which is desired in the Downsview Area Secondary Plan.

In the vein of complementary relationships, the apartment neighbourhood proposed which encompasses the building of 4 – 14 story buildings, should be limited to its relationship to its neighbours; the “neighbourhood” to the east which should consist of 2 story houses at the maximum and the mixed use area A and B which we have shown should be limited to buildings of 4 stories and under.

These passages from the Toronto Official Plan also support this notion:

3.3 Building New Neighbourhoods

Once a decision has been made to develop an area as a new neighbourhood, a comprehensive planning framework is required. New neighbourhoods will usually need new infrastructure, streets, parks and local services to support new development and connect it with the surrounding fabric of the City. ***They must also function as communities, not just housing.***

4.1 Development Criteria in Neighbourhoods

The stability of our *Neighbourhoods*’ physical character is one of the keys to Toronto’s success. While communities experience constant social and demographic change, the general physical character of Toronto’s residential *Neighbourhoods* endures. Physical changes to our established *Neighbourhoods* must be sensitive, gradual and generally “fit” the existing physical character. ***A key objective of this plan is that new development respect and reinforce the general physical patterns in a Neighbourhood.***

Development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including in particular:

- a) patterns of streets, blocks and lanes, parks and public building sites;
- b) size and configuration of lots;
- c) heights, massing, scale and dwelling type of nearby residential properties;**
- d) prevailing building type(s);**
- e) setbacks of buildings from the street or streets;**
- f) prevailing patterns of rear and side yard setbacks and landscaped open space;
- g) continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and**
- h) **conservation of** heritage buildings, structures and **landscapes**.

According to the Allen District Preliminary Staff Report there are issues still to be resolved. We agree with this direction and would be happy to open a dialogue to identify solutions.

3. GENERAL RECOMMENDATIONS – HIGH QUALITY BUILT FORM AND DESIGN

Recommendation: Upgrade the sewer system in the existing Banting Park neighbourhood. Consider new infrastructure for new technology. Renewing the sewer system in the Banting Park neighbourhood is an important priority. At this time, it is difficult for the BPHA to weigh in on where this should be as there is a request for information below.

Request for Information: The BPHA requires clarification on this including what the storm water facility will look like, its size, the noise level and whether it can be integrated (aesthetically and functionally) into the community.

As per the Allen District Preliminary Staff Report:

Servicing capacity is of critical importance throughout the District Plan area and it is vital that there is sufficient municipal servicing capacity to accommodate the anticipated growth. Storm water and wet weather flow will management will recognize that upstream water conditions and its treatment may have downstream impacts.

Servicing and Storm water Master Plan:

The Downsview Area Secondary Plan Review also included the preparation of a Servicing and Storm water Management Master Plan which fulfills the requirements of Phases 1 & 2 of the Municipal Class Environmental Assessment process. Development within the Secondary Plan area, and subsequent Districts, will require the introduction of public services in new municipal right-of-ways that connect the City's servicing infrastructure.

The Toronto Official Plan supports this notion as found here:

2.3.1 policy 5. Environmental sustainability will be promoted in *Neighbourhoods and Apartment Neighbourhoods* by investing in naturalization and landscaping improvements, tree planting and preservation, sustainable technologies for storm water management and energy efficiency and programs for reducing waste and conserving water and energy.

Recommendation: Insertion of a community retaining wall beside Banting Park. Please see Appendix A for details.

A community retaining wall should be considered with openings along the new "Street A" running parallel to Banting Park. This is especially necessary due to the influx of noise that will be created with four lanes being proposed for Street A as well as its future predicted use as an alternative to Allen Road. There is precedent for this seen in the newer Balmoral neighbourhood community east of Wilson Heights and south of Reiner Road. It should be a wall separates that community from the roadway.

The consideration for such a structure is:

- Lessen the noise to the neighbourhood created by the extra traffic and animation
- Delineate the residential from the business community, and create a "suggestion" for proper street transit usage
- Lessen the increased dust and pollution created by extra visitors and businesses
- Create a safer Park system for children and families

Recommendation: Insertion of swale buffer zone and wrap-around park to separate the homes on the south side of Reiner Road from the large new development under consideration. Include barriers to entry and new fencing for separation and noise prevention purposes.

In order to have a reasonable distance between the existing longstanding homes on Reiner Road and the new development and in order to keep the existing swale which helps with the high water table in the area, it is recommended that a buffer of the wrap-around park with the swale buffer zone be implemented. This would also help with greening the community, which is a fundamental goal of the Toronto Official Plan.

Recommendation: All affordable housing units should be purchased units as originally committed on April 13, 2016 at the Build Toronto and the BPHA meeting. It was said that there would be no rental units, however, on May 2, 2016, this was not stated in the same way, proposing a 150 units of rental and 150 units of ownership. In order to best fit in with the long-standing residents of the community, the BPHA is looking for the same, long-term ownership without leading to a transient neighbourhood.

Conformity with the Official Plan and the Downsview Area Secondary Plan is requested, with specific respect to affordable housing, Section 37 of the Planning Act, community services and facilities, transportation, density, development of new neighbourhoods, public art, built form, public realm and implementation.

Recommendation: Assessment of Urban Design Guidelines, with specific respect to building heights, spatial relationships between buildings, building types and conformity with Council approved Mid-rise Building Design Guidelines and Infill Townhouse Guidelines.

Recommendation: Road and block pattern and appropriateness of the size, configuration and building orientation of proposed blocks to support the Built Form and Public Realm objectives of the Downsview Area Secondary Plan

Recommendation: The protection and creation of view corridors as it relates to the Downsview Area Secondary Plan.

II. Guiding Principle: Sensitive and appropriate transitions to adjacent uses

Specific to the buildings on Sheppard Avenue and the Allen Road, the Downsview Area Secondary Plan states that the buildings will be stepped down from the corner to provide a transition to the surrounding stable area and 45 metres (13.6 stories) in height. The buildings are to be parallel to the Allen Road. There will be no reliance on the local residential streets to support the land uses or developmental level of the plan. The arterial road network will not link to or impact the surrounding neighbourhood.

Recommendation: The BPHA recommends that the apartments at the high density area located at the corner of Allen and Sheppard be at the same level of the condos on the south side of Sheppard just west of Wilson Heights and the top 3 floors of the apartments are stepped down toward the new development (facing east from Allen Road).

Recommendation: Consider reducing the number of lanes on Street A to two lanes as opposed to four lanes. Putting four lanes next to our residential area will not only increase the noise in this already established neighbourhood, but will add exhaust to the park system and to residents directly facing the park. The BPHA is very concerned about the added noise that will be brought to the area as this is going to be a direct artery to offset traffic on Allen Road.

III. **Guiding principle: Create a vibrant interconnected parks and open space system**

The Allen District Plan lays out a plan for building houses but falls short in creating an integrated community. The addition of 450 new units will not allow for this. In order to develop a proper walkable, cycling and pedestrian community, a much broader park, walking and cycling system needs to be put into place. To that end we suggest that:

- a) **Recommendation:** Extend Banting Park to wrap around the south lots of Reiner Road to Wilson Heights. This would provide for a more central park, and act as a buffer for the established neighbourhood.
- b) **Recommendation:** Redesign the new and old Banting Park to include new splash pads and amenities for new families. As many people will be moving into the area, these resources should be increased.
- c) **Recommendation:** Retain the storm ditch corridor (swale) as a natural and important drainage feature and create a buffer between the Reiner Road lots and the wraparound park. Include barriers to entry and new fencing for separation and noise prevention purposes. Many houses already have experienced flooding in the area and are concerned about the effects of the development.
- d) **Recommendation:** Extend the park system as a series of connected parks and parkettes along the central north-south corridor from the wraparound Banting Park south to the ramps
- e) **Recommendation:** Reduce the size of the park at the south end at the ramps to accommodate the parks/parkette system.
- f) **Recommendation:** Include a series of cycle tracks and pedestrian walkways along this corridor for connectivity.
- g) **Recommendation:** Design the greenspace and open spaces in order for the corridor to frame the scenic view to the downtown vista. These views are what exist today and greenspace/open space can be designed to maintain this vista.
- h) **Recommendation:** The addition of 450 units will not allow for open space/greenspace and provides an unbalanced neighbourhood, without any thought to an open space system, walkability and cycling options. The number of units should be reduced to half at 225 units.

These items are supported by the Downsview Area Secondary Plan. In Section 4.1 (The Overall Development Structure), the plan states in 4.1c that it will be structured by the unique natural features of the area including meadows, ridges, **natural drainage, and low lying areas, as well as the views and vistas to the open prairie like landscape, wooded areas and downtown.** Section 10.1.3 of the Downsview Area Secondary Plan (Development Policies) suggests that natural features in land designated parks and open spaces such as existing wood lots, vistas from high points of land and **water features are to be preserved restored and enhanced where feasible.**

Section 4.2 states there will be a “park-like character of public realm” and a (4.1a) system of high quality linked parks and open spaces which contribute to the establishment of a cohesive park identity and that (4.2 b) pedestrian and cycling trails established with linkages to regional open space system.

Section 7 of the Downsview Area Secondary Plan supports transportation and circulation policies:

7.1 a) states that the transportation system should provide a balanced range of travel options **which encourage walking, cycling and transit** to make the most efficient use of existing and future transportation infrastructure.

Section 7.5 - Bicycle and Pedestrian Circulation - encourages walking and cycling in the area through; well designed and safe off road bicycle trails and on street bicycle lanes and pedestrian and cycling paths with direct and convenient connections to rapid transit stations and bus stops to transit.

The above points are also supported by the Toronto Official Plan:

Section 2.3.1 Policy 6

Community and neighbourhood amenities will be enhanced where needed by:

a) improving and expanding existing parks,

Section 2.3.2 Policy 2

Public agencies and Torontonians will be encouraged to support the protection, enhancement and restoration of links within and between elements of the *Green Space System*.

Section 2.3.2 policy 3.

The *Green Space System* will be expanded by linking additional parks and open spaces by:

a) acquiring such linkages, where feasible;

For additional supporting points from the Toronto Official Plan, consult Appendix B.

IV. Guiding Principle: Ensure that a Mix of Land Uses is Provided

The Allen District Plan Preliminary Report includes a blend of home types: single, duplex, townhomes and apartments. The BPHA supports a reasonable blend of homes complementing the existing neighbourhood. Please see Appendix D for examples of the townhomes that should be facing the south side of Reiner Road and Appendix C for the rest of the townhomes progressing towards Wilson Avenue.

The Allen District Plan Preliminary Report specifies that low rise dwellings in the form of: semi-detached, townhouses, stacked and/or back to back townhouses that are primarily lane based and with heights between 2.5 to 4 stories. With no single family homes in the area, this will not create a smooth transition to the Banting Park neighbourhood and will create a less than ideal flow into the existing neighbourhood. The Downsview Area Secondary Plan refers to detached, semi and townhome plans in the transportation assessment which is contrary to the Allen District Plan and requires clarification.

Recommendation: The BPHA does not support the development of 4 storey townhomes as these are not considered “low rise” and would be taller than all current homes in the Banting Park area and Balmoral.

The concern is that stacked townhomes will increase the density of the area, which is not consistent to the adjacent neighbourhoods and parking, traffic, noise and pollution will increase to unacceptable levels. The BPHA is also concerned if the parking for the townhomes is via a laneway into parking garages behind the townhomes. This layout has been proven to be unsafe in downtown neighbourhoods and does not create a sense of community but a grouping of buildings. This design is not consistent nor does it flow naturally into the existing neighbourhood.

Request for Information: The BPHA is requesting the detailed plan for area 7 including the swale. BPHA requests the lot plan with details relating to lane-based housing.

Request for Information: The environmental study must outline the impact of the mixed-use areas and the residential areas impact to the existing water table as well as plans to eliminate flooding in the new and existing community. This area currently has a very high water table and any plan must consider this.

The Allen District Plan Preliminary Report includes an institutional block area 5 (on map) is proposed but there are no details as to what this would include or if this is still included in the most current plan.

Recommendation: If it is for a school, then the BPHA would support the inclusion of a school for the new residents. Furthermore, the BPHA supports the development of a community centre to serve the larger area and suggest that the City and/or the YMCA be included in the development.

The Allen District Plan Preliminary Report refers to Zone 6 Banting Park to be redeveloped into a 4.1-hectare park with structured parking beneath.

Request for Information: The community would like to know how many spaces would be included and how would the traffic enter the parking area. The community does not want this access off of Banting Avenue. The community is also not supportive of parking underneath the park due to an increase in noise and exhaust.

Recommendation: Build a multi-tiered parking structure underneath the commercial buildings or under the station or even across the road with underground pedestrian linkages, away from residents and not under the greenspace (Banting Park).

The Downsview Area Secondary Plan classifies Banting Park as mixed use.

Request for Information: The community requires clarification on this and how it compares with the Allen District Plan.

Zoning and Noise concerns:

Recommendation: The mixed use areas should be zoned as residential with noise by-law restrictions i.e. no delivery vehicles from 7p.m. to 7a.m. Monday to Friday and no delivery on the weekend. There should also be rules in place for the usage of public space west of Street A, especially if it is being used for public events.

Request for Information: Need more information on where the TTC buses will pick up and drop off. Will this be covered by the office/residential buildings?

V. Civilize Allen Road

The BPHA is in favour of making the Allen Road more retail friendly and understands the need to develop the space. However, it is important to keep in mind the goals of the current residents as well as what most makes sense for the Banting Park neighbourhood. The following is recommended by the BPHA:

Recommendation: Reduction of the number of townhomes as previously mentioned (225) in order to ensure a vibrant, interconnected park space which is abiding by city goals. This should also include walking and bike pathways, which should include bike lanes that extend down the Allen and around Banting Park.

Recommendation: All major retail (ie. grocery store) should be where the existing TTC parking lot at Downsview is located (south end) which is situated closer to Allen Road. There should be no ability to hear cars or have them park close to Reiner Road or close to Banting Park. Only walking and bike entrances should be close to Reiner Road and Banting Park, if entrances are required close to these locations.

Recommendation: The condos should be closer to Allen Road and not to Banting Park. It may make sense to alter or change the directions of the condos so that they are no peering into the houses already located near Banting Park.

Recommendation: The types of tenants to be included in the grade level retail should include grocery stores, bakeries, cafés and restaurants. It should be made a community, not just another place to drive and stop by on their way home from work. It should be linked to walking and cycling trails.

VI. Promote Greening Opportunities

As mentioned previously, the BPHA has suggested many greening opportunities, including expanding Banting Park and keeping the aforementioned swale. However, a few other ideas include the following:

Recommendation: Replant the pine trees next to Banting Park to encourage privacy as well as behind the firehall.

Recommendation: Consider including privately owned public space on the east side of the mixed-use development facing Banting Park.

VII. Construction Concerns

The community is worried about the increased traffic and construction in the area. To that point, we request that much care is taken to create a plan respecting the current neighbourhood. With that in mind here are our requests:

- **Recommendation:** The home base of operations should be located at an area at a reasonable distance from the Banting Park community
- **Recommendation:** The site should be placed with immediate access to the construction area.
- **Recommendation:** There should be no access to the construction site from Banting Avenue and Reiner Road or Banting Park.
- **Recommendation:** No storage of materials on Banting Avenue and Reiner Road, neighbouring roads or in Banting Park.
- **Recommendation:** No obstruction of Wilson Heights at any time.

VIII. Traffic Concerns

The Downsview Area Secondary Plan refers to the transportation plan but offers no details other than "the transportation master plan outlines the needs and requirements to support the development and the environmental assessment that needs to be conducted to support this development. There will be signaled access to Allen Road from the new areas."

Recommendation: The BPHA supports the Allen District Plan not to link Reiner Road or Banting Avenue to these newly developed areas.

Recommendation: No access to Wilson Heights directly from Allen Road.

Recommendation: Traffic on Banting Avenue and Reiner Road should be limited to "local traffic only." This should be signed accordingly. The amount of people that use Banting Avenue and Reiner Road as a "short-cut" to Wilson Heights and the 401 will only increase with the new residents being added and this should not be the case. A review of the street access should be conducted during rush hour. Recommendations could include closing a street, one-way access to a street for a portion of time etc.

Request for Information: provide the BPHA with a copy of the transportation plan so further community engagement and feedback can be obtained.

IX. Additional Requests For Information

- Provision of any shade assessment that was completed or to complete a shade assessment and provide to BPHA
- Conduct additional traffic studies to understand traffic flows on Banting Avenue and Reiner Road during rush hour
- Ensure that the environmental study outlines the impact of mixed-use areas and the residential areas impact to existing water table. Include plans to eliminate flooding in the new and existing community as the area has a very high water table. The swale is the current run-off for south side Reiner residents as well as the existing field. This must be addressed in order to minimize the impact of the high water table.

Conclusion

The BPHA is aware of the changes that need to happen to our neighbourhood and understand the goals of development next to the subway and the open spaces near Wilson Heights. However, the development must be right not only for the City of Toronto and Build Toronto to maximize revenue and density opportunities, but also for the residents of Banting Park and other surrounding communities. The proposed density, height, lack of thought-out greenspace and the four lane Street A, as well as the lack of storm water management planning is very concerning to the BPHA. As well, many houses already have experienced flooding in the area and are concerned about the effects of the development.

These concerns and “issues to be resolved” are laid out in the Allen Staff Report and we request dialogue and input on how they attend to deal with these issues. We would like to see items recommended in the Downsview Area Secondary Plan and the Toronto Official plan used as guidelines as well in this project. The BPHA is open to dialogue and is expecting a response on the aforementioned recommendations and looks forward to hearing a response from Build Toronto and the City of Toronto.

Appendix A – BPHA proposed plan for the Allen District

**POSSIBLE OPTIONS FOR A REVISED NEIGHBOURHOOD COMMUNITY
7.2 Public Open Space**



Map 20 - Public Open Space System

MIXED AND LOWER HOUSING

TALLER HOUSING HERE – AND ALONG WESTERN EDGES ALLOW FOR STEP UP TO APARTMENT/CONDO COMPLEX AND FRAMES VIEW CORRIDOR

PARKS, CYCLING, WALKING

- Park system connects all communities
- promotes walking, cycling and supports healthy lifestyle
- central park brings community building opportunities
- cycle tracks connect neighbourhood,

BEST PARK (Banting and Best)

- new central park is animated
- activation creates and serves entire community – brings community together
- creates view corridor to protect views of downtown skyline
- focal point for community centre

SWALE BUFFER ZONE

- Natural swale landmark preserved
- Storm ditch helps to stem flooding in community
- protected by trees and wall/fencing

BANTING WRAPAROUND PARK

- Acts as buffer to older community and creates park space
- passive park which services cyclists and pedestrians with seating and trees

BUFFER WALL

- protects against noise, dust, traffic, dirt along road A
- allows access points to TTC and commercial community

Appendix B – Toronto Official Plan's excerpt pertaining to the creation of a vibrant interconnected parks and open space system

Chapter 2

The Toronto Walking Strategy (2009) aims to build a physical and cultural environment that supports and encourages walking, including vibrant streets, parks, public squares and neighbourhoods where people will choose to walk more often. By envisioning a city where high-quality walking environments are seamlessly integrated with public transit, cycling and other sustainable modes of travel, the strategy sets out a plan that will produce tangible environmental, health and social benefits for residents and visitors to Toronto.

Section 2.4 Policy 13

Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including: an expanded bikeway network;

Chapter 3 policy 8

Scenic routes with public views of important natural or human-made features should be preserved and, where possible, improved by:

- a) maintaining views and vistas as new development occurs;
- b) creating new scenic routes or views when an opportunity arises; and
- c) increasing pedestrian and cycling amenities along the route.

Section 3.1.5

The conservation of natural heritage is also an important element of heritage conservation in Toronto. The Official Plan provides for the conservation of Toronto's urban forest, ravines and river valleys in policies protecting the Natural Heritage System contained in Section 3.4 and Map 9 of the Plan. The conservation of important heritage resources includes those policies protecting Toronto's Natural Heritage Areas.

As Toronto continues to grow and intensify, this growth must recognize and be balanced with the ongoing conservation of our significant heritage properties, views, natural heritage system, and landscapes. In this context, the regulatory tools available to the City will be used to conserve the significant cultural heritage values and attributes of our heritage properties. Conservation of cultural heritage resources not only enriches our lives, it is an important shared responsibility and a prominent civic legacy that we must leave for future generations.

PARKS Section 3.2.3:

Policy #3

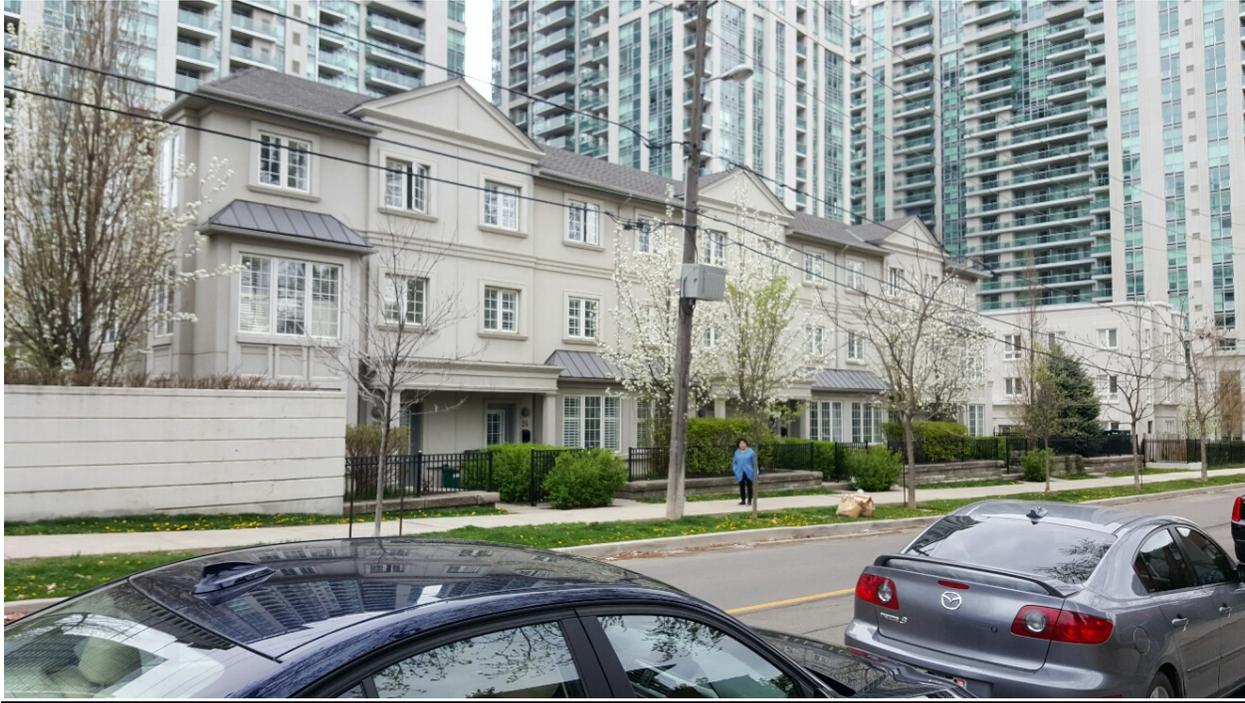
The effects of development from adjacent properties, including additional shadows, noise, traffic and wind on parks and open spaces will be minimized as necessary to preserve their utility.

Section 3.4 Policy 1b

Protecting, restoring and enhancing the health and integrity of the natural ecosystem, supporting biodiversity in the City and targeting ecological improvements, paying particular attention to:

- i) habitat for native flora and fauna and aquatic species;
- ii) water and sediment quality;
- iii) landforms, ravines, watercourses, wetlands and the shoreline and associated biophysical processes; and
- iv) natural linkages between the natural heritage system and other green spaces

Appendix C – Examples of recommended stacked townhomes



Appendix D – Examples of recommended semi-detached townhomes facing the south side of Reiner Road



[Email from Balmoral Homeowners' Association, May 9](#)

I've attached some notes from the meeting and review of the material. It is difficult to get behind a draft plan that clashes with what has historically been advised to the local residents, that if Downsview Park and the Allen lands were not to remain as parkland, then at least they would be single family unit homes to match those in the neighbourhood, and to retain the suburban experience.

What is disconcerting is how late in the process the local community is actually being consulted. It does feel that the downtown councillors have dictated to the city planners what they want to happen up here to create their sort of community. The idea that the destruction of the Allen Road could re-emerge in spite of residents' wishes is very disconcerting. No one was aware that the Howard Moscoe legacy project had been resurrected.

Anyhow, please find notes, such as they are at this time.

Kind regards

[Letter from Balmoral Homeowners' Association, May 9](#)

BUILD TORONTO

ALLEN DISTRICT PLAN

LOCAL ADVISORY COMMITTEE MEETING #!

1. Advice or comments on presentation materials

Maps should be larger in hand-outs, otherwise it is hard to identify what is planned in terms of buildings and road.

The presenters should have some speech training. There was a lot of monotone accompanied by ers, ums, uhs, so's, etc. Try sending them to Toastmasters at the very least for some reasonably priced training.

2. Strengths of the draft Allen District Plan

Bus lanes

When asked if the roads will be subject to arbitrarily converted to bus lanes at whim of the TTC, there was the vague suggestion that apparently, the TTC have been asked if they will release the Dufferin Road bus lanes that they took a few years ago. Once the new subway line is up and running, this is allegedly a possibility...that the TTC may give back the 2 lanes. More lanes for traffic will be a strength.

Subsidized housing

Stated that there will NOT be any subsidized housing in the residential units.

3. Challenges of the draft Allen District Plan

Destruction of the Allen Road

Destruction of the Allen Road as a useful traffic conduit by turning it into a congestion causing boulevard. Local residents objected to this ridiculous idea when former councillor Moscoe tried to impose it as his legacy project, and all are horrified that it has somehow re-emerged. It doesn't matter how it is coated as civilization or normalization, it is neither. It is not civilized nor normal to generate traffic congestion as part of the downtown councillors' war on cars, but as noted at the meeting, it is paralyzing.

Drafting a plan claiming that there will be retail available on the Allen Road but not allocating parking space is not good planning. Claiming that the "boulevard" will be like University

Avenue is not a good advertisement. I work alongside University Avenue and the green parts are taken up by homeless people and panhandlers, and no one saunters along it smelling the roses. It will not be a strolling boulevard, as claimed at the meeting.

The Allen Plan will create total gridlock. There are insufficient roads for vehicular traffic being created, nor is the current congestion being addressed in a sensible way. The references to using the TTC are nonsensical because at rush hour, the subway is already full when it leaves Downsview. When the subway reaches York University, the subway car load will not cope. 2 lanes for traffic were already lost to the TTC on Dufferin causing a bottleneck and traffic jams on the Southern element of the Allen Road.

We were advised that roads through the new development will ease congestion as people find shortcuts. However, with another estimated 42,000 people coming into the area per day it is not realistic to believe that adding a main route through the development with a few side-roads will solve all problems at Sheppard. Current plan totally omits the traffic flow from Bathurst Manor and Balmoral.

All in all, the Allen Plan seems deliberately calculated to cause congestion.

Increased residential unit numbers and renters to be introduced

The proposed residential buildings are not what was historically represented to the local residents, and the demand for density from downtown councillors appears to be paramount. From descriptions received so far, not a single residential unit to be built will actually match the current local community. Whilst it is not expected that detached single family unit homes will encompass the whole project, there should have been some blending.

The unit estimates are now approximately 3000 residential units for an estimated 6600 residents (up from 2700 units at an original meeting). Can the city & Build Toronto be trusted to stick to this higher number, as it has already moved upwards by more than 10% in less than a month.

Estimate 300 units for affordable housing. 50% renters and 50% owners. This did not meet with my recollection from the original meeting. We were told at that consultation that there would not be renting and that there would be pride of ownership as promoted. Confirmed by another Homeowners Association that they were told the same thing as we were.

Concern re support by emergency services being able to meet increased demands.

“Consultation”

It is inappropriate that the city and Build Toronto have had 45 meetings with city staff to dictate the terms of a new community in the neighbourhood, and had engaged a Project Team (which included 2 public art sellers as strategists, hopefully a conflict of interest will ensure that they do not supply the public art, nor have industry colleagues on other Project Teams who will recommend their art, whilst they recommend theirs to be purchased out of the public purse), but that only now are Build Toronto and the city coming to the local community that actually exists for their input. It is not clear how the Project Team was selected.

Build Toronto & the city stated often at the presentation that they are creating a new community with their “vision”. Unfortunately, they appear to be dictating the new community, and appear to have missed the 1960s when “communities” were created by city planners, with unfortunate results for their social engineering.

Safety

No evidence of safe pedestrian crossing points given the huge influx of potential residents with services (especially schools) to be on the other Eastern side of Wilson Heights.

Sewage through South End of Balmoral

Sewage piping is to go under and through Almore when they increase flow from new units. How long will such building work take, and how safe will it be with thousands of units flowing their sewage through the area?

4. Areas for community input

Park/Green Space

No cricket pitch under any circumstances. The logical reasons were put forward by the city planner that it is an expensive, restrictive and single use resource for which there is no local demand. There are already local cricket pitches at G Ross Lord Park and over at Keele. Possible alternatives include a football/soccer field, street hockey, tennis courts, badminton, volley ball, basketball, swimming pool/splashpads, playgrounds, or a simple green space to throw or kick a ball, fly a kite etc., etc. Not clear why this was ever floated by the downtown councillors.

Public Plaza - Pedestrianisation & meeting points

Given the potential for crime hot-spots in such pedestrianized zones, the Allen Plan should ensure that there are highly visible and lighted meeting spots. Do not just plonk some concrete

wasteland down (as per Mel Lastman square) with some pseudo art installations and expect it to be an area where people will be glad to congregate. Put things in that people will congregate at... play grounds, wifi hotspots, exercise equipment or inclines, walking/running circuits, etc. Ice rink for the winter.

Public Art

No abstract concrete sculptures that mean nothing to most people, otherwise than a waste of public funding. Try voting on it, and have nothing as an option. If they can be climbed on by kids, that may be worthwhile. Murals can add colour, and perhaps blending lighting into the art will also deter crime.

Ampitheatre for shows, concerts, movies.

Retail

Demand was made for a supermarket. Balmoral's request a Starbucks. High end supermarket(s) such as Whole Foods.

Comments submitted by Balmoral Homeowners' Association on behalf of a member that was not present at the LAC meeting, May 11

We received from comments from one of our members who attended the initial meeting with the Balmoral Homeowners Association. I attach the comments below:

General insights:

- 1 Members in the Balmoral Community are very concerned about the presentation materials, as they appear to overlook key issues raised during the consultative meeting between the Balmoral Homeowners Association (BHA) and your planning committee. More specifically, BHA highlighted, among other key concerns and comments, that the proposed development plan will increase congestion on the Allen as well as on neighbouring streets. In fact, a member of the Balmoral Community was tragically struck and killed on a street adjacent to Joel Swirsky Boulevard due to over congestion in that area. Your plan to introduce "affordable housing" indicates that the traffic on the roads will increase, yet the existing issue concerning over congestion is not being addressed. In addition, the schools and daycares in our community are over populated. In fact, a number of young families (including mine) have been placed on waiting lists that are in excess of a year to secure a spot for their children to attend. As a result many families drive, on average, 30 to 65 minutes away from our community to place our children in schools and daycares. While this concern was raised several times during the consultative meeting with BHA, there is no reference in your plan to address this issue, nor is there any mention to the creation of new daycares or schools within your development plan.
- 2 I find it very difficult to comment on the strengths of your plan at this stage, as it appears to represent a narrow sighted view of "development" which overlooks the current needs, challenges and unique opportunities within our community. I strongly recommend that no development is undertaken until the plan is revised to incorporate key issues raised by the primary stakeholders in the community---the people!
- 3 In addition to over congestion on the roads and a lack of daycare and school spaces for children, we are also concerned with the anticipated increase in crime in the Balmoral Community due to introduction of misplaced development plans. For example, the BHA was informed during the consultative meeting that there would be a mix of condos and rental units in the development plan. However, your presentation material suggest that there will primarily be "affordable housing" units, which suggest high congestion and low income properties within our community. Your plan further excludes the vision of green spaces (another point of concern raised during the BHA consultative meeting). With the increased number of people, where are the parks and open spaces for communities to gather? I suspect that there will also be an influx of people in our small community park area (which is openly intended for public enjoyment, however, over capacity issues need to be factored into the plan when considering issues such as maintenance and upkeep of such public spaces).

- 4 The items here are difficult for me to comment on (as I was not present at the presentation where the planners may have elaborated on each item). In the power point handouts I have, each item is listed, but I don't see how the planners have defined each item, nor how they envision the implementation of each item. In sum, I need more information on these points before commenting.

In respect of comments on paragraph 4, I was unable to provide more information because I do not recall additional insight being provided at the presentation above and beyond the Powerpoint.

Kind regards