

West Bend Community Association

Date: Wednesday September 18, 2024

| Time | Topic |
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| 7:00 - 7:10 | Meeting Start & Land Acknowledgement - Co Chair |
| 7:10 - 8:40 | <p>Councillor Perks in attendance and gave updates:</p> <p>Expanding Housing Options in Neighbourhoods</p> <p>The city is under pressure about density and more kinds of housing within neighbourhoods It was built a lot in the old part of the city 4 plexes etc Not so much in scarborough Now looking to downtown ideas to further parts of the city - Now legal for laneway and garden suites Permissions for 4 and 6 storey apartment building Some small scale retail</p> <p>On streets that are not huge streets can get 6 storey units e,g Duplex ave Annette is out for consultation Some simplification of fire code - e.g 2 staircases some jurisdictions have gone to 1 Can that be transitioned safely? Councillor is still deciding on that part One argument is that it is cheaper for builders but Councillor isn't in agreement In some neighbourhoods like ours the population is actually shrinking and growing on some streets but how to get people to be in the neighbourhoods and not the box in the sky</p> <p>3 things liveable sustainable and affordable EHON does the first 2 and not the 3rd</p> <p>Member/Treasurer question - Rules on Annette st have changed - can you explain and</p> |

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| | <p>making Keele an avenue?</p> <p>Answer - Annetts is a street that would allow for 4-6 storey apartment buildings Keele - a lot of transit</p> <p>Some development considerations:</p> <p>Setbacks Low buildings how they relate to one another - no windows look right at each other Look at the angular plane do a 45 degree from access the street to allow light Get a wedding cake shaped building - square buildings are easier to build Queen is an example - go back from the street a bit more but then allow the building to go higher and less tiered</p> <p>Sign up for The Councillor Gord Perks newsletter and ensure that you get notice</p> <p>Q - Allow 6 storeys on Roncy/Annettes theory is developer will build and not get re-zoned but the builder will want 12 rezoned and then there was the Bloor St study instead of 11 the developer will want more and approvals and not going to speed up housing</p> <p>A - the Councillors are the waiters and the Province owns the restaurant - a developer always has the right to ask for more; the city turns them down and then they go to the tribunal. Though the policy the goal is to have defensible policies in place</p> <p>Transit strategies from Ont gov, but not signed off, now so developers are making huge proposals city turns them down, then they go to the tribunal and the city has a good track record for defense</p> <p>Q - Definition of the transit hub? Major transit area</p> <p>A - Ont gov has decided encourage development where there is transit - major transit</p> |

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| | <p>area</p> <p>It impacts the city of Toronto and the city had to do a study - that the city was meeting minimum density around the hub and also employment opportunities</p> <p>Completed a study of every transit station on the city and here are how the city meets the minimum</p> <p>Should also be given the right for inclusionary zoning and therefore x# of housing has to be affordable (18-24) months ago some stations are at the target; e.g, Old Mill you can't build it due to the valley, Bloor already meets the requirements</p> <p>Still with the ministry</p> <p>Developers are going forward saying this is the argument</p> <p>Q2 - How far from Dundas Bloor?</p> <p>A - Don't know would have to get the study per station</p> <p>Bloor and Dundas the ones that have got approval has a unique feature - on the east side and are beside the train tracks</p> <p>However Glenalake proposal is different - can't do that beside someones backyard</p> <p>That's why Bloor/Dundas is different</p> <p>Q - Pedestrian safety can you talk about recent changes for safety and future plans</p> <p>A - City has adopted vision 0 whenever there is an intervention should result in 0</p> <p>Important to COuncillor</p> <p>Should design streets with the most vulnerable people in mind e.g age 8 or 80</p> <p>On a policy level - city wide for city streets from 40 - 30km - 50km will go to 40km</p> <p>Design standards - bumps or narrow - relies on a series of tests measuring # and speed of the cars</p> <p>Generally trying to build a network of green streets West Parkdale near St Joes but because of the tracks cant extend the bike lane so there are road bike connections through the neighbourhoods and reconfigured for the 8 or 80 year old</p> <p>Another Dundas/Annette intersection is going to be reconfigured</p> |

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| | <p>Public consultation in the fall winter and there is a preferred design will go forward Budget is in the 5-10 year window but the funding is set aside</p> <p>Q - Are there any plans for elevated cross walks? Speed tables A - Typically tie in the inventions when other work e,g when water or street resurfacing, chicanes etc.</p> <p>Q - Is there an education alert components with vision 0 A- Number of programs - tdsb road safety and canbike it's not enough</p> <p>Q - Bikes on roads needing to yield to turning right A- They are vehicles - we monitor the new bike infrastructure carefully to ensure the design is correct; pulling back the parking spot from the corner to give a bigger line of sight</p> <p>Q - I do all 3 walk, bike. - bollards are missing and ebikes are tearing through lanes as Harbord and Spadina ebike mess A - When you make a change it takes a while for people to adopt and learn, ebikes are a challenge due to speed and silence and power. Ontario gov has asked them to make them legal in bike lanes they are not legal City doesn't have the resources to police in the bike lanes and there never will be Same with scooters- the hospital data on injuries is through the roof</p> <p>Q - When developments are approved city - match to school etc. A - City has the absolute right for electricity water hook ups no permit given for social infrastructure Ont gov has taken away rights Can't refuse development applications based on school in the neighbourhood, a seat in any school anywhere? They can't be denied on that basis. Used to be section 37 - either build the daycare or give us the money The province took that out and assigned a dollar value which is too low and there is a cap and it won't pay for anything If a developer offers a 'donation' not yet clear if the city can accept the money</p> |

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| | <p>Q- How can we approve the developments and not get the social benefits A - Old way was growth should pay for growth = when people move here there is a charge because that will pay for some of the stuff. Province disagrees and has been removing the ability to levy the costs.</p> <p>Q - Can we use property tax to pay for the culture etc A- But there are also daily operating costs 911, infrastructure etc. Amalgamation also downloaded items eg the gardiner The Province and Feds used to contribute to schools etc When they downloaded ontario housing corp but the boiler and roof were done</p> <p>Q- How to build without taking into consideration future generations A - It's bad everywhere and worse in Canada - cities don't exist in constitution - only exist as a city as a part of the province There is a law which outlines what taxes can be used quite limited - property tax and land transfer no income tax share can be Only city in north america that can't access a sales tax</p> <p>Q - Thanks for opposing the glenlake Freshco -? Choice south of bloor? A - Fresco will get approved because they're on the tracks 1 - Get a commitment with continuous access to a grocery store 2 - pedestrian scale pop or park 3 - in and out at the go station 4 - main in and out to align with Chelsea Ave Been going back and forth with them and they're very close May have to give up the Chelsea Ave to keep the grocery store and park</p> <p>Loblaws - They own so much CHOICE is Weston family 1st plan had the school moved and that is not going to happen</p> |

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| | <p>New plan is a lot smaller and there are a lot of problems and they keep getting new plans Commitment to not one meeting but series of workshops on various pieces</p> <p>Q - Glenlake development- short time frame what's the best route to be heard A - 3 tools Specific information on why not then send it to the planner - she will write a report Come to the East York committee where the public is allowed to make deputations - they hear 5 hours of deputation What are the 5 things we want them to hear and come and don't overlap Only certain groups can appeal decisions at the OLT May be an opportunity to have incorporated status and have status at the hearing</p> <p>Q - Why is Dundas/Bloor a major transit? A - Province said any transit station is a major transportation GO, LRT is provincial law</p> <p>Q - Freshco - changed so much and we've never hear back from them - how do we get involved A - With the old clock a lot more time to get involved. Now only 90 days from take it in, inform councillor and then public meeting and all that feedback and then the</p> <p>Q - New island in the Don river - affordable housing a public developer waterfront toronto has affordable housing and Villners island A - Public builder model why not on public lands at Villies island? City doesn't own it Waterfront Toronto have 3 directors not the majority</p> <p>Q - Giraffe and Mattamy back on the tracks and sound A - on Giraffe have an approved development - no obligation to ever build about 40% of approvals are not built. Get approval. Increase the value and then borrow against the better value. No site plans or building permits A - Mattamy - community approval for the building if the change to the building is minor only need to go to committee of adjustments and got 2 more storeys</p> |

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| | <p>Q - Can there be a forced building? A - Under the constitution you have rights to the property and tied to that is a 10 storey building</p> <p>Q - Could there be a financial tool? A - Even a fee can only be used in certain way can't charge any more than the</p> <p>Q - Bought, sits, leverages - when can the property tax change? A - when the units are built can get more tax butt that's mpac and not the city</p> <p>Q - Can city stop airbnb for the developers A - Not at development level approved for residential unit Afterwards at the unit level there are air bnb</p> |
| 8:40 - 8:45 | <p>Changes to executive - Secretary One co-chair has resigned</p> |
| 8:45 - 8:50 | <p>Website update - back up - Secretary</p> |
| 8:50 - 8:55 | <p>TDSB rental & Insurance Location Possible increase</p> |
| 8:55 - 9:00 | <p>Membership sign up! - Co Chairs & Secretary</p> |
| 9:00 | <p>Adjournment</p> |
| | <p>Next meeting: October 16, 2024</p> |