

Raymond Jean

Objection to NY34.27: 15 - 25 Poyntz Avenue - Official Plan Amendment and Zoning By-law Amendment Applications - Decision Report – Approval

Reason:

- **Proposed 51-storey with 17.7FSI is excessive**, especially for a site on small street like Poyntz without direct Subway entrance. Menkes 4800 Yonge at SouthWest corner of Yonge & Sheppard under construction now is 49-storey with 12FSI density.
- **OLT granted 4696 Yonge (Esso Gas Station) got 45-storey at 13.6FSI (gross) density – last Fall**
- **Proposed Slab lacks proper podium** to limit street-level wind
-
- **Proposed building block “optimal” Beecroft South Extension**
- **This Fall: City’s Study/Community Consultation should have idea of Beecroft South Extension alignment, geometry, design & features (road widening, dedicated turning lanes, on-street parking, continue linear park – switch sides?, “Complete Streets” bike lanes, etc,...)**

Request: Deferral/Refusal/appeal to OLT: gives City time to properly study Beecroft South Extension

https://www.toronto.ca/legdocs/mmis/2026/ny/bgrd/backgroundfile-288287.pdf

15 of 46

Beecroft Road South Extension

Map 8-12: 'North York Centre South Site Specific Policies' and Policy 12.11 ('South Side of Poyntz Avenue') of the NYCSP apply to the Subject Lands, see Attachment 7. Policy 12.11 speaks to protecting for setbacks to allow for the future extension of Beecroft Road. Additionally, the Study identifies new mobility improvements in the North York Centre, which includes a potential extension of Beecroft Road south to Florence Avenue (see Appendix 10). Modelling and design work relating to the Beecroft Road south extension are expected to be initiated later this year and will be advanced through the Study. Until such time, the alignment, geometry and design of the Beecroft Road south extension is unknown.

The Subject Lands are generally located immediately east of the existing terminus of Beecroft Road, where Beecroft Road intersects with Poyntz Avenue. The Block Context Plan submitted in support of the Proposal illustrates that Beecroft Road can be extended south from Poyntz Avenue to Florence Avenue, and that the alignment of the extension can run immediately west of the subject lands through 27 Poyntz Avenue. In consideration of the potential southerly extension of Beecroft Road, and consistent with Policy 12.11 of the NYCSP, the City has secured a 3-metre side yard setback from the west property line. The 3-metre side yard setback provides appropriate transition to both the existing and planned context.

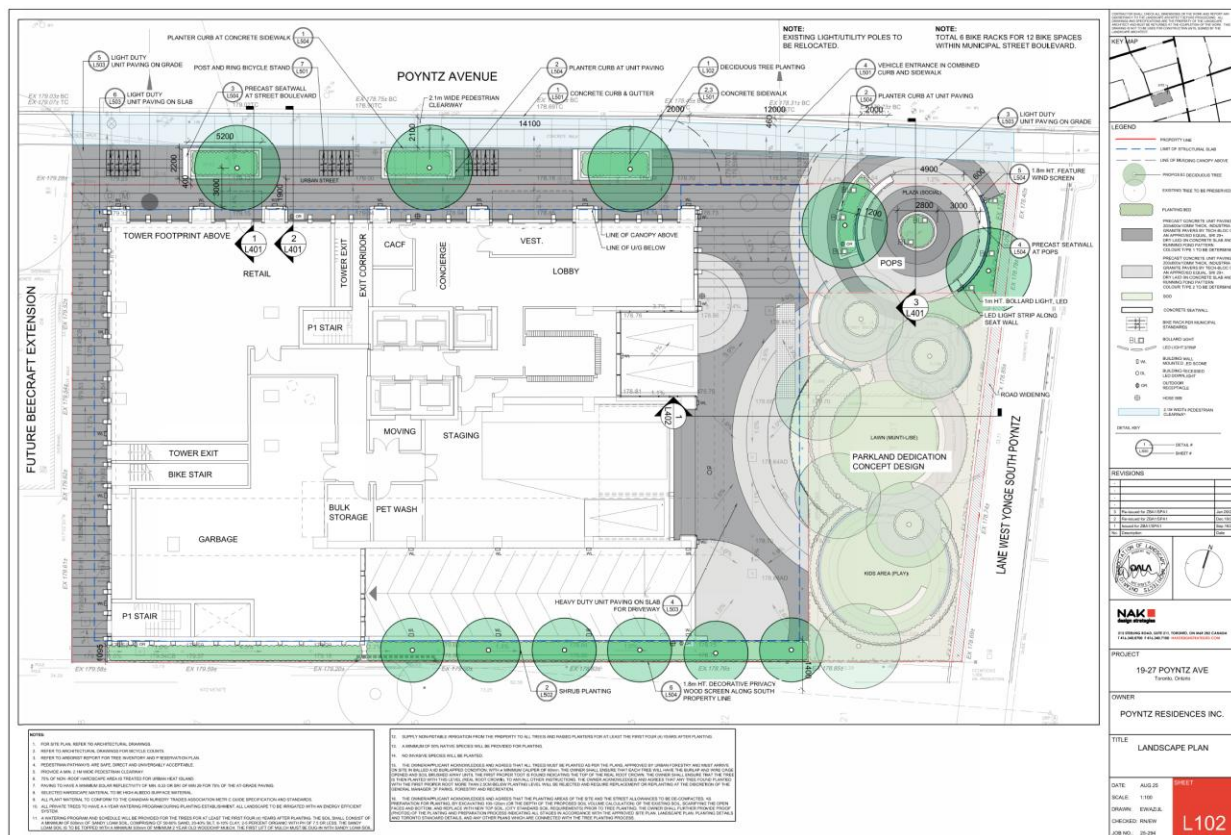
Decision Report - Approval - 15-25 Poyntz Ave

Page 15 of 46

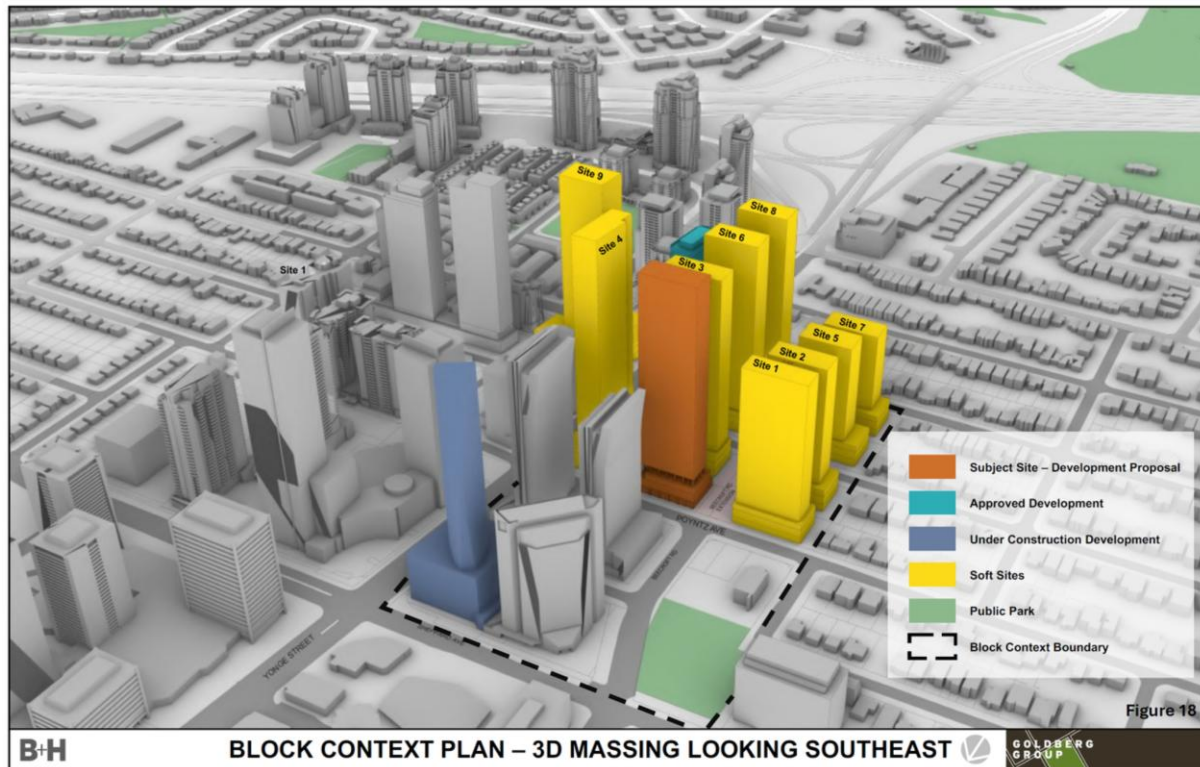
June 18, 2026: "15-25 Poyntz Ave – Official Plan Amendment and Zoning By-law Amendment Applications – Decision Report – Approval"

<https://www.toronto.ca/legdocs/mmis/2026/ny/bgrd/backgroundfile-288287.pdf>

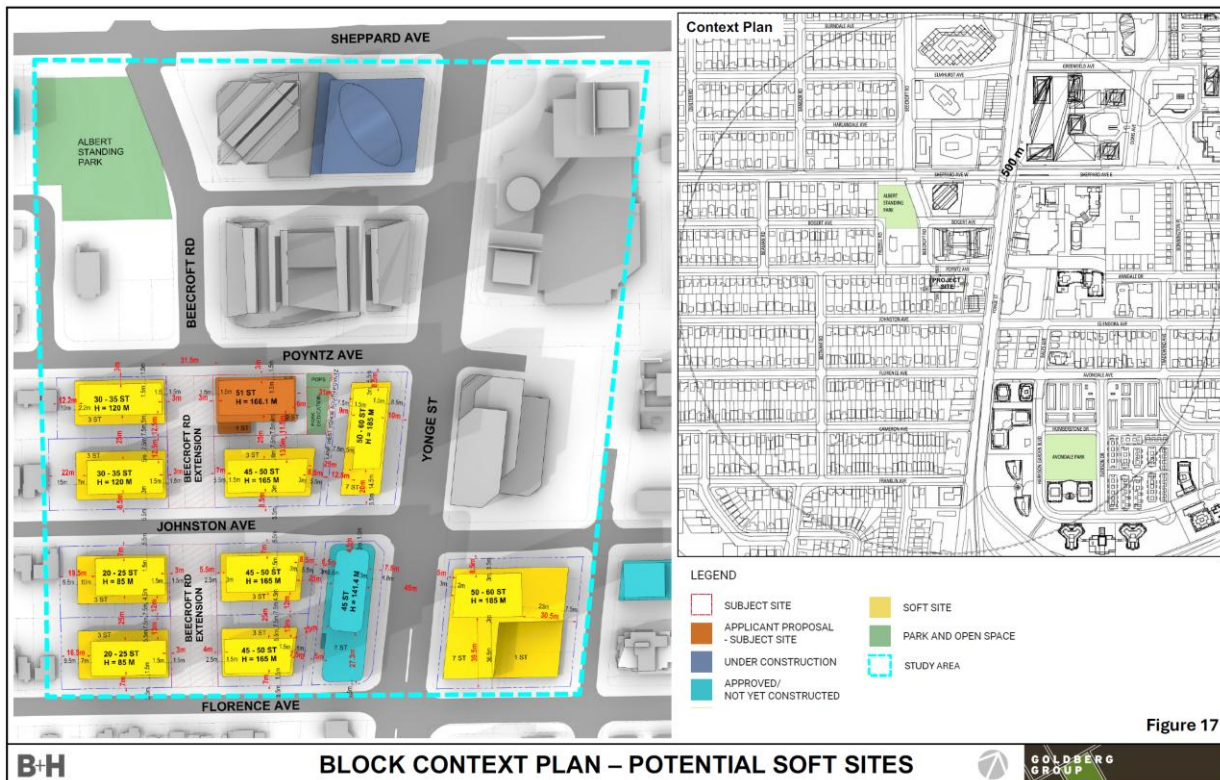
Proposed Site Plan for 15-25 Poyntz Ave (Application Number:25252382NNY18SA):



Where's the Park? Park between base of Subject Site & Site 4 – if you can't find it, how will the Sun?



Block Context Plan:



Proposed 1-lot Park & POPS (Privately Owned Public Space) will be surrounded by 40, 45, 50+storey buildings – park will not be Green! Park will never see the light of day!

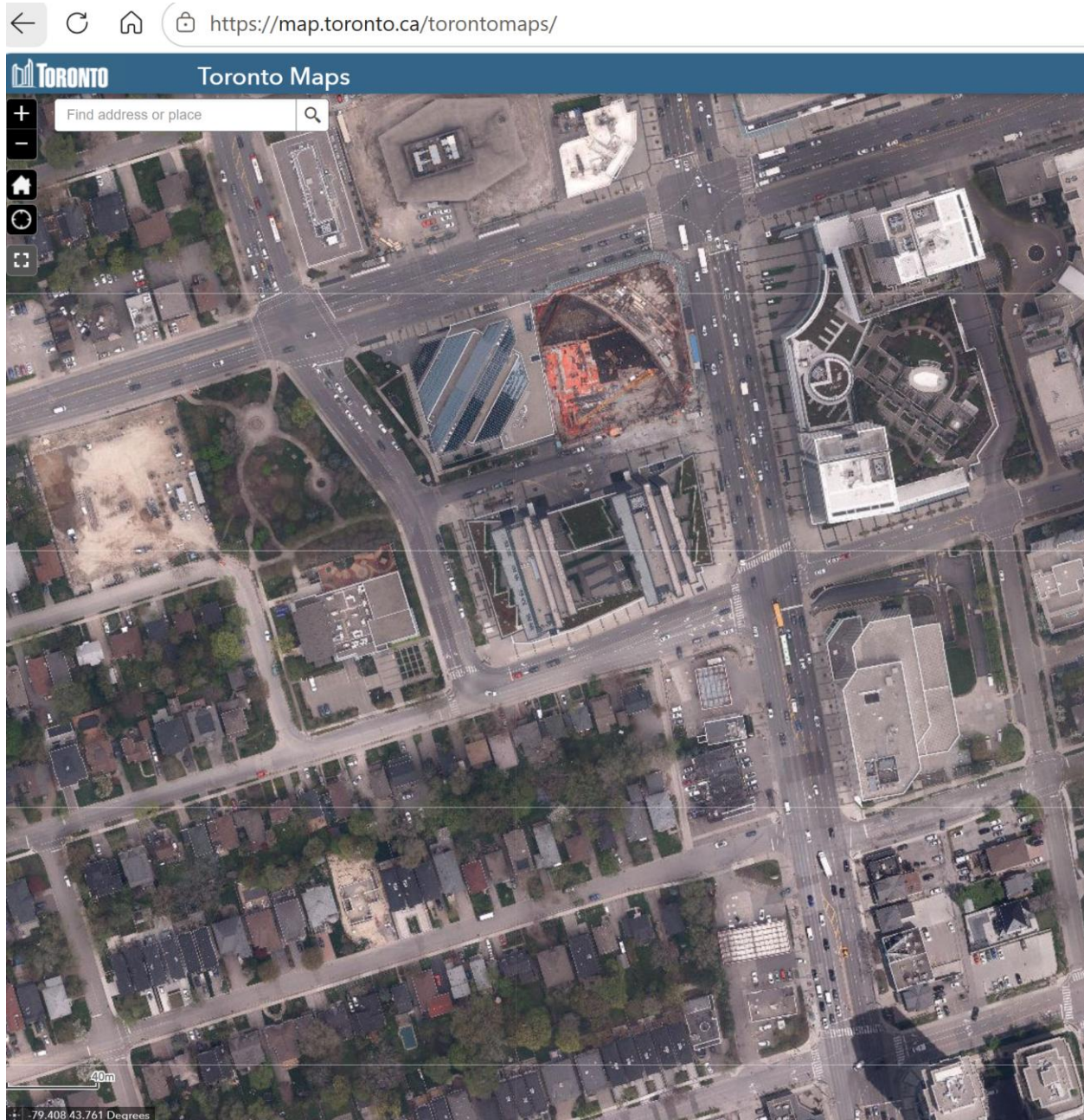


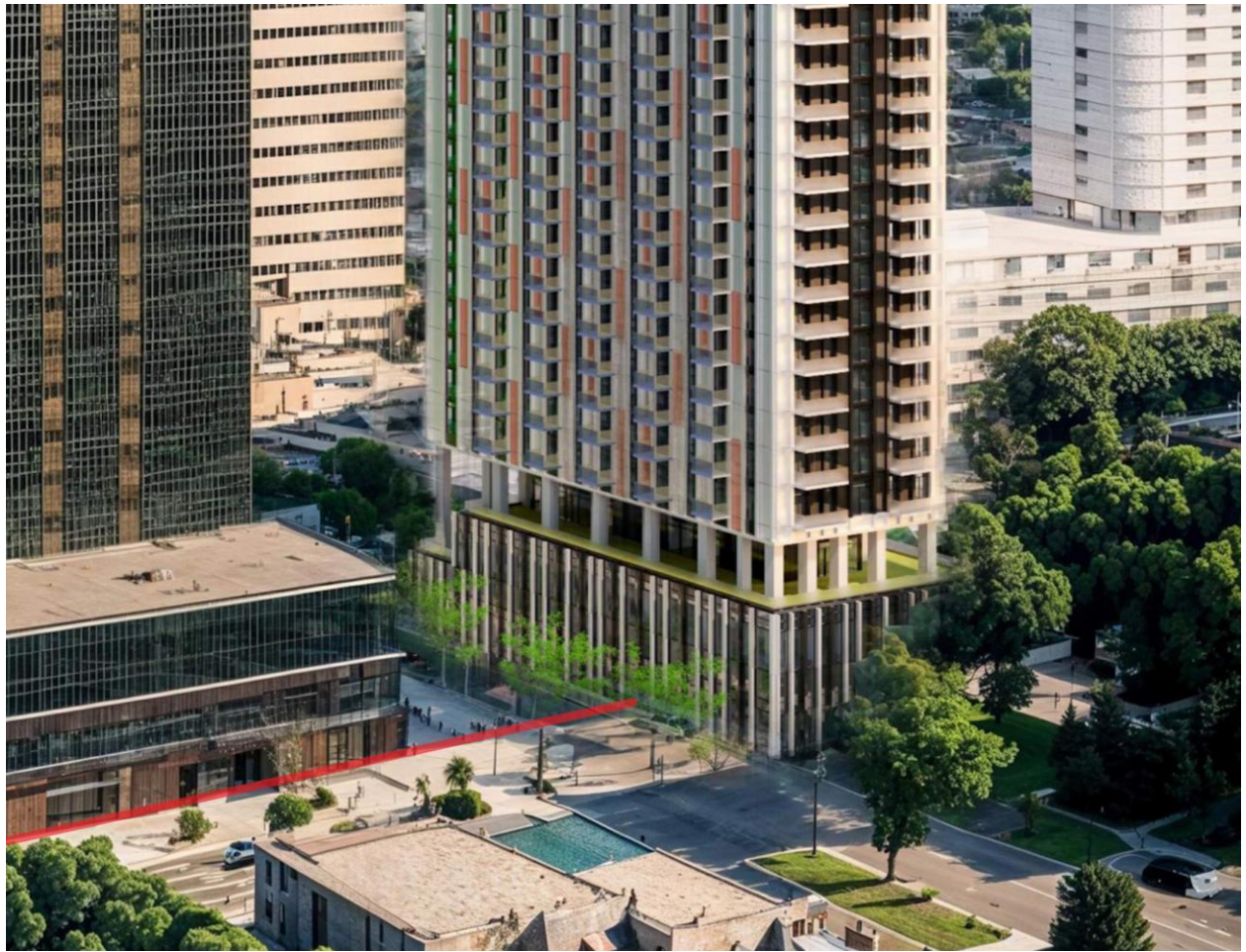
Red Line show Subject Site Building not align with existing & proposed buildings – not enough setback on proposed Beecroft – **would block/limit design features for Beecroft South Extension! Road widening? dedicated turning lanes? on-street parking? continue linear park – switch sides? “Complete Streets” bike lanes? etc,...**

Solution:

- Relocate Parkland Dedication & POPS to west-side of site along Beecroft South Extension where there will always be more sunlight!
- Relocate building eastward closer to Yonge – further from Albert Standing Park & Church to minimize shadowing

Aerial Photo shows: “Linear Park/GreenSpace” boulevard along east side of Beecroft north of Poyntz Ave to Sheppard – this is City Property, **good for road widening, dedicated turning lanes, on-street parking, continue linear park – switch sides? “Complete Streets” bike lanes, etc,....** Should be subject to **Community Consultation this Fall!**

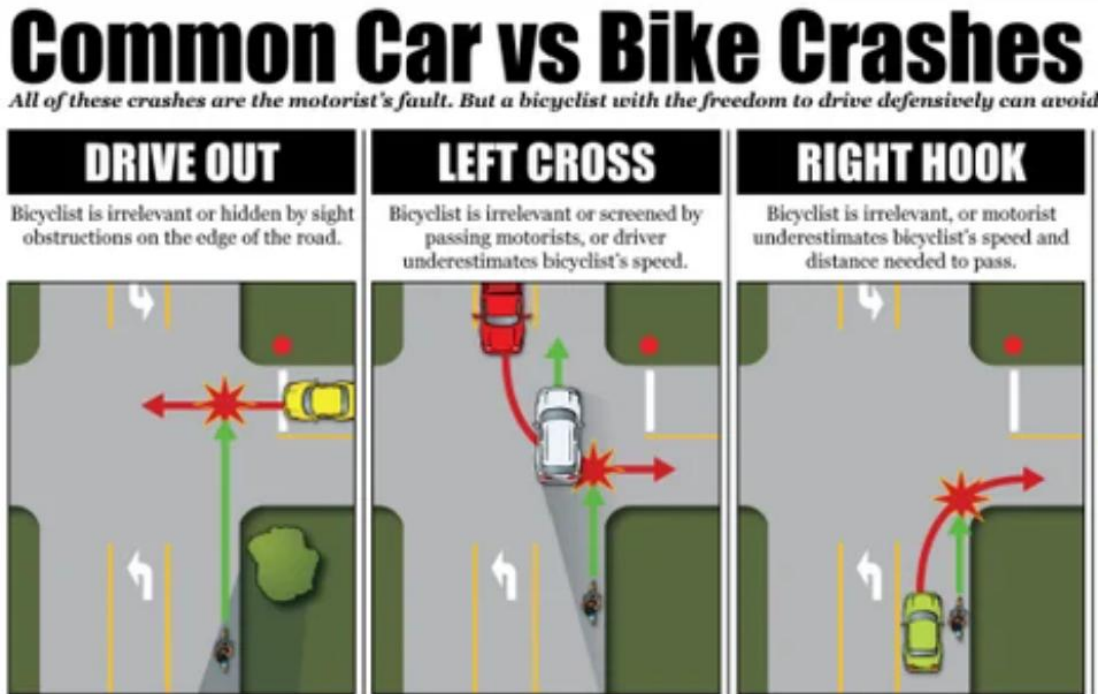




TransformYonge: 6 to 4-lanes to add bike lane, now keep 6-lanes but bike lane space mainly come at expense of sidewalk width.

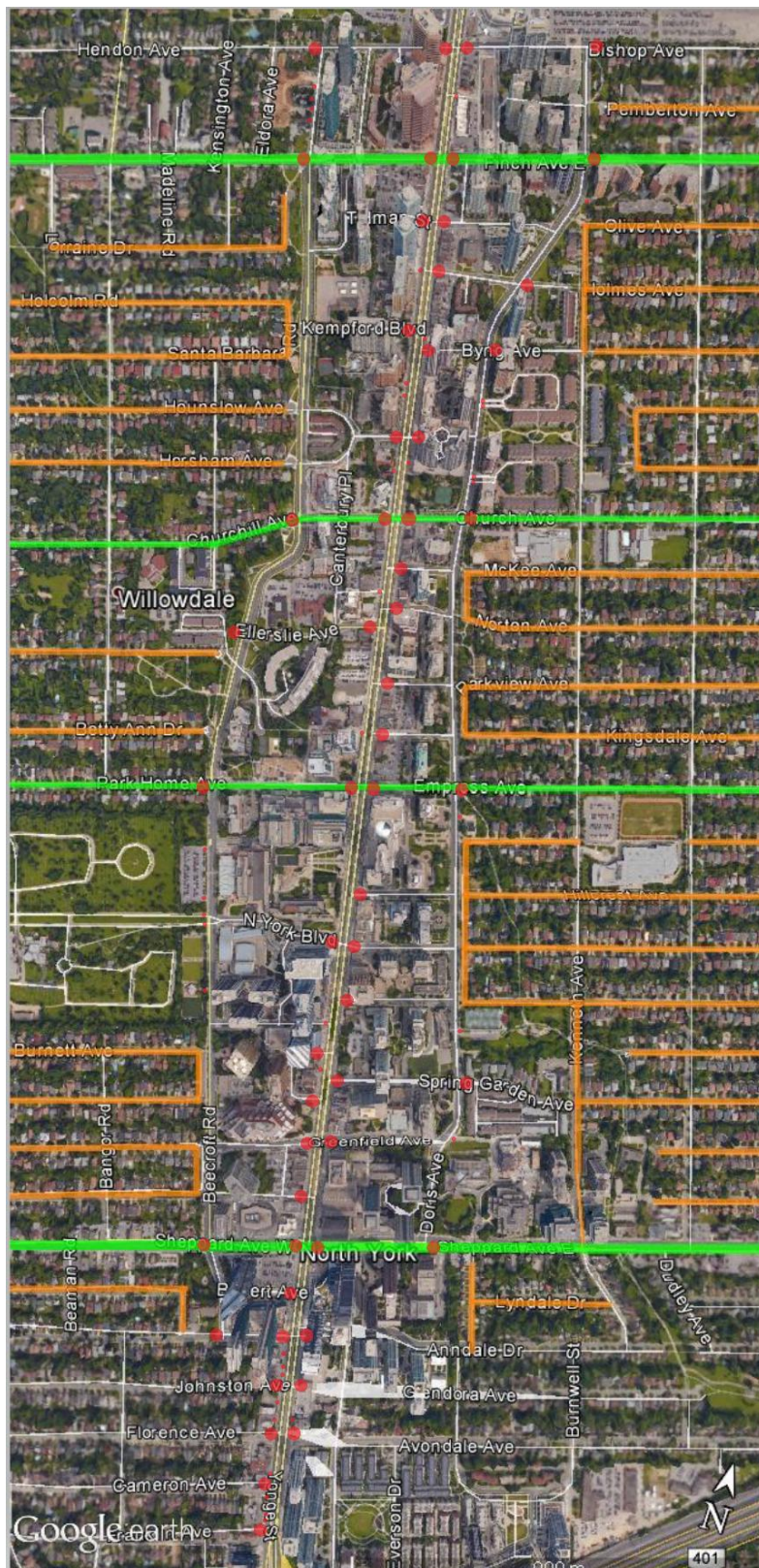
Road Grid system favour east-west side-streets, of which about 20 between Sheppard & Finch:

- **Intersecting Yonge St every 80m – creating numerous dangerous Cyclist-Vehicle Conflict Points in close proximity**



- 90% of these east-west side-streets dead-end or loop-out before intersecting with west-side of Beecroft & east-side of Doris,... designed to limit traffic infiltration from high-density Yonge corridor into Single Residential House area. **Side Effect: west-side of Beecroft & east-side of Doris has long continuous sidewalk of 500, 550, 650 & 850m length – perfect for safe cycling infrastructure – namely bi-directional multi-use trails.**

Major Cyclist-Vehicle Conflict Points: between Sheppard to Finch,... 26 on Yonge VS 3 on Beecroft west-side VS 5 on Doris east-side. Therefore Yonge St is 10 times more dangerous than Beecroft west-side,... factor in higher traffic volume: **bike lanes on Yonge is 100 times more dangerous than Beecroft west-side & about 50 times more dangerous than Doris east-side**

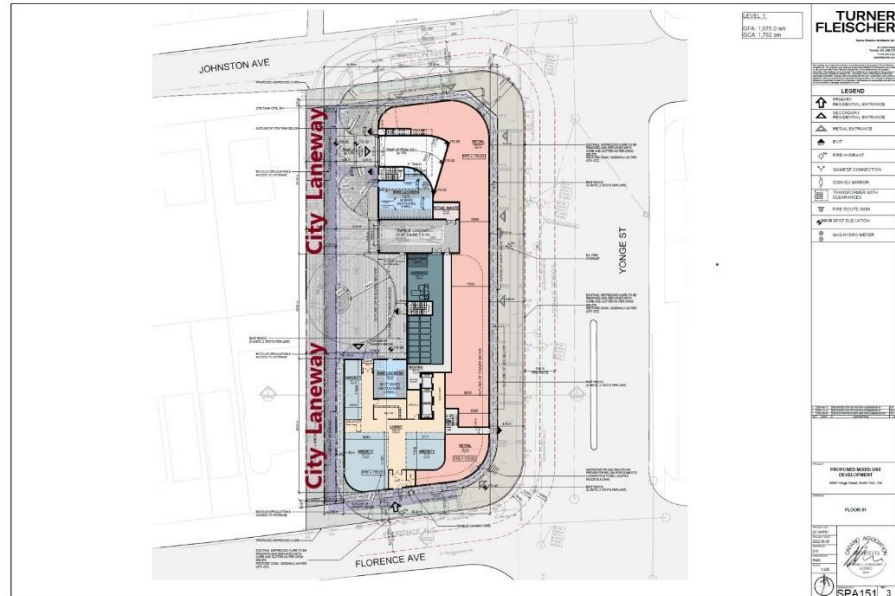


Large Red Dot: Major Cyclist-Vehicle Conflict Point at Intersection
 Small Red Dot: Minor Cyclist-Vehicle Conflict Points at driveway

Problem: Proposed Condo Driveway parallel to existing City Laneway 40 feet away is redundant waste of space!

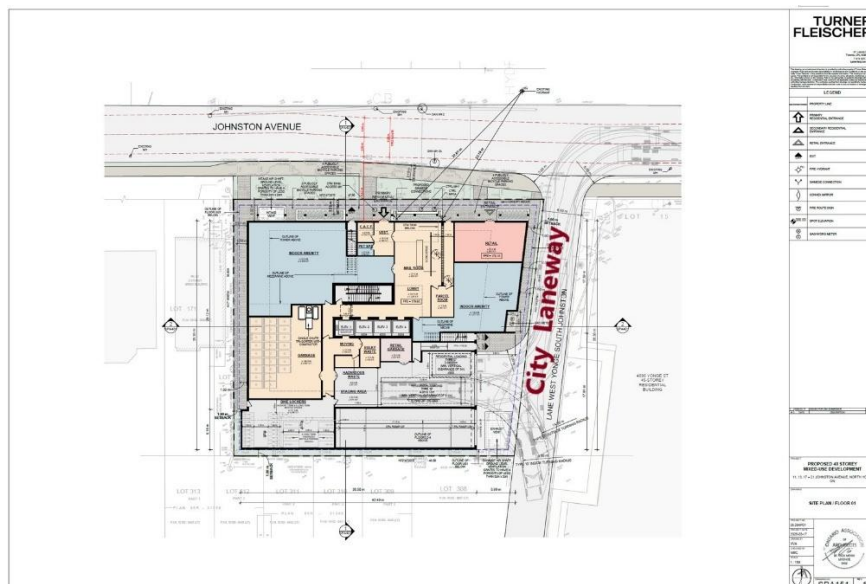
Solution: Relocate the Condo portion eastward adjacent to existing City Laneway and use it as Condo Driveway since any Re-Development of nearby Shell Gas Station (4722 Yonge St) will likely use this City Laneway as their Condo Driveway as well,.... as per approved 4696 Yonge & proposed 11-21 Johnston

Note: Future driveway entrances on Yonge are discouraged and any driveway entrance on side-streets adjacent to site would be considered too close to Yonge St.



From Architectural Plans (2024-07-05) for 4696 Yonge St (Application Number: 24146352NNY180Z)

<https://www.toronto.ca/city-government/planning-development/application-details/?id=5435884&pid=603425&title=4696-YONGE-ST>



From Architectural Plans (2026-03-19) for 11-21 Johnston Ave (Application Number: 26114386NNY180Z)

<https://www.toronto.ca/city-government/planning-development/application-details/?id=5778383&pid=387788&title=11-21-JOHNSTON-AVE>

Problem: Proposed 51-storey height with 17.7FSI density is beyond what's been granted in the area – including at OMB/OLT which recently granted 4696 Yonge (ESSO Gas Station) 45-storey at 13.6 FSI (gross) 14.6 FSI (net)

Proposed height and density is 51-storey (166.1m exclusive of mechanical penthouse and 173.45m inclusive of mechanical penthouse) with 17.7FSI density

City's refusal of Development Proposal for 4696 Yonge (ESSO Gas Station) was appealed to the Ontario Land Tribunal (case number: OLT-24-000128). In June 2025, a settlement was reached granting 45-storey (having a maximum overall height of 141.4 metres exclusive of the mechanical penthouse and 148.9 metres inclusive of the mechanical penthouse) with 14.64 FSI (gross) and 13.62 FSI (net).

<https://www.toronto.ca/legdocs/mmis/2025/cc/bgrd/backgroundfile-256368.pdf>

<https://www.omb.gov.on.ca/e-decisions/OLT-25-000128-OCT-02-2025-ORD.PDF>

Solution: Redesign to something realistic and more in line with recent approvals like 4696 Yonge (ESSO Gas Station) 45-storey at 13.6 FSI (gross) 14.6 FSI (net).