Deputation To Council on the Staff Recommendation Report on the Shops On Steeles Redevelopment Item # 6 b) (3) November 23, 2010

Eileen 6b(3)

Density and Floor Space Index

This deputation is about density and specifically about FSI or Floor Space Index and what that translates to in terms of numbers - numbers of housing units, residents and residents cars, but before I continue, I would like to make a few other remarks.

First of all I would like to thank and commend Development Services and planner Ron Blake specifically for the recommendation report.

Second, I welcome the stronger wording in recommendation #5. Traffic is our worst nightmare at Don Mills and Steeles and the direct link between phasing and the delivery of high order rapid transit is far less troubling than last week's wording.

Third, I would like to point out that we have noticed that parking and parking standards, which were dealt with in previous reports have been removed from these recommendation reports and will now be dealt with at the Site Plan Approval stage, at which point we will be back here to make sure that there will be sufficient parking for the existing external community and that we will not be shut out of our own plaza because we cannot find a parking spot. It is bad enough that we will be inconvenienced by having to park underground or in a parking structure, neither of which may be close to where we need to shop, without having to abandon the shopping trip altogether because we cannot even find a place to park. Recently we learned that the NW entrance to the plaza will not be available in the future for residents of German Mills to gain access into the plaza. Eliminating this entry point to the plaza will make it even more difficult for German Mills residents to shop at the mall. Our residents are left with a very real feeling we are indeed being shut out of our own plaza.

Back to density. We can appreciate staff's reluctance to come up with a more accurate density than the working model **estimate** of 1.5 FSI , after all, after 3 years of trying to get it right, the developer's traffic consultant is still revising his Traffic Impact Study and since traffic is our number one problem, it would be unwise for planners to decide on a more accurate figure before the traffic study is completed to the satisfaction of independent experts. However there was a question from Council to planning staff at last week's DSC meeting which asked for more information on different densities other than the order of magnitude estimate given by planning staff.

You have in front of you a range of densities, including the number of housing units, the number of onsite residents and the number of cars of onsite residents that each density would result in. This table was produced and sent out to fellow members of the residents' working group many months ago. It was very easy to work out and involved simple addition, subtraction, division and multiplication only. The table or spreadsheet shows the Floor Space Index for commercial floor space (retail and office) as presently proposed and it is assumed that this floor space and Floor Space Index will not change. The figure of 0.44 was arrived at by simply dividing the commercial floor space by the area of the site. * The Residential Floor Space Index is worked out the same way as the Commercial Floor Space Index.* As more housing units are added the Residential Floor Space Index increases as does the Total Floor Space Index as columns one and two are added together. The number of residents is based on a ten year average of 2.59 people per apartment taken from the Town's Hemson consult on Development Charges, a study I was directed to by planning staff. The number of cars belonging

to onsite residents was based on the Town's latest suggested residential parking standard of 1.1 cars per residential unit, a figure which includes visitor parking.

The column of variables residents are drawn to is the last one. Because of our traffic problems, we look at these numbers first and ask ourselves, "Can our road network and our intersections cope with these numbers of cars and would this number of cars be able to get through the traffic queues and into and out of this site in the peak hours?" and we immediately gravitate to the top of the column for an answer. The next column residents look at is the second last column because, in the best case scenario whereby none of the onsite residents can get their cars out of or back into this site in the peak hours and instead take public transit, there are going to be hundreds and thousands of people at the Don Mills/Steeles intersection, crossing a very busy intersection, trying to get to transit stops and causing even more congestion. Likewise imagine the same retail space we have now and all those extra people in the queues at the Post Office, pharmacy, bank and grocery store. The developer is looking at the third last column, of course, as that is where his profit lies. The planners are looking at the third column from the left, Total FSI, as sooner or later they will have to recommend a specific density for this site. And now Council can clearly see how Total FSI relates to numbers of cars, residents and units.

I might just point out the difference between staff's working model estimate of 1.5 FSI and the order of magnitude estimate of 1000 units, compared to the more accurate number of 936 units on the spreadsheet. When it is so easy to work these numbers out, I don't understand why staff are not showing Council the full range of density stats and relating them to the variables in the last three columns. I know if I was a council member I would find a spreadsheet similar to this one helpful in arriving at decisions on density. Using the information in this submission figures can be worked out for any density desired, 1.4, 1.3, 1.2, and 1.1 FSI for example.

* Commercial Floor Space 340 828 sq. ft.

*Residential Floor Space 1 591 896 sq. ft.

* Total area of site 7.1 ha. or 764 238 sq. ft.

Average unit size 877 sq. ft.

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SHOPS ON STEELES APPLYING DIFFERENT DENSITIES AND RESULTS

AS PER NUMBER OF UNITS, NUMBER OF RESIDENTS AND NUMBER OF RESIDENTS' CARS

Commercial FSI	+	Residential FSI	=	Total FSI	=	#/Units	#/Residents	#/ Cars
0.44	+	0.34	=	0.78	=	300	777	363
0.44	+	0.56	=	1.0	=	495	1282	545
0.44	+	0. 81	=	1.25	=	716	1854	788
0.44	+	1.06	=	1.5	=	936	2424	1030
0.44	+	1.31	=	1.75	=	1157	2997	1272
0.44	+	1.56	=	2.0	=	1436	3719	1580
0.44	+	2.06	=	2.5	=	1820	4714	2002