



Ontario Land Tribunal

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**Participant Status
Request Form and Participant Statement Form**

This form is expected to be provided at least 10 days in advance of the first hearing event to the Tribunal and all parties. Please contact the assigned Tribunal Case Coordinator to verify the relevant contact information for the parties. A paper copy of this form must also be provided to the Tribunal Member at the first hearing event.

Important: This form includes your written request for participant status and your participant statement. The presiding Tribunal Member will consider your request and the participant statement provided below at the hearing event prior to determining whether to grant you participant status and accept your participant statement.

Date: 2024/10/08

Case Information

Tribunal Case No.: OLT-24-000882

Date of Case Management Conference/Hearing: 2024/10/18

Contact Information

Last Name: Juliusson

First Name: David

Company Name:

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Email Address: djuliusn@hotmail.com

Representative Contact Information (if applicable)

Last Name:

Good afternoon

My name is David Juliusson. I live at 1 Park Blvd. in the neighbourhood of Long Branch. I can see one of the apartments from my living room window. This means this application if approved directly affects me. I respectfully wish to register as a participant in the current appeal regarding the proposed application.

City of Toronto Official Plan Chapter 2 policies focuses urban growth into a pattern of compact centres, mobility hubs, and corridors connected by an accessible regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares. Our neighbourhood does not have that. It takes me 10 minutes to walk from Lake Promenade to the closest TTC stop. I am a Canada Post Letter Carrier which means I am a fast walker. It can take the TTC 40 minutes to the Kipling Station and over an hour to reach downtown.

The Long Branch GO station is one of a very small handful that is not wheelchair accessible.

City of Toronto Official Plan Chapter 4 policies do not anticipate significant growth on existing Apartment Neighbourhood sites and states built up Apartment Neighbourhoods are stable areas of the City where significant growth is not anticipated on a city-wide basis.

Where change is permitted, residents in Apartment Neighbourhoods should have a high quality urban environment, safety, quality services and residential amenities.

I believe you are setting precedent if you allow this development to go through. Buildings incompatible with family dwelling around it could go in anywhere in the city. This will worsen the quality of life for Torontonians.

I firmly believe that this application does not align with good planning principles as outlined in subsection 51(34) of the Planning Act. My primary concerns include, but are not limited to:

- Density: The proposed density is unprecedented in the neighbourhood of Long Branch and exceeds the Site and Area Specific Plans for the Avenues and the PMTSA where density is directed. This site is not located in either area warranting relief on density. The proposal nearly quadruples the number of units on the existing site
- Traffic: As the site is serviced only by local roads and is not on any transit line, increased traffic from this development could lead to significant congestion and safety hazards. It contravenes the intent and purpose of the Growth Plan where growth is directed to the Avenue (Lake Shore Blvd), the Protected Major Transit Area (PMTSA) of Long Branch GO Station and Site and Area Specific Plan 23 where transit is available. The local roads of Long Branch Avenue, Chapel Lane, Thirty Third Street, Thirty Fifth Street and Thirty Sixth Street are not listed as Major, Minor or Arterial Roads under the 2018 City of Toronto Roads Classification of Streets List.

The proposal also plans to close off Lake Promenade in front of the building. Cars will need to go up 31st to reach Park Blvd. That portion of 31st is a designated Safety Zone that has no sidewalks and is the way children walk to James S. Bell school. Park Blvd is a small two lane street and only goes from 31st

to 36th St That means the only east west street through Long Branch will be Lakeshore Blvd. What affect does that have on emergency services?

- **Waterfront Trail:** Lake Promenade is also known locally as the Water Front Trail, nationally as the Great Trail a coast to coast to coast, multiuse trail that encourages, walking, running, cycling and other physical activities. The trail shares the public road use with slow moving local traffic passing through Long Branch and in front of the site. Lake Promenade is not listed as a Major, Minor or Arterial Road under the 2018 City of Toronto Roads Classification of Streets List. The Trail passes through the historical Long Branch neighbourhood where there are 19 heritage listed properties on or adjacent to Lake Promenade, Long Branch Avenue and Park. It is a destination for residents and visitors year round. Diverting density from the Avenue to this site will dramatically increase local traffic, create safety concerns and undermine the current and planned use of Lake Promenade.

The Waterfront Trail is a major reason I moved to the neighbourhood. The safe cycling and walking in a neighbourhood with mature trees was a real draw for me. Much of that will be destroyed because of the increase in traffic.

- **Massing:** The proposed step back strategies do nothing to address the loss of green space surrounding the application. In particular, the rental buildings proposed on Park have minimal distancing from the street and there is no 45 degree angular plane on Lake Promenade. The proposed massing will overwhelm and overshadow the single detached homes on abutting streets and properties in the Neighbourhood. The proposed two thirty storey towers massing will affect the neighbourhood with extensive shadowing that will extend to properties up to 4 blocks away in the Neighbourhood. This includes my house and the shadows will have an impact on my solar panels. The proposed massing also creates significant shadowing within the site, blocks migration paths, creates wind tunnels and amplifies sound. This site is on a flight path to Pearson Airport, as such the affects of sound when planes are approaching from the south have not been studied.

- **Height:** The proposed height of the development is unprecedented in Long Branch and would obstruct views and light for existing residents, leading to significant shadowing issues for the residents and immediate neighbours in the broader neighbourhood. The scale of the proposed project is inconsistent with the character of the neighbourhood. In the planned context, the permitted height on the site is 20m. In the broader neighbourhood context, 12, 14 or 30 storey buildings would dramatically exceed the permitted planned heights of 4 to 6 storeys which was studied and approved for the Growth Areas on Lake Shore.

- **Tree Removal:** The site today presents as a naturalized park with significant trees of protected size. The intensification on the site will result in significant tree and tree stand removal, which would adversely affect local ecology, biodiversity, green infrastructure and community aesthetics. We also live in area which gets flooding after major rain events. Trees absorb massive amounts of water. Many of the neighbours, myself included have heavy clay soil and water does not absorb easily. It is one of the main reasons for the large lots in Long Branch. I am worried that the removal of trees combined with the loss of green space in this proposed project will flood my yard.

- **The development timeline:** I do not feel that a 15 year timeline is reasonable. I live in a quiet residential neighbourhood, 15 years of constant construction with the number of trucks and the hours

construction is allowed is not a reasonable request. The dust, the noise is too much. When work is being done on our streets now, a truck used for paving a driveway can take up the whole street. The sheer number of trucks needed for this project will mean our streets and peace and quiet are gone. The developers won't answer questions like is there asbestos in the buildings and how will it be disposed of safely. It will be trucked through our residential neighbourhood. Fifteen years of that will have a very real affect on my health I am in my sixties now and was looking forward to a nice retirement. I will be in my eighties when work is done. Or the worse case scenario. Work begins and comes to a halt when the developers run out of money like has happened near the Royal York GO Station. That site is a big hole in the ground. If this proposal goes through I cannot and will not go through it. I will take a big financial hit and move. My peace of mind in my remaining healthy years is more important.

· Negative Impact: Overall, the project would negatively impact the quality of life for residents in our neighbourhood in the form of significant growth that results in residential eviction and unreasonable living conditions onsite and in the neighbourhood during construction, creation of unreasonable shadow effects, wind conditions and reduction of existing tree canopy. Currently Long Branch is 53% renters and 47% owners - a balance that has been in place for decades. This proposal will shift that balance to skew much heavily towards ownership and reduce the affordable rental stock in the community. " (Note: Latest Census data shows 2,575 households as renters and 2,240 as owner households) This development alone would shift it to 2,575 renters and 3,684 owner households resulting in a shift towards 41% renters and 59% owner households.

I fully support the City of Toronto's request to schedule a second Case Management Conference (CMC) after the completion of city staff reports and recommendations for the upcoming Etobicoke York Community Council on December 2, 2024 and City Council on December 17, 2024. The City of Toronto should be allowed to make their decision before this project goes to the Provincial level.

Finally, I reserve the right to amend my position following the public release of these reports, should new information arise.