



HURON SUSSEX RESIDENTS ORGANIZATION

23 February, 2021

To the Chair and Members of the Toronto and East York Community Council:

The Huron-Sussex Residents Organization (HSRO) represents Huron-Sussex, a mainly residential, late 19th century neighbourhood in west-central Toronto within the boundaries of Bloor, Spadina, Harbord and bpNichol Lane. This letter outlines our position on the proposed development at 364 Huron St (Item TE23.13 – 364 Huron Street - Official Plan Amendment and Zoning Amendment Application - Final Report)

Background

The site in question is located at the north-west corner of Huron St – a narrow but busy street that runs north-south from Dundas W. to Bloor W. – and Glen Morris St. - a narrow, one-block mostly residential street that runs east between Spadina and Huron. All but one of the houses on the north side of the street are late 19th or early 20th century buildings.

Since the property was purchased in 2017, HSRO has attended the statutory community consultation and a meeting with the planner acting for the application. We discussed our concerns regarding this application at those times. Some of those concerns have been addressed, and some remain unresolved. We have not had the opportunity to discuss the current plan for the development prior to resubmission and consideration at this meeting of TEYCC.

The history associated with this site, since it was acquired by the applicant, has been the source of some concern to the community. The applicant (as we understand it) operated a non-conforming restaurant at the ground floor for a short time and left a large amount of restaurant garbage waste along the city boulevard. This public health hazard was resolved at the community's request by Toronto Public Health and Solid Waste Division. It's of utmost concern to the

HSRO that these same questionable practices are not repeated by the proposed restaurant/food court under the site's redevelopment.

The HSRO appreciates the back-and-forth dialogue we've had with the City of Toronto Planner on this file.

Initial application:

HSRO is supportive of adding to the neighbourhood's rental housing stock, and gentle densification through laneway development. In this instance, we were supportive of the mixed-use proposal with an animated ground floor and the new rental housing opportunities in the laneway and above the restaurant.

The height and massing of development is in the spirit of the laneway housing by-law (which doesn't apply to this site) and echoes the University development to the north.

Initial concerns:

The exterior design was not in harmony with the surrounding character of the area in that the materials and design features needed more thought. Although Heritage Preservation Services did not consider the original "corner store" façade to be historically significant we were disappointed that the developer and the architect didn't incorporate it in the design.

We were, and remain, concerned about a side entrance/exit to the food court that is placed on the Glen Morris side of the building:

- parking on Glen Morris is a major issue. Spaces on the south side of the street are invariably full during the day. We expressed concern regarding the impact of pick-up and drop-off of food deliveries, food servicing for the restaurant itself, and ride hailing.
- is there enough outdoor space for residents and is it distinct from outdoor dining areas for the restaurant?
- is the second entrance to the restaurant on Glen Morris going to encourage high traffic? Will the entrance be seen as the primary entrance, and not Huron?
- The University of Toronto Early Learning Centre (96 spaces) and Campus Community Co-operative Child Centre (49 spaces) are, literally, within metres of the site. We expressed concern about the impact of increased traffic on safety of 145 infants, toddlers and preschoolers (even though they are in smaller groups and supervised) during walks and at drop-off and pick-up times.
- what impact will this traffic have on the residential feel of Glen Morris?

The HSRO understands that a second exit is required and asked the applicant to have this entrance/exit moved from the Glen Morris side of the building.

Current Submission:

HSRO's comments and concerns following refinement by the applicant & eventual resubmission are as follows:

- we are glad to see the positive changes in the design of the exterior of the buildings, and the use of brick to speak to the materials found elsewhere in the neighbourhood (e.g. Bay and Gable architecture, brick façades)
- we also support additional measures added at the north end of the site on Huron to increase privacy for residential neighbours to the north and the improvements to the lighting plan
- we understand from our conversations with Planning staff that much work has been done to refine the secondary entrance off Glen Morris. We are very appreciative. Some of this work is captured in the re-submitted materials, but some, we understand, has been carried out following re-submission.
- we can't speak to those details, as we haven't been able to review these plans. We hope that the City and the applicant will continue to make clear, through the use of hard and soft landscaping, that the Huron entrance is the primary entrance to the ground-floor restaurant/food court. A combination of plantings and narrower pathways leading to/from the Glen Morris entrance will help that door be read/seen as 'secondary' and for emergency use rather than primary use.
- we would like to see additional trees and plantings in the rear yard for better privacy for tenants and to continue the existing tree canopy in the rear yards of the houses on Huron.
- HSRO is not in agreement with the traffic study and we remain very concerned about traffic impacts. This site is severely parking constrained. There will be big demands for short-term pick-up, drop-off, delivery and site servicing. As we understand from the applicant, the restaurant/food court will serve food prepared off-site. This food will need to be brought in daily. Take-out deliveries only add to the congestion. The HSRO understands that an on-site loading area is not required for a building this size.
- We remain very concerned about increased traffic impacts on foot traffic, including children and the erosion of the residential nature of Glen Morris.

Many thanks for your consideration.

Sincerely,



Julie Mathien,
Co-President,
Huron-Sussex Resident's Organization.