

# Leaside Residents Association Incorporated

1601 Bayview Avenue

P.O. Box 43582, Toronto, Ontario M4G 3B0

February 20, 2022

North York Civic Centre

Main Floor, 5100 Yonge St.

Toronto, ON M2N 5V7

Attention: Matthew Green, Committee Clerk

E-mail: [NYCC@toronto.ca](mailto:NYCC@toronto.ca)

Re: **NY11.5**

**1802 Bayview Avenue – Zoning By-law Amendment and Site Plan Control Applications – Appeal Report**

**Planning Application Numbers: 22 221903 NNY 15 OZ and 22 221902 NNY 15 SA**

Dear Chair Councillor Pasternak and Members of North York Community Council,

The Leaside Residents' Association (LRA) provides the following comments concerning the above noted applications which seek permission to construct a 46 storey residential and retail tower on the northwest corner of Bayview and Roehampton in the Bayview Focus Area (current site of the Bayview carwash). The proposed building would contain 419 residential units, 384 square metres of retail fronting on Bayview, 44 parking spaces and have an FSI of 20.51.

The LRA has undertaken a review of this zoning by-law amendment application and the City's Appeal Report and offers the following comments:

**The height (46 storeys) and density (FSI 20.51) of the proposed development are excessive and do not conform to the Yonge-Eglinton Secondary Plan:**

- the applicant argues that while a height range of 20-35 storeys is permitted in the Bayview Focus Area according to section 5.4.3.q of the Yonge-Eglinton Secondary Plan (OPA 405) a height of 46 storeys should be permitted in this case as section 5.4.3 would permit a height greater than 35 storeys without an official plan amendment. This conclusion makes no sense given section 1.3.5 d. which states "the Bayview Focus Character Area is Midtown's eastern-most Core and will be **predominantly characterized by mid-rise buildings** punctuated

with tall buildings in proximity to the new transit station, which will also support the expansion of office, residential and retail development in the area, creating a mixed-use transit-oriented node”.

- section 2.4.4 of the Yonge-Eglinton Secondary Plan states:  
“Existing and new development in each Midtown Transit Station Area will collectively achieve or exceed the minimum density targets as identified below:
  - a. 600 residents and jobs per hectare for the Yonge-Eglinton Transit Station Area;
  - b. 350 residents and jobs per hectare for Davisville and Mount Pleasant Transit Station Areas; and
  - c. 200 residents and jobs per hectare for the Leaside, Chaplin and Avenue Transit Station Areas”.

If 46 storey buildings with an FSI of 20.51 are broadly permitted in the Bayview Focus Area, the resident and job figures reached for the Leaside Transit Station Area would far exceed what was deemed desirable for the area.

- the site falls within the “Secondary Zone” of the Leaside Transit Station Area. Section 2.4.2.a. of the Yonge-Eglinton Secondary Plan states:  
“a. Transit nodes are defined geographies with clusters of uses and varying levels of development intensity. Transit Nodes include:
  - i. a Station Area Core zone, which includes the transit station(s), residential intensification, a concentration of office uses and collectively greater intensity than in the Secondary Zones; and
  - ii. a Secondary Zone that supports transit-supportive development in a compact urban form and a mix of uses in Midtown. The intensity of development will generally be less than the Station Area Core. Development will generally transition down in height and scale to surrounding Built-up Zones;
  - iii. ....

The height and density of the proposed development is in excess of what is envisioned for the Station Area Core and is not in keeping what is envisioned for the Secondary Zone.

In addition:

- the provision of two at grade townhouses on the Roehampton frontage provides little meaningful transition to the residential development further west;
- the site is too small (1412 square metres) to support the massing proposed;

- minimal green space is being proposed and no area has been provided to serve the needs of the building's pet population;
- the proposed number of parking spaces (38 residential and 6 visitor) appears grossly inadequate for 419 residential units and 384 square metres of retail space and is likely to result in major on-street parking problems for the surrounding residential development;
- few parking spaces are provided and people will be dependent on taxis, delivery vehicles, etc. to get groceries and other bulky purchases home, the proposed site plan does not provide for these movements without creating excessive congestion and safety issues;
- the shadow impacts on surrounding development will be substantial particularly for existing development to the west and the adjacent mid-rise condo;
- an underlying assumption seems to be that a large portion of future residents in this and other nearby proposals will use the LRT to get to and from work. Is this realistic given the current level of rush hour congestion being experienced by those wishing to transfer from the Eglinton corridor to the Yonge St. Subway line?
- while retail uses are proposed on part of the ground floor, and residential uses on higher floors, it would be desirable to see a greater portion of the building to be used for employment generating purposes in order to meet the overall objective of creating a complete community.
- the proposal lacks any provision for the inclusion of subsidized affordable units;
- excessive wind impacts are of concern (existing residents in the condominium to the north have already experienced wind issues);
- the suitability of Badali Family Lane to safely accommodate vehicles serving this building and the condominium and commercial development immediately to the north needs to be confirmed;
- it is noted that along the Bayview and Roehampton frontages, the second to sixth floor is cantilevered above the ground floor and provide a zero metre setback to these respective property lines. How are mature street trees to be accommodated along these frontages?
- the community is concerned with the adequacy of existing services (both hard and soft) to accommodate the proposed development and the four other similar nearby proposals that are currently before the City. Neighbourhood schools, for example, are a critical component of any complete community and need to be made available as development occurs. The community feels a more holistic approach is needed to ensure

future problems are avoided.

- it would appear that the developer is using the Midtown Community Services and Facilities Strategy endorsed on May 16, 2018 to address community service and facility needs arising from this proposal. Given the massive intensification which will result from the changes made by the Province to the Yonge-Eglinton Secondary Plan in 2019, the use of an outdated community services and facilities plan would appear inappropriate.

In conclusion, the LRA is of the view that the subject proposal is excessively tall and dense and should not be approved in its current form.

Yours truly,

*Geoff Kettel* for

Geoff Kettel and Carol Burtin-Fripp  
Co-Presidents

c..c Councillor Jaye Robinson, Ward 15  
David Sit, Director, Community Planning, North York District,  
Angela Zhao, Senior Planner, Community Planning, North York District  
Jesper Thoft, Co-President, Broadway Area Residents Association  
Jane Auster, Co-President, South Eglinton Davisville Residents Assn