

## **URA York Downs Update September 3<sup>rd</sup> 2018**

Dear Mr Mayor and Members of Council, there is an in camera agenda item related to the York Downs redevelopment at DSC on September 5<sup>th</sup>. This email will hopefully inform you as to any particular line of questions you might like to pursue on resident's behalf. At Council on June 26<sup>th</sup> you passed a motion asking that staff, the applicant and residents continue to work together to resolve issues. Meetings were held on Aug 21 and Aug 29 between staff, the applicant and URA and NCRA resident groups, here is the current status from the URA perspective.

**TRCA Approvals.** The current status of this key item is unknown. We believe the expected report on the current application should be made public, and that all items should have a legally enforceable resolution prior to any form of approval to proceed with the development.

**Traffic.** Our initial position was that the development is of too high a density. We are now focussed on coming to an arrangement on traffic/transportation that will accommodate the density. Verbally, all seem to be in agreement that development will be phased as traffic/transportation capacity allows, so that prior to registration of each phase of development, the required improvement plan will be implemented based on monitoring. This process to be documented and enforced through the draft plan conditions. While URA supports this concept, we have several concerns, see below, with progress to date, serious enough that there is insufficient basis for even conditional approvals of this application as yet.

- The baseline traffic monitoring report (Poulos & Chung, Traffic Impact Assessment October 2016) in the application uses data from the GTHA-wide Transportation Survey (TTS) of 2011 and is now 7 years out of date. An updated baseline monitoring report is needed and should be filed with the application.
- The traffic/transportation plan used to support the first phase of development, (based on tweaking intersections on 16<sup>th</sup> Ave, P&C report April, 2018), is incomplete. It deals only with the Kennedy/16th intersection. P&C informed the all-party transportation meeting in May that they were studying needed improvements at Warden/16th, to be submitted in September. This report should also be filed with the application and made public.
- The wording of the draft plan conditions documenting the traffic/transportation plan should to be made available for public review prior to approving the application in order to assure residents that the process is enforceable. There is no need for this report to be in camera.
- The reports to justify future phases of the development should also be made public. Each phase of York Downs is larger than most complete developments, and residents deserve to know that the process is working and enforceable. There is currently no commitment to make these reports public.

**Block 19 (Red Block).** Our initial position was that this should be moved in favour of low rise residential reflecting the existing Normandale community to the south. We were also of the position that the success of retail is not assured in this location. In the spirit of finding an overall accommodation we are now focussed on maintaining as much of the current look and feel along 16<sup>th</sup> Ave as possible. The following represents our understanding of the applicant's suggestions on August 29th which we believe does represent something we could take to our membership if it can be enforced. The challenges with that are that we need to see the contents of the final staff report,

and also some of these items are typically not dealt with at this stage but at a future site planning stage for example. A good line of inquiry would be to see how much of the following could be enshrined in any conditional approving motion. This would help to avoid an OMB issue on this item. For context the entire block would be limited by the proposed OPA and ZBL to 3 stories overall with the front half of the block also limited to a height of 13.5 metres.

- Retail/Commercial:
  - A set of design principles broadly similar to the existing development at Major McKenzie and Kennedy.
  - A limit of 2 stories and 12.5 metres in height (not including architectural features) on the south portion.
  - No drive thru businesses.
  - A limit of 120,000 square feet GFA.
  - A limit of 3,700 square metres total retail, and limit of 2,350 square metres limit on any grocery/supermarket.
  - A 6 metre treed buffer along 16<sup>th</sup> Ave.
- Residential:
  - A condominium owned townhouse development will face 16<sup>th</sup> Ave, as per the sketch shown on August 29<sup>th</sup>, with access to the homes being from a 6 metre wide window street, not directly from 16<sup>th</sup> Ave.
  - An additional 3 metre treed buffer between the window street and the region owned land on 16<sup>th</sup> Ave.
  - The major portion of property facing 16<sup>th</sup> Ave will be residential, with the retail/commercial occupying significantly smaller frontage.

**Block 20 (Condos).** The latest proposal (not in the current application) limits the front half of the block to 7 stories and the rear half to 10 stories. The reduction to 7 does reduce the number of homes likely affected by overlook, but still leaves a significant number of others. We appreciate the planning objective of a mixed use of housing types but still wonder why this could not be achieved by relocating this block elsewhere in the development.