



Re: 1109 Bathurst Self-Storage - proposed development

Summary of the Issues Raised by the Proposal for 1109 Bathurst:

1. SCALE AND MASS WILL DETER FURTHER RESIDENTIAL DEVELOPMENT-The scale and mass of the proposed building will negatively affect this important section of Dupont- arguably the gateway to the Annex and rejuvenated Dupont. It will discourage, if not sterilize, the whole front part of Dupont in that area and the streets surrounding it from future residential intensification. It is unrealistic to imagine someone wanting to live in a building that will be facing right up against a 9 storey wall.

2. REQUESTED REVISION TO ZONING NOT SUPPORTED BY POLICY

OBJECTIVES - This proposed use does not support the policy objective of employment - out of the proposed 13,000 square meters only 89 square meters is for administrative office purposes for a maximum of 3 employees (that equates to .00656% of the total space). There is there no increase in employment and certainly not the kind of new employment that the policies anticipate for the City of Toronto designed to support the economy and job creation. Planning authorities are required to plan, protect and preserve employment areas for current and future uses. The Bousfield report expressly states that this is a low intensity and low employment use (page 3). Within the same paragraph the Bousfield report also states that the “proposal appropriately responds to Provincial and municipal policy directions that encourage intensification and efficient use of land”. We strongly dispute the conclusion within the Bousfield report stating that this proposal will contribute to the regeneration of the Dupont Street corridor while maintaining the site’s existing primary employment function (page 3). It is our opinion that this proposal would do exactly the opposite. The Bousfield report has many similar inconsistencies throughout their report. We believe this property could have a much better use now and in the future to leverage the efficient use of land and public infrastructure planning guidelines and provide flexibility to capitalize on new economic and employment opportunities as they emerge while providing certainty for traditional industries consistent with stated planning policies.

3. PROPOSED FACILITY IS CONTRARY TO THE POLICY OBJECTIVE OF MAINTAINING AND ENHANCING DOWNTOWNS AND MAIN STREETS

- It is hard to imagine how this massive storage building will contribute to the renewal of Dupont - the extra height and controls that were negotiated for properties fronting on Dupont were

intended to create mixed use including residential and new types of employment critical to Toronto - not a 160,000 storage building which requires an exemption from the height restrictions. We strongly dispute the claim in the Bousfield's report stating that this project would "maintain and enhance the vitality and viability of downtowns and main streets" (page 21 of the Bousfields report). The site is located within a strategic growth plan that is supposed to accommodate higher density when it includes mixed use in a more compact built form. We strongly dispute the assertions that this self-storage massive building would in any way fit within the existing and planned context for the Annex section of Dupont street corridor east of Bathurst.

4. PROPOSED SELF STORAGE IS CONTRARY TO THE POLICY OBJECTIVE OF SUPPORTING PUBLIC TRANSIT INFRASTRUCTURE – This area is very well-served by strong public transit and infrastructure and can support residential intensification as anticipated within Provincial and City policy guidelines. Not only does this proposal not bring in any additional residential, as mentioned above it will deter further residential intensification on Dupont. Further, it will encourage automobile usage by featuring a drive-through which is already being promoted by the developer on their website and is clearly not proposing a transit-supportive development and intensification to improve the mix of employment and housing uses that would help decrease transportation congestion. It is therefore is contrary to building liveable cities that are less car dependent. Taluscapitalcorp.com

5. PROPONENT HAS NOT COMPLIED WITH REQUIREMENT TO PROVIDE A NOISE STUDY - The Bousfield presentation prepared for the applicant acknowledges that a specific noise study is to be prepared to specifically review the noise that will be reflected from the rail to the properties to the north side of the tracks as a result of the redevelopment of any new building on the south side of the tracks. Their report states on page 50 that "A comprehensive noise analysis is provided in the Noise and Vibration Study dated June 12, 2020 prepared by RWDI and submitted under separate cover" This statement in their presentation is at best misleading and at worst wholly inaccurate as the RWDI noise report specifically states that they did not conduct this study or provide any data to back up the claim by Bousfield in their report. RWDI specifically stated that "At this stage in design, the impact of the development on itself and its surroundings could not be quantitatively assessed." They further state "However the impact on both the building and its surroundings is expected to be feasible to meet the applicable criteria." They cannot possibly know that as they have not done the required study. There is currently a small 1-storey structure for the car wash at the West end of the property and no building structures along the entire frontage of the rail tracks as the two semi-detached properties on Albany are set back from the tracks. Accordingly, any building that is built along the rail line can be expected to have significant impact on reflected rail noise to the long-established residential communities to the north. As such, we don't believe any permission should be granted on the 20 meter portion zoned IC above 1 storey. Further, any noise study which is undertaken by the applicant should be peer reviewed by a consultant that is acceptable to the City.

6. PERMITTING THE FACILITY TO INCREASE THE HEIGHT FROM THE PERMITTED 3.5 STORIES TO 9 STORIES WILL SIGNIFICANTLY AND ADVERSELY AFFECT THE VIEWS AND SIGHTLINES OF AND FROM THE CASA LOMA AREA -

Those with houses on the escarpment have had and paid premium prices for the views of the city. Allowing the rezoning to increase the height of what is essentially an industrial building will appropriate that value for no useful or higher purpose.

We strongly believe that this will be a huge eyesore in the middle of our neighbourhood and set a terrible precedent for our area and for the whole City. There is absolutely no reason to extend the 9-storey (35 meter) zoning to the north 2/3 of the property which is currently zoned up to a maximum 14 meters (or 3.5 storeys). This property is not included within the Dupont Street Regeneration study and does not merit receiving any of the accommodations that were provided to the sites along Dupont that meet that Provincial and City guidelines.

To get an idea of what this could mean, I encourage you to visit 1120 Dupont (another storage building developed by the same developer) and just visualize what the proposed structure would look and feel like from Dupont and elsewhere, imagining a structure twice as high and almost 3 times as large.

Here is a more detailed overview of the key facts and concerns with this project:

Key facts

- The property has 30 meters frontage on Bathurst and then runs behind the Dupont current low rise commercial / residential buildings through to Albany. The property abuts the Rail Corridor. The south 10 meters (Part 1) has MCR zoning which allows the self-storage proposed use and allows a maximum height of 35 meters (117.95 feet) (9 storeys). This is similar to all the properties that front on the north side of Dupont from Kendal to Ossington. The 20 meter north portion of the property (Part 2) is zoned IC industrial, allows self-storage and allows a maximum height of 14 meters (45.9 feet). If we use the same calculations for the 35 meters allowing 9 storeys – the 14 meters would allow 3.5 storeys only.
- The applicant is Talus Capital Corporation Taluscapitalcorp.com (represented by Jonathan Wheler) and their agent is Bousfields (represented by Joshua Butcher). It seems that the applicant Talus is not currently the owner of the property, as the Application was signed by the current owners of three properties – 1109 Bathurst – Loonie Toonie car wash (17011807 Ontario Inc. – Eduardo Rebelo and Martha Rebelo); 246 Albany Avenue (David Eric Robinson and Krista Leanne Effer) and 248 Albany Avenue, (Madeline Koch)

According to Talus' (3 employees total) own website their modus operandi is described as: "Talus seeks out opportunities at AAA locations with high barriers to entry that result in high performing self storage buildings." [emphasis added] They already show 1109

Bathurst on their website and say **“this will be Canada’s tallest self-storage building upon completion. Raising 9 storeys and encompassing 160,000 sq ft..... The site will feature a drive through loading bay for customers....”** They also refer to 1120 Dupont street 60,000 storage facility they completed in 2018. **“Set on extremely busy Dupont Street, it set a Canadian record price per square foot when sold in 2019”**

Proposed Use

- We acknowledge that here is no legal issue with the proposed use as self-storage is permitted in the current zoning of both Parts 1 and 2. We do take exception to the Bousfield claim that the current site is underutilized and just paved asphalt. To the contrary, the property is fully developed as a nicely run and popular self-serve car wash and detailing centre as well as two high quality semi-detached homes with a Victorian architecture that connects to the surrounding areas.

Rail Safety

- Has the citizen’s group that is concerned with the overall safety of the railway running through the middle of dense residential neighbourhoods like ours been consulted?
- Are there risks from potentially harmful and dangerous goods being stored by individuals in the self-storage and other possible issues, given its proximate location to this busy rail corridor, as there is no plan to build a crash wall?

Rail Reflective Noise - some additional details

- There are specific official policies that say the buildings like the one proposed must be designed to mitigate noise reflection for the properties to the North. They refer to this a couple of times in the Bousfields report on page 37 and on page 50. On page 37 the report quotes OPA 271 Policy 8.1 –
 - “All noise studies will specifically review the noise that will be reflected from the rail to the properties on the north side of the tracks as a result of the redevelopment of any new building on the south side of the tracks. The noise study will recommend mitigation measures to mitigate against noise reflection and be implemented through the development by the applicant”
- On page 50 of the same report they quote Policy 3.5 from the Official Plan
 - “ Policy 3.5: The north façade of the new buildings on the north side of Dupont must be designed to mitigate noise reflection from the rail corridor and the view of this façade from the lands on the north side of the rail corridor”

- The report then states: "A comprehensive noise analysis is provided in the Noise and Vibration study dated June 12, 2020 prepared by RWDI and submitted under a separate cover"
- In the Executive Summary and on page 9 of the RWDI Noise and Vibration study dated June 12 this report states:
 - "At this stage in design, the impact of the development on itself and its surroundings could not be quantitatively assessed. However the impact on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria."

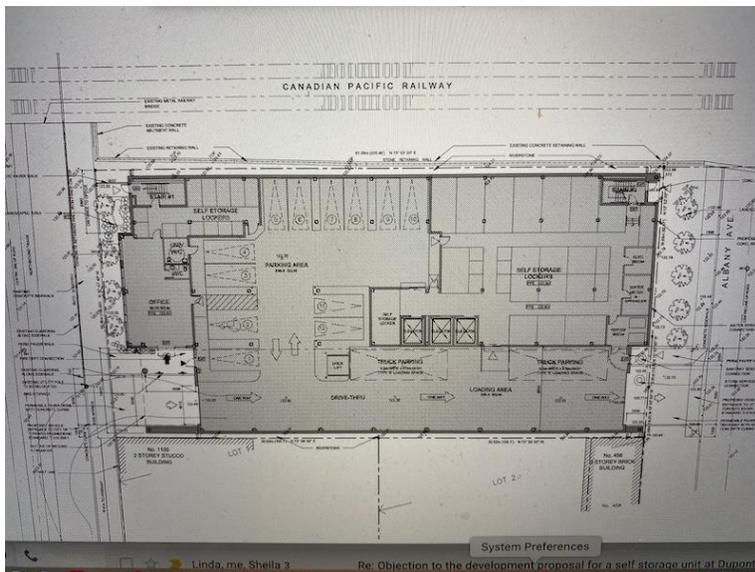
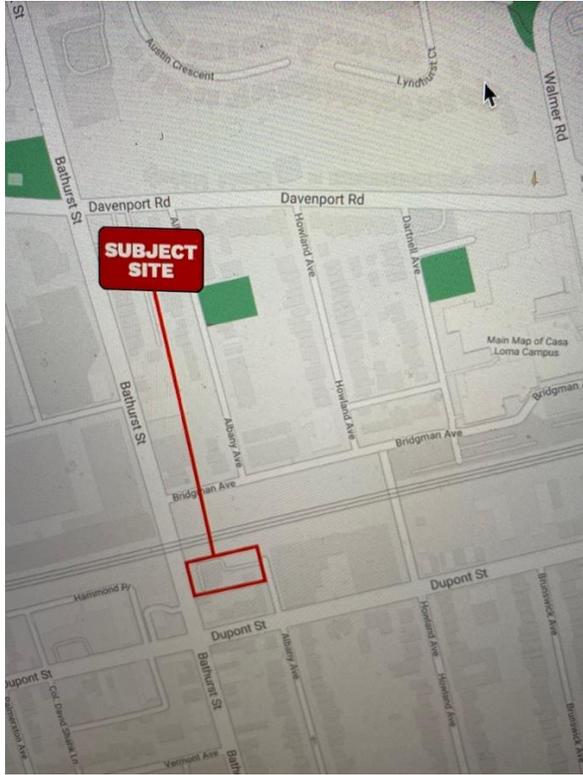
Contact Information

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Pictures / Maps

LOCATION OF PROPOSED 9 STOREY 160,000 SQUARE FLOOR SELF-STORAGE



1. SCALE AND MASS WILL DETER FURTHER RESIDENTIAL DEVELOPMENT



Figure 16 - Rendered oblique view with theoretical massing to the south, looking northwest

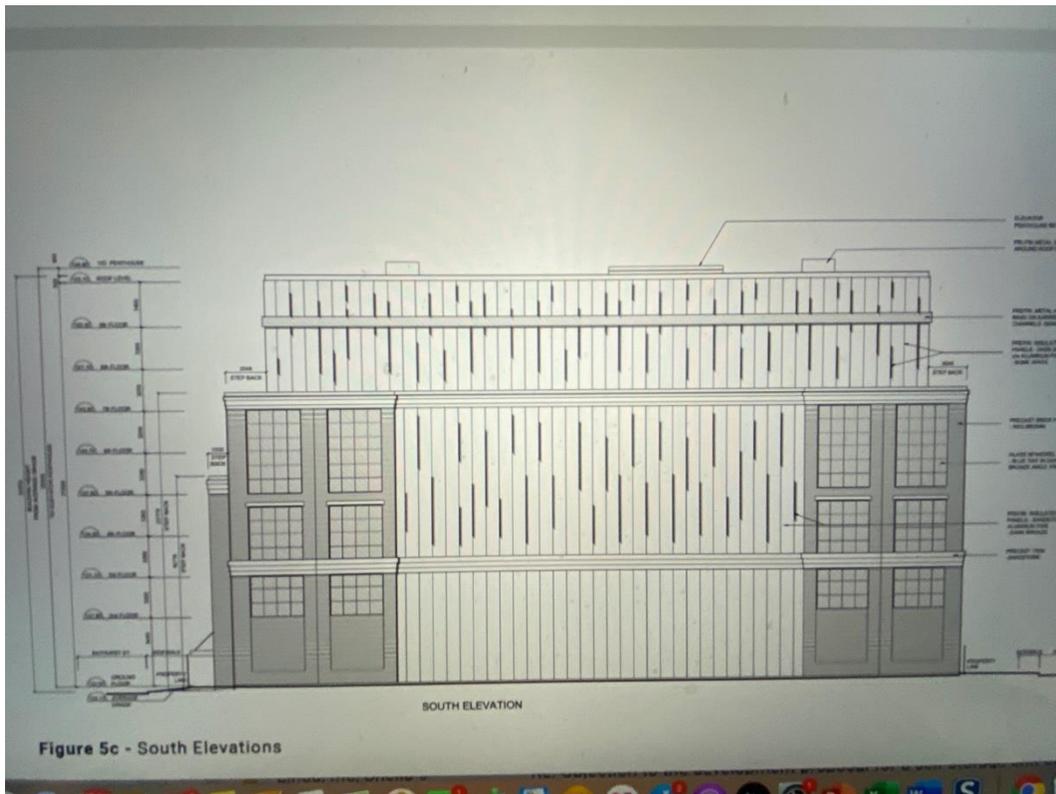
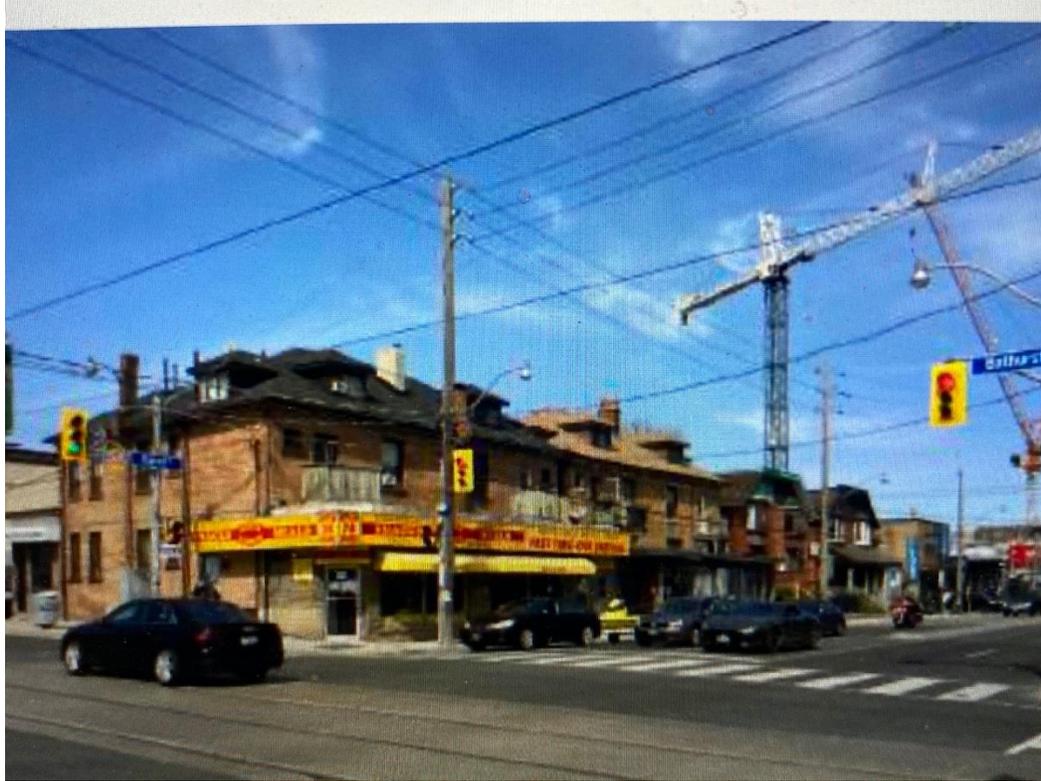
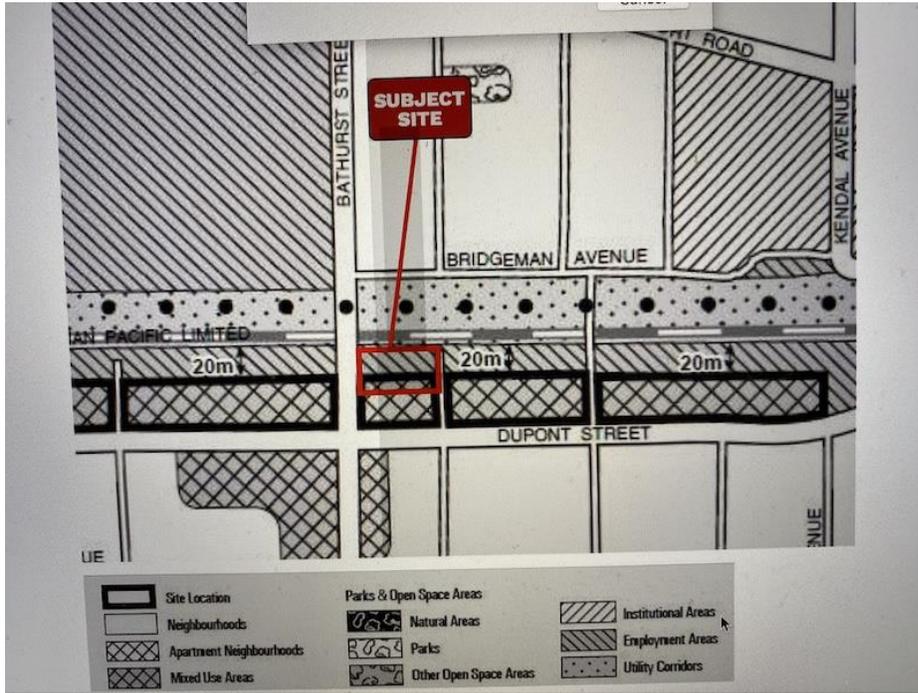


Figure 5c - South Elevations

2. REQUESTED REVISION TO ZONING NOT SUPPORTED BY POLICY OBJECTIVES (EMPLOYMENT)



3. PROPOSED FACILITY IS CONTRARY TO THE POLICY OBJECTIVE OF MAINTAINING AND ENHANCING DOWNTOWNS AND MAIN STREETS

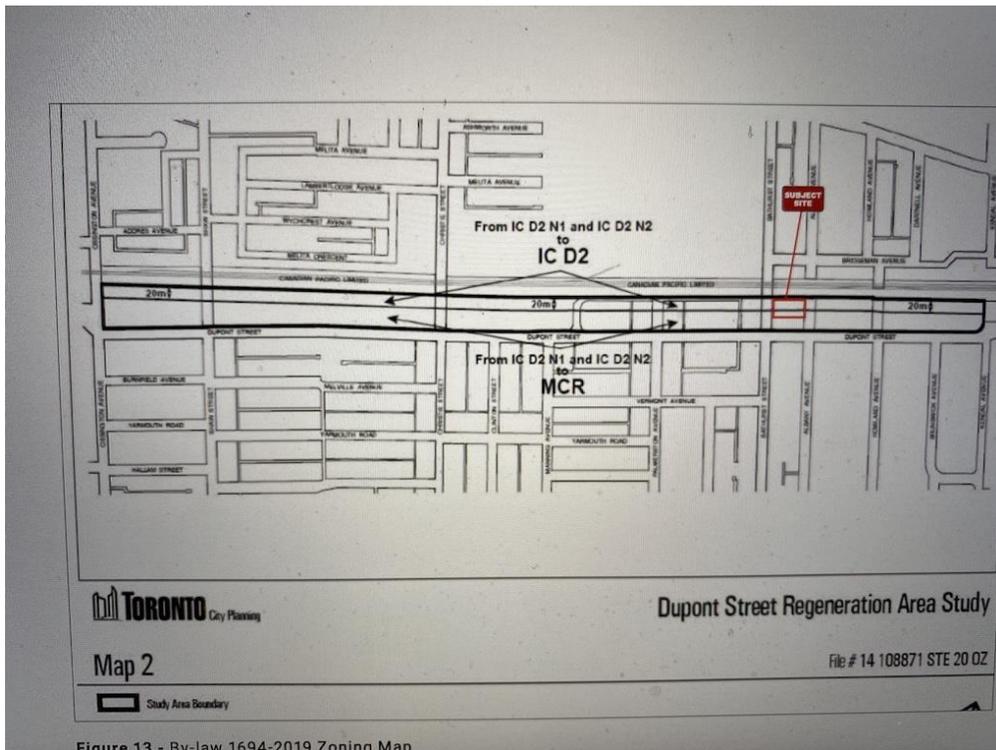
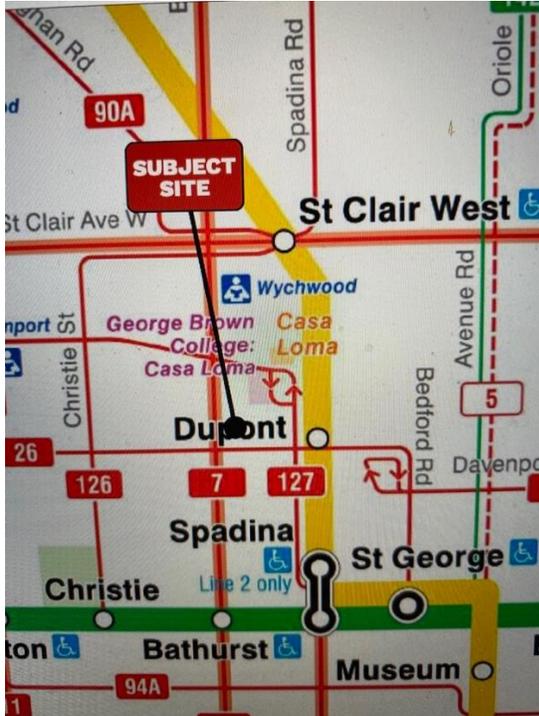
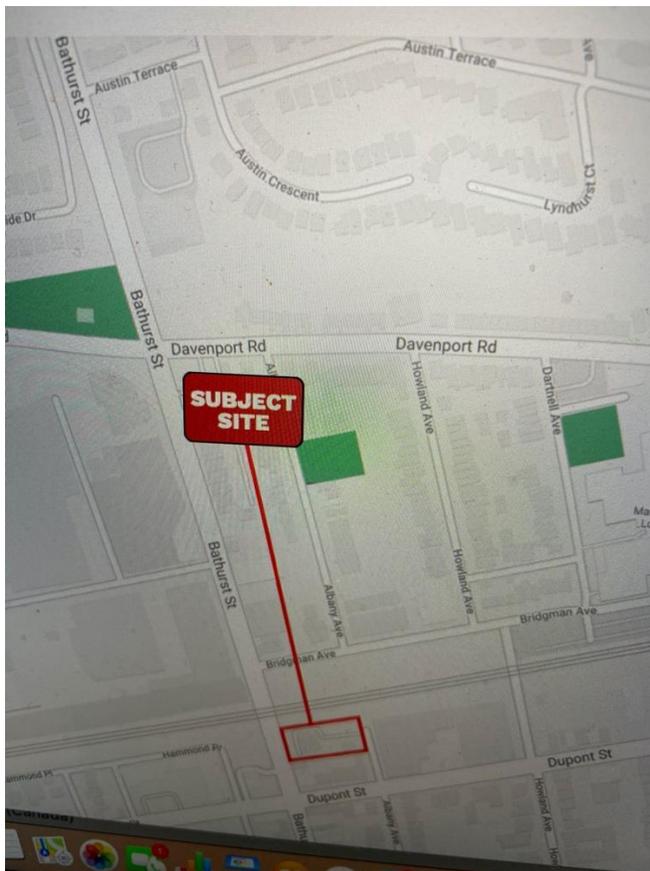
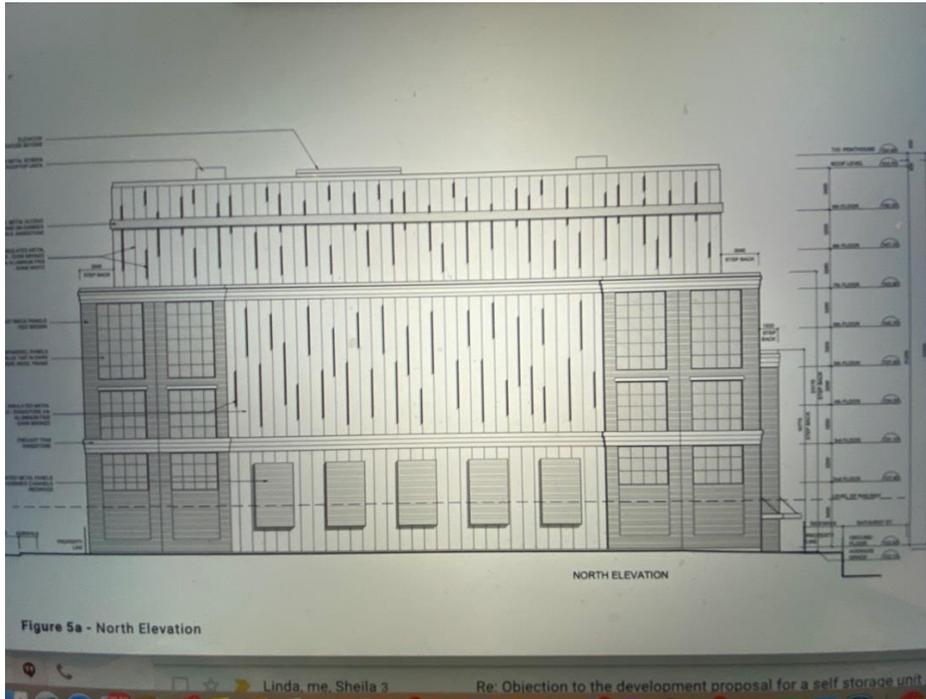


Figure 13 - By-law 1694-2019 Zoning Map

4. PROPOSED SELF STORAGE IS CONTRARY TO THE POLICY OBJECTIVE OF SUPPORTING PUBLIC TRANSIT INFRASTRUCTURE



5. PROPONENT HAS NOT COMPLIED WITH REQUIREMENT TO PROVIDE A NOISE STUDY IMPACTING RESIDENTIAL AREAS TO THE NORTH



6. PERMITTING THE FACILITY TO INCREASE THE HEIGHT FROM THE PERMITTED 3.5 STORIES TO 9 STORIES WILL SIGNIFICANTLY AND ADVERSELY AFFECT THE VIEWS AND SIGHTLINES OF AND FROM THE CASA LOMA AREA

