

PUBLIC CONSULTATION REPORT



February 2019

66-80 DALE AVENUE

podium
DEVELOPMENTS

This Public Consultation Report summarizes the input received on the development application for 80 Dale Avenue.

Purpose

Podium Developments, on behalf of the owner 80 Dale Avenue Ltd., chose to consult with the community to receive input on their current development application for 80 Dale Avenue. This consultation was voluntary and conducted in addition to the City's formal consultation required for the development application process.

This Public Consultation Report summarizes the input received from the following:

- **January 29, 2019:** A focused meeting with the condo board of 90 Dale Avenue
- **February 6, 2019:** Two public Community Information Meetings
- Input received through the dedicated email address

The report concludes with the key directions for the Podium Development team.

At both the meeting with the condo board for 90 Dale Avenue and the Community Information Meetings, the building layout and form, site access and parking, and landscape features of the development application were described and discussed.

Meeting with the Condo Board of 90 Dale Avenue

Five members of the board from 90 Dale Avenue met with Podium Developments on January 29th, 2019. Representatives from Podium provided an overview of the history of ownership of the site, starting with Build TO's (now CreateTO) sale to 80 Dale Avenue Ltd., as the new owner of the 80 Dale Avenue site. The purchase of 66 Dale Avenue was also explained as part of a park land swap proposed as a component of this development application. The City's planning policy framework (Avenue Study, Official Plan and Zoning By-law), interest in transit supportive development and the provision of affordable housing were described. The proposed development layout was explained, identifying the reasons for the location of the taller building with respect to the existing neighbourhood to the west and consideration of the tower, particularly with respect to light, views and privacy of units at 90 Dale and the surrounding neighbourhood. The proximity to a major transit station was discussed, and opportunities for a pedestrian and bike-friendly connection under Kingston Road were proposed in the application.

The following is a summary of the key issues and opportunities identified by the Board members:

- Tower was strongly opposed on the basis it was incompatible with the neighbourhood, would result in loss of views and would result in too many units affecting traffic and parking in the area (generally defined by Scarborough Golf Club Road, Kingston Road and the railway).
- Sympathetic to the affordability crisis and generally agreed that more rental housing stock was needed.
- Interest in the provision of a new road under the rail tracks and diverting traffic away from Dale Avenue.

- Interest in location of garbage facilities and whether they would be indoors. It was discussed that 90 Dale has a problem with the public dumping outside of their dumpster bins at the north side of their building.
- Concerned about the use of balconies as bicycle storage locations.
- Interest in why the development was being considered for only rental.
- Interest in the opportunity to provide a safe pedestrian and cycling connection to the GO Station.

Community Information Meetings

Councillor Ainslie's office was contacted for information on the best location and date to hold the community information meetings. Of the two dates suggested by the Councillor's office, February 6th was selected based on the team's availability. Unfortunately, the location suggested by the Councillor's office, Cedar Drive Junior Public School, was not available on February 6th, nor were many surrounding locations. The meetings were held on Tuesday, February 6th, 2019 at the Scarborough Village Recreation Centre located at 3600 Kingston Road.

A notice ([Appendix A](#)) was hand delivered on Monday January 21st to all addresses between Scarborough Golf Club Road, Dale Avenue, Kingston Road and the rail line.

Two community information meetings were held on February 6th, 2019, one at 5:30 pm and a second at 7:30 pm, to give residents options for attendance based on their schedules. Both meetings had the same format and shared the same information. Approximately 29 people attended the 5:30 pm meeting and approximately 21 people attended the 7:30 pm session. Councillor Ainslie and two staff members from City of Toronto, Scarborough District Community Planning departments were also in attendance for both meetings.

The meeting began with a presentation by the developer and members of their planning and design team ([Appendix B](#)), followed by questions from meeting attendees, and table group discussions where participants were asked to share their thoughts by recording notes on the building design and layout, site access and site landscape. The meeting format was designed to enable meaningful conversations between Podium and community members to provide the developer with a deeper understanding of issues and community concerns in order to determine how the current development application could be modified. This type of conversation and resulting understanding is not possible through only a town hall type of meeting with questions and answers and no conversation, although there was some resistance from the community and the Councillor on this format as they felt it was not standard.

The presentation ([Appendix B](#)) provided an overview of:

- Podium Developments' team and objectives;
- Location and description of the site at 80 Dale Avenue;
- City of Toronto planning context with respect to the Official Plan, Zoning By-law and transit;
- A description of the proposed site plan, building location and form, development statistics and urban design considerations;
- Proposed development with respect to the Toronto Green Standards;
- Overview of the traffic analysis results;
- Possible community benefits; and,
- Project schedule and next steps.

The following is a summary of the questions asked after the presentation at each of the information meetings and frequently asked at the table group discussions:

1. Will the proposed units be rental or condo? If rental, who will operate the rental?

The proposed units will be rental. Podium does not have an owner in place yet. They are looking at a number of options including retirement housing. Podium will not be the operator.

2. Will there be retail incorporated in the development?

The developer could consider small retail if there was enough demand and interest, however believes this location is not ideal for supporting retail.

3. How is construction being commenced? Access to the site for construction equipment? What about noise during construction?

Podium will prepare a construction staging and management plan for submission and approval by the City as part of the building permit process. Podium will not use 90 Dale Avenue's road without their cooperation.

4. What are the impacts to the natural features and habitat on the site?

Podium has inventoried the existing trees on-site through an arborist report. A habitat review and study was not required by the City as part of the original application.

5. How did you arrive at a 27 storey building?

90 Dale is now part of your community but at the time was probably not welcome (opened in 1991-2). The proposal is 2 times FSI across the site, which is a common density target for sites around transit (and lower than some of the existing taller buildings in the

area). The majority of the site was kept low (4 storeys or less) and the remaining density was grouped into one narrow apartment tower. The building is located to maximize the separation from the existing buildings and park and to accommodate affordable units. The viewshed considered the views of 90 Dale residents, with the building positioned to limit the loss of skyview and shadow impacts.

6. Where will the children go to school?

A Community Services and Facilities Study was submitted as part of the application. This Study considers existing levels of service for schools surrounding the site. The Study shows that all nearby public schools (TDSB) have capacity to accommodate students (they are on average at 83% capacity). All nearby Catholic schools (TCDSB) are over capacity (average of 130% capacity); however the TCDSB confirmed that most Catholic elementary schools are over capacity, as well as all Catholic Secondary schools, so this is not specific to this area. It will be up to the discretion of the TCDSB Staff to determine what secondary school will accommodate any students.

7. How many parking spaces are there and where are they located?

There are approximately 408 underground parking spaces in 1.5 underground parking levels and approximately 20 surface parking spaces on the proposed private driveway.

8. Did you also consider access to TTC as well as GO?

The capacity of TTC and GO, and the need for any improvements, was studied. Podium is not in charge of determining what adjustments are required. The transit agencies make that determination, taking into account all new development in area.

9. Was the green space expanded to the west?

Yes, 80 Dale Avenue Ltd. purchased 66 Dale Avenue (an existing house) to swap with existing lands and the existing park will be stretched to include the lands at 66 Dale Avenue.

10. How can you add 300+ cars to the community without impacts?

There will be 300+ units, but there won't be 300 cars entering and leaving the site at any one time. There will be peak periods and there are multiple roads to access the site. The traffic engineer's opinion was that the peak period additions of cars coming from and going to site (under a third of units) did not produce any adverse impacts or require any additional traffic measures.

11. Will private roads in the development be accessible to the larger community? How wide are the private roads?

The proposed private road will primarily service the proposal. The width will be determined with the City's input but will include two-way travel, sidewalks and planted areas.

12. What is the impact on the property values of existing residents in the area?

Existing property values are expected to remain or improve given the access to new luxury rental units and a more complete community.

13. What is the guarantee that the development will be "luxury rental"?

Luxury rental and possibly retirement uses are the current direction of the proposal. The economics of developing this site will require a certain standard of unit quality and value to offset the affordable units that are being partially subsidized by the development.

14. Why are there so few 3 bedroom units?

There are a variety of unit types proposed in the development, ranging from studios to 4-bedroom units. The developer believes

that this site will appeal to a number of commuters as well as down-sizers and many don't need 3 or 4 bedroom units. The community has a number of larger units in the existing houses as well.

15. Why is the timing so quick with only 2019 to consider the development?

The application was submitted May 4, 2018. The local Councillor decided to pause the process until Q1 2019 given the election and a concern about the reaction. However, any applicant has the right to certain timelines for a decision on a planning application(s), which is 210 days from an application. The expected timing for a decision, Fall 2019, would be approximately 480 days or more from submission.

16. What benefits will the community get from this? Need something for young people.

The Community Information Meetings were to hear from the community on items to include in the proposal if possible. The developer will consider this need for young people in their revision.

17. What projects has Podium developed before and what problems did you encounter?

Podium Developments has done 17 projects around Southern Ontario and in Florida. There are a number of challenges to the development of any site, whether it be through the planning application approval process or construction process.

18. How is this development making a positive contribution to the community?

- Increased transit ridership;
- Increased property taxes revenue, development charges and fees for the City;
- Publicly supporting City-wide policies on affordability, intensification near transit and sensitive infill;
- New variety of units proposed which can serve existing and new residents;

- Potential to assist City with the design and construction of the park, enhanced connection to GO, new community space; and,
- Meets Provincial objectives for intensification, especially near transit.

19. Is this development targeted to low income residents?

Not at all. The proposal includes approximately 30% affordable units, which means residents that can afford rents based on the City average. The remainder will be higher rents which will offer more affluent residents options to live in this community.

20. Will a new pedestrian path to the GO Train station be paved?

The developer hopes to work with the City and Metrolinx on providing this. The intent is that this path be paved, well lit and accessible year-round for a safe connection.

The following is a summary of comments made during the question period:

- With 390 units, but you say there's only 77 trips. There's going to be more traffic than claimed. Concerned about traffic and safety on Dale with no sidewalks. Everyone has lots of cars in this neighbourhood.
- This development will quadruple traffic.
- Property value is dropping because this development will block views due to building height.
- Kids walk in the summer, concerned about traffic, no street lights.
- This is a neighbourhood under siege, other developments etc. with similar timelines, grade separation issues, capacity issues.
- Concerned that the Avenues policies are not applicable to this site as it has no direct access on Kingston Road.

- If you are contributing to the community, how can you add 300+ cars to the community? How can that be a positive contribution? No sidewalks etc.
- No one takes transit as there is nothing within walking distance, no sidewalks along any of the streets, so residents walk on the street – it's dangerous.
- The neighbourhood personality has nothing to do with this proposal, what is being proposed is the same as what was fought at the OMB before (2 and 4 Dale).
- Treating Dale like a minor arterial, residents walk in the street without sidewalks because that's the character. We're the people who live here and are being piled upon for the last 10 years, not consistent with our vision/desire for the community.
- You wouldn't have gotten the land if you didn't provide 30% affordable housing.
- The City is doing the underpass for the train tracks, which is not included as part of the stats, which means there's will only be two exits to the area. This will impact the other exits. We need a road improvement.
- It's a mistake that there's only 77/100 trips in the peak hours, considering how many units are going in, at least 200.
- You've got so many cars turning at all these intersections, it's impossible there will only be 4 seconds delay.
- Community benefits: park is already there, the unofficial path is already there, don't think there's any daycare deficit in the area, so not really any community benefits in the current application.
- The way that a previous development got approved (the 3 storey developments at 2 and 4 Dale) was through underhanded methods with poor information and poor notification. Can't believe you're using this as a precedent.

Meeting attendees were invited to speak with a member of the Podium team and to write out their comments with respect to building layout, landscape and site layout. A record of the comments made at both Community Information Meetings is included in **Appendix B**. The key concerns identified at the Community Information Meetings and the directions to be considered by the Podium team are as follows:

Key concern	Direction to be considered by the Podium Team
Building is too tall, resulting in too many units, loss of privacy, loss of views	Podium will consider this feedback in the revision.
Too much traffic	Podium will consider this comment in the revision. The developer suggests that a traffic peer review is conducted by a 3rd party traffic engineer to confirm any traffic impacts and conclusions resulting from the proposal.
Not enough parking in the development, so new residents will park on the neighbourhood streets	Parking on-site is intended to be mostly underground (other than visitors). Parking off-site is a City licensing/parking enforcement issue. The developer will balance providing enough parking and ensuring that parking and car ownership is not unnecessarily promoted on-site.
Lack of pedestrian safety on the neighbourhood streets with no sidewalks resulting from increased traffic from the Podium development	The City will have to determine whether pedestrian movements to and from the site are safe. The lack of sidewalks in the neighbourhood is an existing issue that has remained through ongoing neighbourhood development, including the Beaverbrook infill and the 90 Dale Condo. The proposal may be required to contribute to the provision of sidewalks in front of the site.
Impact on property values	A negative impact is not expected on neighbours; this will be a positive quality development.

Dedicated Email Address

To date, four emails were received asking for clarification on whether the meeting was proceeding as planned due to poor weather on February 6th, 2019. One email was received as of February 21st which inquired about rents and ability to purchase or rent the daycare space.

Next Steps

Podium Developments will consider the input received when considering revisions to the current development application. The development application will be re-submitted to the City in the Spring of 2019.

NOTICE

COMMUNITY CONSULTATION for 80 Dale Avenue

Wednesday

February 6, 2019

Session #1: 5:30 - 7:15pm

OR

Session #2: 7:30 - 9:15 pm

(Same presentation at both sessions)

Scarborough Village

Recreation Centre

3600 Kingston Road

(North/east corner of Kingston Rd &
Markham Rd)

Podium Developments invites you to participate in a Community Consultation Session for the proposed development at **80 Dale Avenue**.

We look forward to discussing our proposal and understanding your thoughts to help us prepare for a resubmission this Spring.



We also welcome your feedback by email:

80Dale@PodiumDevelopments.com

Learn more about the proposal:

www.PodiumDevelopments.com/80dale

Presented by:



APPENDIX B

Summary of Input & Presentation



66-80 DALE AVENUE



COMMUNITY CONSULTATION EVENT #1 – February 6, 2019

Please Share Your Comments:



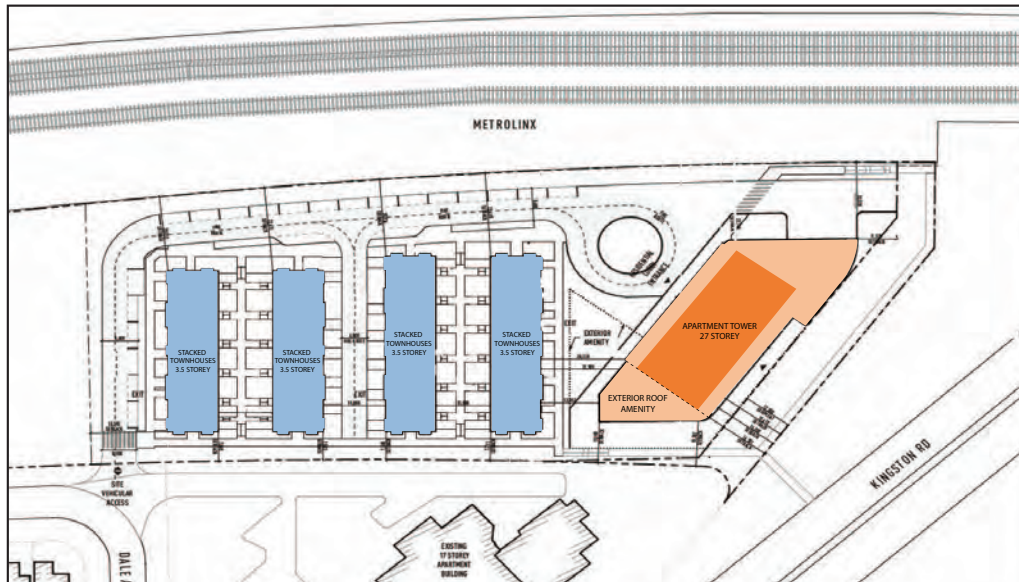
BUILDING LAYOUT:

- Absolutely too high density
- Traffic at driveway entrance will be extreme at the same exit site as 90 Dale driveway
- Tower will definitely impact current enjoyment of view for half of units at 90 Dale
- Guildwood GO station is bypassed at rush hour
- Need at least 2 parking spaces per unit and not the small sizes, not counting garage plus guest parking
- More guest parking spots needed, otherwise guests will park at 90 Dale or on the street. I live at 90 Dale and want to be able to invite guest without my lot being full
- Density too high
- Who is going to own is?
- Who is going to run the project on an ongoing basis?
- Too many buildings
- No kids, no cars
- Very concerned about future property values
- "No road improvements" necessary is absurd
- We can't handle the traffic and speeding we get now
- Scarborough Golf Club is going to be closed soon for approximately 3 years
- How will you 'move' all these people?
- What 'guarantee' is there for luxury rentals?

Please email any additional comments by **March 1st** to:
80Dale@PodiumDevelopments.com



Please Share Your Comments:



LANDSCAPE:

- Positive contributions are minimal to the community
- Make sure the 'cash in lieu' is spent on developing the park
- The traffic counts are too low, they don't consider the amount of traffic we already get through the neighbourhood, which is significant.
- Our neighbourhood functions as a 'car connection' between the 401 and Guildwood community
- Too small for this high density project
- Too high, occupants will double/triple ours
- Safety is a major issue. Already extremely poor and dangerous with no sidewalks
- Increase in traffic puts everyone at risk
- Build a bridge to access Morningside Park
- If you don't get access to GO under bridge how are people getting to go station? Jay-walk across 6 lanes of traffic?
- Private roads? Will they be accessible to the community or will they have "no trespassing" signs like other developments?
- VIA Rail also bypasses Guildwood
- Express trains bypass Guildwood
- We need sidewalks on Dale and other side streets
- You don't have enough parking, don't cheap out and only provide the by-law standard
- 27 stories and density is too high
- We do not want a large amount of low-income housing
- Wildlife
- Is this site low-income? Government subsidies? Parking for townhouses? Will people park on Dale Ave?
- Will this alter community house values?
- Population will increase in community

Please email any additional comments by **March 1st** to:
80Dale@PodiumDevelopments.com



Please Share Your Comments:



SITE ACCESS:

- Parking seems to be misrepresented in numbers, based on number of units
- View is inhibited for all units facing east based on the structure of 90 Dale
- How are you going to keep people from parking on the streets in the neighbourhood which is already a problem with existing residents? It is already a safety hazard for pedestrians and drivers.
- Project not practical at all
- 386 units x 3 people per unit, over 1200 people?
- 386 cars or more, 386 bicycles
- Why do we have such a high intensity project?
- How flexible are you to not build building at all, or less floors
- No guarantee that they will be "luxury units" as said by the meeting
- Would like a bridge over tracks to Morningside park
- Why only 5% have 3 bedrooms?
- What about construction – noise, dust
- Kingston Rd getting dug up for Metrolinx project, traffic will go onto Dale Ave
- Fear of becoming 'landlocked'
- Noise, dust, and debris during construction
- Ownership is more beneficial than rental
- More town housing, less high rise
- Too busy
- This project cannot handle Dale Ave or Scarborough Golf Course Rd
- Time table too quick, 2019 year only to consider this?
- Pathway to GO station should be a must
- Definitely do not buy into the traffic report, it will increase drastically, times depending on how many cars, are already more of a delay than the proposal
- Important to have a portion, or something for retirees
- Community centre – somewhere for the kids to do activities and programs – amenities
- What benefit current community getting from this?

Please email any additional comments by **March 1st** to:
80Dale@PodiumDevelopments.com



Please Share Your Comments:



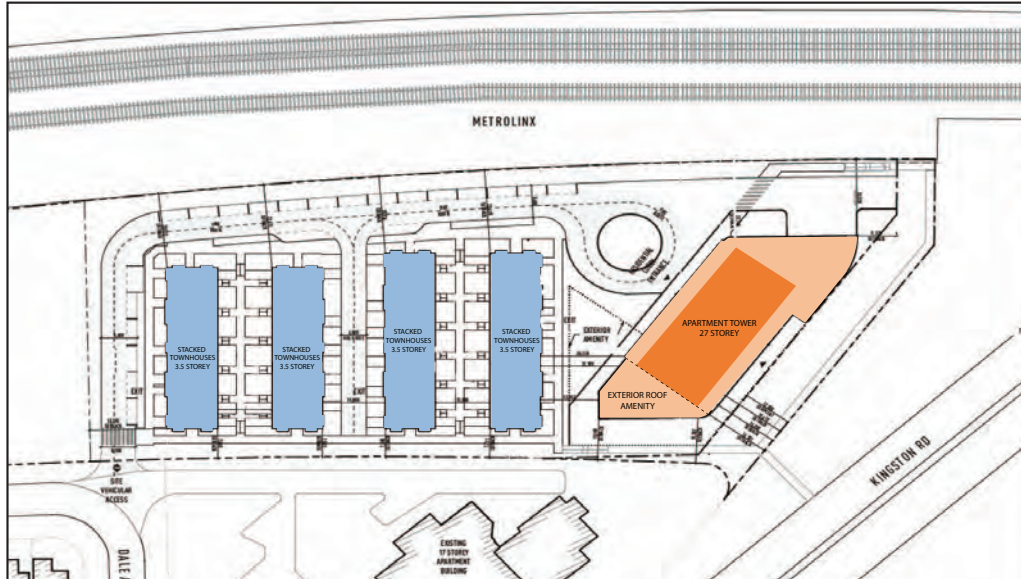
BUILDING LAYOUT:

- Density, pollution, traffic, safety, community, facility for young people
- Minimize high rise
- 3 stories work together, instead of 4
- 27 stories too high; will bring too much traffic to area
- Suggest swapping high-rise and townhouse
- Suggest reducing to less than 20 stories
- Increase in population needs more school
- 480 more vehicles; Dale onto Scarborough Gulf Club is closing due to underpass
- We will lose privacy
- Density proposed vs. what has already been built in neighbourhood
- What projects have you done before, what were the problems you encountered?
- LRT not built, when it is built Kingston Rd will be reduced to 4 lanes
- What are the proposed widths of the street?
- Addition by subtraction (green space is already there)
- Do you know what quintile this neighbourhood is in, parkland
- School infrastructure inadequate for proposal
- Tower is at least 14 floors too high
- Townhouse complex is too large for property size
- Buildings look lovely in theory, in practice the number of vehicles will be an eye sore
- Traffic into the area will be a nightmare, cars will now be parked all along Dale Ave
- How many spots for 'visitors' parking in relation to total number of units (townhouses + 27 storey building)
- New building will obscure view of lake
- People renting in the new building will have better view than people who have purchased a condo unit
- Property value will drop due to obscured view
- Traffic flow study flawed

Please email any additional comments by **March 1st** to:
80Dale@PodiumDevelopments.com



Please Share Your Comments:



LANDSCAPE:

- Are you aware of grade separation to be built at Scarborough Golf Club and Dale Ave commencing in the next year
- Avenue study not applicable given that you do not have ingress, or egress on Kingston Rd
- We are losing more greenspace and wildlife habitat when we have already lost two on Dale Ave (deer, foxes, rabbits, many birds, etc.)
- The density is far too much for the property size
- Schools, playgrounds?
- Will path be paved between 90 Dale/80 Dale and Guildwood GO Station (existing dirt path to be pave)
- Community facility beside apartment tower
- Traffic controls
- Sidewalks
- Traffic-calming (speed bumps)
- Section 37
- Some blockage of golf course view
- On a busy weekend people park on both side narrowing Dale to a one-lane road
- Concerned about wildlife i.e. deer frequent the project site
- Flip green space i.e. leave natural and build on parkland instead
- Currently walking on the road, no sidewalks

Please email any additional comments by **March 1st** to:
80Dale@PodiumDevelopments.com



Please Share Your Comments:



SITE ACCESS:

- Wildlife relocation?
- Metrolinx closing Dale Ave?
- No facilities, increased crime
- Insurance will go up on property value
- Traffic congestion is a major concern
- Potential traffic increase to 90 Dale Ave
- Apartment building units block townhouse
- Traffic analysis delay is not realistic
- Access onto Dale Ave is dangerous
- Safety for drivers
- Consider accessibility
- Concerned regarding overflow parking on Dale which is a narrow curved roadway
- Concerned about traffic on Dale, two residential (multi-housing) recently on one short street
- Concerned about visitors overflowing and accessing visitor parking at 90 Dale Ave
- Concerned regarding people accessing property of 90 Dale Ave to access: bus stops, and garbage bins for dumping
- Buses from Kennedy along Kingston Rd are crammed

Please email any additional comments by **March 1st** to:
80Dale@PodiumDevelopments.com





- Developer and Builder since 2004
- Reputation for building relationships
- Exceptional quality of construction
- Completed 17 projects in 5 major Cities
- Currently 3 projects under construction
- Toronto based professionals building great communities








OUR TEAM



Public-Private PARTNERSHIP

- We want this project to be a model for Public/Private development in the future
- Support the City's policies with respect to transit, growth, neighbourhood transition, and provision of affordable housing
- Create a development that positively contributes to the neighbourhood
- Set a new standard development that is sustainable, transit oriented, and affordable
- Our intent is to build something that you will be proud to live next to



OUR OBJECTIVES



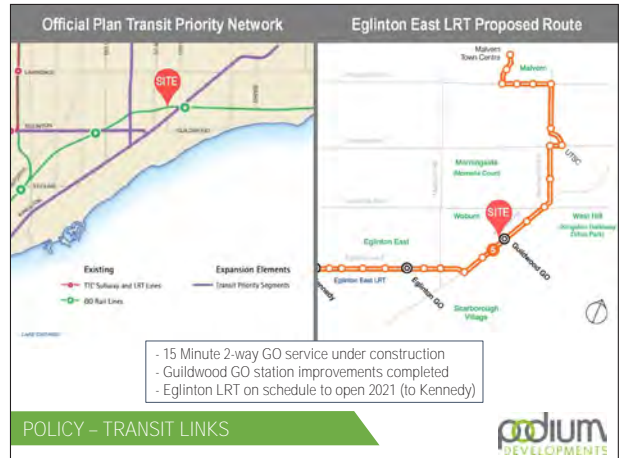

SITE LOCATION

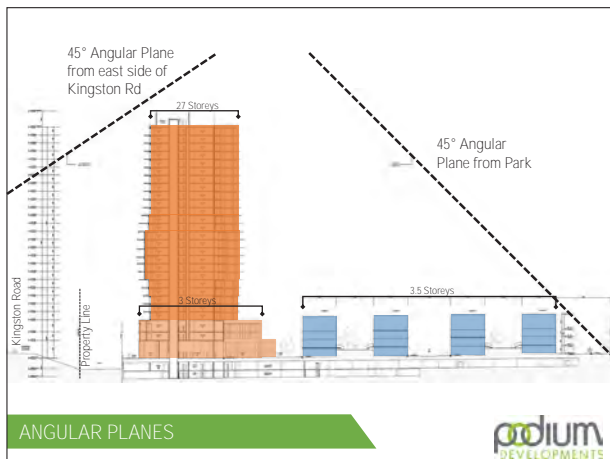
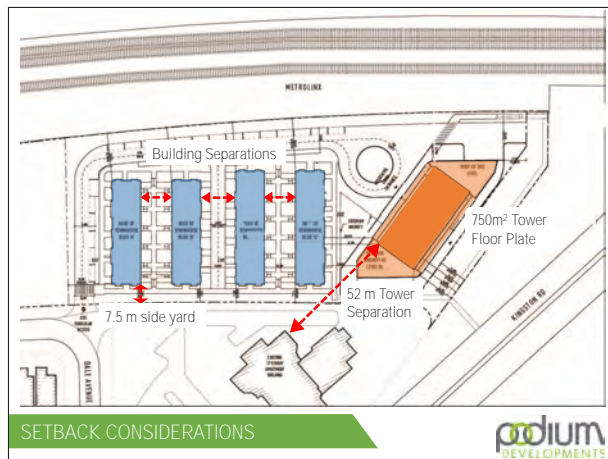



PARK LAND SWAP









City of Toronto Green Standards

Tier 2 Categories:

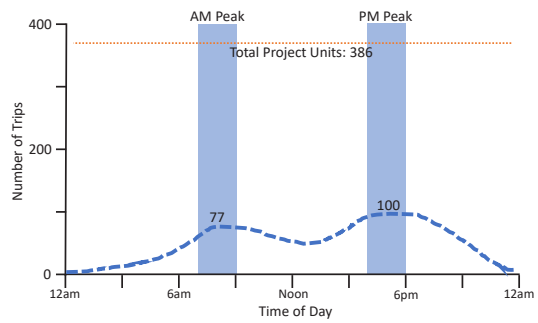
- Air Quality
- Energy Efficiency, Greenhouse Gas Emissions & Resilience
- Water Balance, Quality & Efficiency
- Light Pollution Reduction
- Solid Waste Reduction
- Many other performance measures (Encouraging EV, transit use, etc.)



TORONTO GREEN STANDARDS



Two-Way Peak Hour Trips for 80 Dale Ave

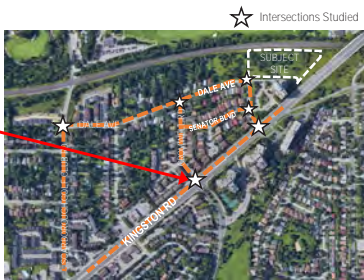


TRAFFIC VOLUME



Report Card

NAME 80 Dale Ave		EVALUATED BY TMG
Subject	Grade	Comments
Max Increase in Delay	C ⁺	4 seconds or less
Average Increase in Delay	C	Less than 2 seconds
Description *** Exception: Left turns into Cromwell Rd from Kingston Rd. (Overall Intersection LOS C – No Change) Adding: 15 second delay in AM 7 second delay in PM		
Summary No road improvements necessary		



TRAFFIC STUDY



City of Toronto Open Door Program:

Approved an application for 80 Dale Avenue in March 2018
30% Affordable units (100% Average Market Rates)

Affordable Rental Unit
\$1200 – 1600 / month

Remaining Project Target:

Market Rate Luxury Rental Unit
\$1500 – 5000 / month

WHAT IS AFFORDABLE ?



