



VIA EMAIL (nycc@toronto.ca)

January 5, 2022

City Secretariat, Attention: Carlie Turpin
North York Community Council

**Re: NY29.5 – 1710 to 1736 Bayview Avenue - Zoning By-law
Amendment, Rental Housing Demolition and Site Plan
Control Applications - Request for Directions Report**

Dear Chair James Pasternak and NYCC Councillors,

The South Eglinton Ratepayers' and Residents' Association (SERRA) welcomes the Request for Direction Report as prepared by City Planning and, generally is in support of the comments raised in the report.

1) Built Form- Height, Transition and Massing

We agree with the concerns raised in the report with the cumulative impact resulting *“in a mid-rise resulting building that is not considered well-proportioned and lacks an appropriate transition to the adjacent Neighbourhoods designated lands to the west”*

- projection of the angular plane
- various setbacks and step backs
- length of the building being in excess of one hundred metres
- urban design recognition of grade changes

2) Land-use

We also agree with the comments re. the lack of proposed retail units along Bayview Ave, which is a Priority Retail Street.

3) Site Access, organization and Laneway Requirement

In general, SERRA is supportive of the implementation of a lane network as outlined on map 21-09 of OPA 405 and SERRA supported the City in requesting such a laneway for a recent application at 733 Mt Pleasant Ave (23 storeys), also adjacent to a Neighbourhood.

However, in the context of this location, we support the current development proposal to create a rear laneway on the west side of the property, which will function as a privately owned, publicly accessible green pedestrian and cycling pathway.

The laneway is proposed to be 7.5 m wide, and the garage below grade will be set back 4.5 metres from the west property line (to accommodate the extensive existing mature boundary tree condition).

The proposed rear laneway appears to substantially meet the requirements of OPA 405, **Laneways:**

*4.8. Map 21-9 identifies the locations of existing and **potential new laneways which could provide important access to properties primarily located adjacent to Midtown's Major Streets, and that could also contribute to additional pedestrian and cyclist connectivity.***

*4.9. Development will locate vehicle entry points on side streets and connect with existing laneways **where technically possible.***

*4.10. **Where a laneway is not feasible as a public laneway and/or does not connect to other laneways or public roads, surface public easements will be secured over private lands to secure public access to the laneway, where reasonable.***

In addition, the proposed laneway also recognizes recently updated Public Realm policies of OP section 3.1.1

3.1.1.16. The preservation, long-term growth and increase in the number of healthy trees will be a priority for all development.

Development proposals will demonstrate how the protection, provision and maintenance of trees and their growing spaces above and below ground will be achieved.

At the rear of this property is a significant slope (for the whole of the 100-metre west lot line), which serves as a critical transition to the (higher) adjacent residential backyards. The slope is stabilized by many mature trees, which also serves to provide a green privacy barrier between the proposed development and the houses to the west. It would be environmentally inappropriate to remove the slope and with it the many existing mature trees and replace it with a 2-3 m high concrete wall (that will need to be extended several meters below ground).

In addition, the laneway will be dead ended at both the north and south end since this is a mid-block development. A potential future connection to the north onto Mann Ave will not likely occur due to the severe grade change between the development property and Mann Ave.

In the interim a single curb cut connection to Bayview will be required, but due to the development being immediately across from the future Bayview station of the Eglinton Crosstown LRT, a relatively low car in/out movement is expected,

SERRA would welcome an opportunity together with other stakeholders to work with the developer to create a mutually satisfactory, community-appropriate application for this site.

Respectfully,

Andy Gort,
President SERRA

Cc. Councillor Jaye Robinson, Ward 15
David Sit, Director, Community Planning, North York district
Al Rezoski, Mgr. Community Planning
Kathryn Moore, Senior Planner
South Eglinton Ratepayers' and Residents' Association
Leaside Residents Association