

**From:** [Board Directors](#)  
**To:** [North York Community Council](#)  
**Cc:** [Councillor Pasternak](#); [Phyllis Arturi](#)  
**Subject:** NY30.3 - 4926 Bathurst Street - Request for Direction Report - Official Plan and Zoning Amendment Application  
**Date:** February 21, 2022 4:45:33 PM  
**Attachments:** [4926 Bathurst 211015 MTCC 1000 4926 Bathurst JM edits.pdf](#)

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Good Morning

In regards to **NY30.3 (9:45 AM) 4926 Bathurst Street - Official Plan and Zoning Amendment Application - Request for Direction Report (Ward 6)** being discussed on your agenda, attached is our letter sent to the city expressing our concerns on this development and supporting the recommendation.

The City Planning Division recommends that:  
*City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current Application regarding the Official Plan and Zoning By-law Amendment appeal for the lands at 4926 Bathurst Street and to continue discussions with the Applicant in an attempt to resolve outstanding issues.*

MTCC 1000 - 8 Kingsbridge Court  
Agents for the Corporation  
Board of Directors

----- Original Message -----

To: [councillor\\_pasternak@toronto.ca](mailto:councillor_pasternak@toronto.ca); [phyllis.arturi@toronto.ca](mailto:phyllis.arturi@toronto.ca)  
Sent: Wednesday, October 20, 2021 3:48 PM  
Subject: 4926 Bathurst Street Fwd: MTCC 1000 - Development letter

Hello Councillor Pasternak

In regards to the proposed building application to amend the Official Plan and the Zoning By-law

to permit the development of 26-storey mixed-use building with retail uses at-grade in Ward 6.

We have sent the attached letter, with our comments and concerns, to the city planner as a follow-up to the public consultation meeting held on May 25, 2021.

Regards,

President - Board of Directors

MTCC 1000 - 8 Kingsbridge court

October 15, 2021

**VIA REGULAR MAIL**

**VIA EMAIL: [stephen.gardiner@toronto.ca](mailto:stephen.gardiner@toronto.ca)**

Chief Planner's Office  
City Planning Division  
Toronto City Hall  
100 Queen St. W.  
Toronto, ON M5H 2N2

**ATTN: Stephen Gardiner, Senior City Planner**

Dear Mr. Gardiner,

**RE: 4926 Bathurst Street – Official Plan Amendment, Zoning Amendment Applications (#20 219407 NNY 06 OZ); Metropolitan Toronto Condominium Corporation No. 1000**

We are writing for the Board of Directors of a neighbouring condominium community located municipally at 8 Kingsbridge Court, with the legal name of Metropolitan Toronto Condominium Corporation No. 1000 (“MTCC 1000”). We represent over 60 registered owners and families who reside in our building and call the neighbourhood of Bathurst and Finch their home.

We have reviewed the City of Toronto’s Preliminary Report, dated January 25, 2021, and attended the Community Consultation Meeting held on May 25, 2021.

The residents of our condominium are deeply concerned about the proposed height, scale, form, and massing of this development scheme. It is entirely out of scale with the street and the surrounding area. Not only would it dramatically diminish the overall character of our neighbourhood, it would have a devastating impact on the light, view, and privacy for those living in buildings close by, like our condominium building.

Instead of proposing to stop this development, we believe that those living in the vicinity of this proposed infill project can work with the City of Toronto and the developer to amend the development and its impact on our neighbourhood.

Discussed below are our four (4) urgent concerns: (1) height, scale, form, and massing; (2) traffic and circulation; (3) services, utilities, stormwater management, and climate change; and, (4) health, safety, and livability.

### **1. Height, Scale, Form, and Massing**

**Density** – The redevelopment is entirely out of scale with the current neighbourhood. This 26-storey building is too high. Our Westminster-Branson neighbourhood is made up of mixed residential low-rise and the bottom range of mid-rise buildings. All of the buildings are six-storey apartment buildings, or less. The one (1) exception and highest building around the Bathurst-Finch intersection is 10 storeys and is located at Bathurst

and Kingsbridge. Our residents and owners enjoy an open area for families and comfortable amenities with lots of airspace, not the big city hustle and bustle. The tallest building at 10 Torresdale is 23 storeys, but it is 750 meters away and buffered by the hydro corridor, cemetery, and sports facilities.

**Planning policies should not be applied in a way that would lead to inappropriate development on older and high-functioning neighbourhoods that have character. Providing the rationale that there has been no new developments for a long time is problematic – it erodes a sense of community that takes decades to create and, instead of keeping this area as an affordable neighbourhood, it disrupts the lives of numerous families.**

The Goldfinch buildings, shown in the presentation as being nearby, are only 12 to 15 storeys high and are in their own cluster plan, opposite Torresdale. It should also be noted that this area's topography is on the edge of the Westminster-Branson heights, westwards, at the promontory edge of the valley where the land slopes down significantly to the West Don River Valley. This development is looking to other tall buildings kilometers away from this neighbourhood for justification. The taller buildings, north on Bathurst (Fisherville) up to Steeles, are already in areas with many tall buildings.

This development will set a precedent in the area and be the first step in collapsing the local rental units in favour of more expensive condominiums that the current residents will not be able to afford. This urban gentrification would cause residents to be displaced and have to move elsewhere.

This is a stable neighbourhood with long-time residents. This is what makes a community.

**Height** – The surrounding buildings, at six storeys, enjoy airspace with lots of natural light entering their apartments. This tall building would loom over the area, blocking the space and sunlight and causing shadows on the surrounding apartments and open areas that had nice window and balcony views without being looked down upon.

When the City changes the zoning for one (1) building, it is well-known that the City's planning practice is to permit additional approvals for taller and bigger buildings in the future. This would set a precedent, wiping out a quiet, stable, neighbourhood at Finchurst, exasperating the problem with too much density, more traffic and more noise, loss of airspace, loss of sunlight, increased wind tunnel effects, and more people. It would no longer be safe to walk around with children and would detract from and diminish the value of the existing buildings and homes in the community.

The retail plazas at the corner could then be developed with the loss of those shopping conveniences. There is also a planned development at the Branson Hospital site on the other side of the development on Finch. Bigger and taller buildings further encroaching upon the area would then have an easier time obtaining approval.

## **2. Traffic and Circulation**

**Traffic** – The only routes into the neighbourhood are Bathurst from the south and Finch from the west due to the topography/geography of the west Don River Valley. Both are major arterial routes and there are no other alternatives. All local roads funnel into these roads. During busy times, the traffic is bumper to bumper on Bathurst heading north from the valley and equally bumper to bumper going east from the valley on Finch West. All of these routes have one destination, the Finch-Bathurst intersection, to be then branched out to the expanded road network north and east. There is no bypass.

All of the traffic backups stall at the north-south and east-west intersections. This development would increase the number of vehicles and pedestrians heading to the same funnel point. Furthermore, all TTC vehicles must take the same roads and become stuck in the line of traffic. Delays would be even longer for so many local residents trying to get home to their apartments. Moreover, the introduction of additional residents for the proposed 26-storey building would introduce a high volume of waste management vehicle traffic and other commercial vehicles into the area.

**Transit** – There is no enhanced public transit for the area. Residents are left questioning where the improved street design elements are for on both arterial routes approaching this intersection. These elements need to be applied to this development.

This corner development could restrict the ability to widen the roads (allowing for more lanes to handle increasing traffic), widen sidewalks and boulevards (increasing walkability) and, or Transit Hub facilities. This begs the question, how would bike lanes, carpool, or express/priority lanes be accommodated?

There are daily traffic jams at the intersection with long turning queues. Adding traffic that turns into this development would only add to the chaos and delays. The corners are major transfer points between the Finch and Bathurst bus routes, where both buses stop at that southwest corner. We question what traffic management planning is being done to decongest this entire choke point?

### **3. Services, Utilities, Stormwater Management, and Climate Change**

The proposed redevelopment would place a substantial burden on the existing municipal/functional services, including water supply, sanitary sewer, stormwater management, and other public utilities. It is our understanding that the developer and the City staff are still reviewing this matter, however it is clear that the proposed redevelopment would place a substantial burden on the existing municipal/functional services in the area. Climate change is rapidly changing our thinking about the magnitude and frequency of storm events; it is clear that taking the current 100-year storm event standard is insufficient.

A much more detailed analysis of the impacts – and the consequences of these impacts – on existing buildings and residents must be undertaken and shared with the neighbourhood.

### **4. Health, Safety, and Livability**

Public health is the lynchpin of sound urban planning, and any proposed development needs to ensure that any changes do not transform the surrounding area into an unhealthy and unsafe neighbourhood.

**Danger** – The Bathurst-Finch intersection has been cited as one of the most dangerous intersections for pedestrian safety due to the traffic. The addition of significantly more cars and people will intensify these issues at the intersection from this building. Families, children, and students cross the intersection on a daily basis. For example, across the road is the Northview Heights Secondary School, where 1,700 students come and go from the immediate area.

**Property Use** – The other surrounding buildings are older and will see their property values drop. A higher neighbourhood density and the construction of new utility services will mean that MPAC increases the tax rate calculation for the entire neighbourhood, which increases all of our taxes. Other factors decreasing the interest of potential buyers is their not wanting an obstruction in front of or near their home and the increase of traffic

and noise, especially by big developments that block sunlight and bring in transients, who park on local streets full of single-family homes and small apartment buildings.

According to real estate experts, condominiums tend to lose value faster in a market correction and gain value slower in an upswing. Why would a buyer pay more for an older unit when newer ones are being built in the area?

The footprint of this new development uses most of the lot size, at the expense of not having enough of its own green space or landscaped recreational area. It is not setback from the street and proposes 263 units and 197 vehicle parking spaces. There could be up to an extra 750 to 1,000 people; where do these new people go to relax, play, and walk their pets? Where do they park extra cars and how to they accommodate visitors? This population influx will spill over onto our front lawns and parking areas!

The development's planned, small, open recreation and greenspace is not visible to others as it is on an elevated roof. The footprint of the building at ground floor still uses most of the available space on the property lot.

The size of this building is out of line with the surrounding community and with how much existing green space is now surrounding our buildings. The neighbourhood is lacking more open park space.

## **Conclusion**

The currently proposed redevelopment at 4926 Bathurst Street is entirely out of scale with the current neighbourhood, and the proposed height, mass, form, and scale would have a devastating impact on sunlight, view, and privacy for those living in the surrounding buildings. There are also serious safety concerns due to increased traffic, compromised municipal/functional services to the area, and decreased public health.

Finchurst is a nice, quiet neighbourhood that is good for families to walk around and enjoy open spaces for themselves. An oasis from the hustle and bustle of a big city. Therefore, we cannot support the proposed redevelopment in its current form, but could consider it with a reduction in height, scale, mass, and form.

Yours truly,

**Rutherford & Mathews**

*Joy Mathews*

Joy Mathews

Partner