

December 23, 2021

Jason Xie – Planner  
Community Planning – North York District,  
North York Civic Centre  
5100 Yonge Street  
North York, ON M2N 5V7

Dear Mr. Xie,

**Re: *Planning and Urban Design Rationale Addendum Letter  
1466-1500 Bayview Avenue  
Zoning By-law Amendment and Site Plan Application Resubmission  
File No. 20 210394 NNY 15 OZ and 20 210395 NNY 15 SA***

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We are the planning consultants for Medallion Properties Inc. (“the Owner”), acting on behalf of 1500 Bayview Avenue Limited and BHL Properties Ltd., with respect to the above-noted lands (“the subject site”). On behalf of our client, we are submitting material in support of the Zoning By-law Amendment application (File No. 20119591 WET 03 OZ) and Site Plan Approval application (File No. 20 210395 NNY 15 SA), originally filed on October 8, 2020 which seek to permit the redevelopment of the subject site for a mid-rise, purpose-built rental building with retail at grade.

As part of the initial application, we prepared a Planning and Urban Design Rationale (October 2020). This Planning and Urban Design Addendum Letter (the “Addendum”) outlines changes to the proposal since the initial application, herein referred to as the “Revised Proposal”. The Revised Proposal incorporates feedback from City Planning Staff and other reviewing divisions, as well as addresses comments received through the public consultation process. In particular, proposed height has been reduced from 9 storeys to 8 storeys, setbacks and stepbacks have been adjusted to emphasize the base building and accommodate for applicable angular planes, and the underground parking structure has been reduced so that the laneway can be conveyed to public ownership, both above and below grade.

The Addendum concludes that the design of the Revised Proposal continues to be appropriate from a policy perspective, particularly given the subject site’s location on an *Avenue*, its *Mixed Use Areas* designation and its proximity to municipal infrastructure. Subject to the additional comments outlined below, the findings and analysis in our October 2020 Planning and Urban Design Rationale continue to be relevant and accurate.

## **APPLICATION BACKGROUND**

As stated, a Site Plan Application and Zoning By-law Amendment Application was filed in October 2020. The original applications proposed to demolish an existing grocery store and garden centre to construct a 9-storey mixed-use building (inclusive of mechanical penthouse), comprised of approximately 1,660 square metres of at-grade retail and 156 rental residential units, resulting in a density of 4.31 times the area of the lot. The proposed building incorporated multiple stepbacks from the westerly lot line to appropriately transition to *Neighbourhoods* designated areas to the west. Stepbacks were also incorporated into the south and east elevation to delineate a street wall in accordance with the Secondary Plan directions. Vehicular access was provided from a rear laneway, proposed to remain in private ownership.

A full set of comments on the application have been received, and meetings have been held with City Staff to discuss feedback and potential resolutions.

A Community Consultation Meeting was held virtually on May 13, 2021, with representatives from the applicant team, City Staff, the Councillor's office and the local community in attendance. Concerns were raised with respect to the height and massing, as well as increased traffic from the proposal. There was also desire expressed for the retention of a grocery store in the base of the building. The Owner has also conducted individual meetings with residents, including those with houses fronting onto Whitewood Road to the west, as well as the Bayview-Leaside Business Improvement Association.

## **REVISED APPLICATION**

The Revised Proposal maintains a mid-rise built form that frames the intersection of Davisville Avenue and Bayview Avenue.

The height of the building has been reduced to 8-storeys, plus mechanical penthouse elements which occupy only a portion of the roof's floor plate. The functional elements of the building have been shifted further north to allow for an improved interface with Davisville Avenue to the south. As a result, the height to the top of building is 26.35 metres, plus a 5.5 metre mechanical penthouse. The previously proposed 2-level units are now single level units on the 8<sup>th</sup> floor, inclusive of one-, two- and three-bedroom units. The overall unit count has also been minorly reduced from 156 to 153 units.

At grade, the southeast corner of the building has been set back 1.27 metres from Davisville Avenue at the retail entrance and 1.46 metres at the residential lobby. The southeast corner incorporates a 1.6 metre setback along Bayview Avenue to accommodate a slender outdoor patio space. A 5.5 metre setback from the south

property line to the mechanical penthouse level has also been incorporated to reduce its appearance and move mass away from Davisville Avenue.

### Amenity Space Changes

The amenity space has been reorganized due to the removal of occupiable space on the mechanical penthouse level. An additional 72.1 square metres of indoor amenity space and outdoor amenity space has been added to the northwest corner of Level 8, for a total of 206.8 square metres of indoor amenity space and 111.7 square metres of outdoor amenity space on this level. The amenity space on Level 2 will remain the same. Overall, 628.3 square metres of amenity space is proposed with the new development an increase from the previous 624.4 square metres in the original proposal.

### Vehicle Access and Parking Changes

In terms of vehicle access, the rear (west) laneway access will be conveyed to the City, and will be unencumbered below grade condition. The P1 and P2 level have been shifted east to accommodate the lane conveyance, resulting in an overall reduction of 42 parking spaces for a total of 128 vehicle spaces. Bicycle parking will be increased by 3 spaces from 170 spaces to 173 spaces. Last, the Type 'G' loading space has incorporated an additional privacy screen to further obscure views into back of house activities, specifically for the benefit of the single-detached dwellings to the west.

The total gross floor area ("GFA") of the proposal has been reduced to 13,876 square metres and overall site density of 4.01 FSI.

**Table 1 – Application Statistics Comparison**

	<b>Original Application (October 2020)</b>	<b>Revised Application (November 2021)</b>
<b>Site Area</b>	3,463 square metres	3,463 square metres
<b>Lane Conveyance</b>	n/a	668 square metres
<b>Gross Floor Area</b>		
Residential	13,594.6 square metres	12,637.0 square metres
Commercial	1,659.5 square metres	1,545.6 square metres
<b>Total</b>	<b>14,942.0 square metres</b>	<b>13,876.6 square metres</b>
<b>Floor Space Index</b>	4.31	<b>4.01</b>
<b>Building Height</b>	31.85 metres*	26.35 metres**
Storeys	9-storeys	8-storeys
<b>Residential Units</b>		
1 Bedroom	89 (57.1%)	86 (56.2%)
2 Bedroom	52 (33.3%)	52 (34.0%)
3 Bedroom		

<b>Total</b>	15 (9.6%) 156	15 (9.8%) 153
<b>Amenity Space</b> - Indoor - Outdoor <b>Total</b>	536.9 sq. m (3.44 sq. m/unit) 87.59 sq. m (0.56 sq. m/unit) <b>624.49 square metres</b>	516.6 sq. m (3.3 sq.m/unit) 111.7 sq. m (0.73 sq.m/unit) <b>628.3 square metres (4.1 sq.m/unit)</b>
<b>Parking Spaces</b> - Residential - Visitor - Retail <b>Total</b>	121 spaces 24 spaces 25 spaces <b>170 spaces</b>	82 spaces 22 spaces 24 spaces <b>128 spaces</b>
<b>Bicycle Parking Spaces</b> <b>Residential</b> - Short-term - Long-term <b>Retail</b> - Short-term - Long-term <b>Total</b>	16 spaces 141 spaces 9 spaces 4 spaces <b>170 spaces</b>	16 spaces 143 spaces 10 spaces 4 spaces <b>173 spaces</b>
<b>Loading Space</b>	1 Type 'G' Loading Space 1 Type 'B' Loading Space	1 Type 'G' Loading Space 1 Type 'B' Loading Space

\* Includes wrapped MPH and Level 9 Units

\*\* Does not include MPH

## PLANNING ANALYSIS

### *Intensification and Land Use*

In our opinion, the Revised Proposal continues to be an appropriate redevelopment of an underutilized site along an identified *Avenue*, which will contribute a high quality building that is compatible with and transitions to the *Neighbourhoods* designated areas to the west.

The Revised Proposal will continue to contribute to the achievement of numerous policy objectives that promote intensification and a range of housing choices within built-up urban areas, specifically *Mixed Use Areas*, that are in locations that are well-served by municipal infrastructure. The proposed purpose-built rental units will provide a diversity of options in the neighbourhood. The new at-grade retail will support shopping opportunities for local residents and will be compatible with the traditional mainstreet character of Bayview Avenue. The proposed retail uses will conform to the Yonge-Eglinton Secondary Plan's policies related to Priority Retail Streets and support the vibrancy of Bayview Avenue.

It continues to be our opinion that the Revised Proposal is a contextually appropriate, particularly given the subject site's location within the Bayview-Leaside Village Character Area. The revised height conforms with Policy 5.4.3 (m) of the Yonge-Eglinton Secondary Plan which permits a maximum of 8-storeys within the Bayview-Leaside Village. The Revised Proposal will fit harmoniously with the existing and evolving context along Bayview Avenue as well as recent approvals in the corridor.

### **Built Form, Height and Density**

The Revised Proposal has increased its at grade setback from the south lot line from 0.0 metres to 1.27 to 1.46 metres. This will allow for an enhanced public realm along Davisville Avenue and an improved secondary entrance to the retail uses. An additional setback of 5.5 metres to shift the mechanical penthouse mass away from Davisville Avenue has been implemented to reduce its interface with the street and existing apartment building at 1460 Bayview Avenue to the south.

The removal of residential uses on the mechanical penthouse level (previously Level 9) reduces potential overlook and privacy concerns with the *Neighbourhoods* to the west. The reconfiguration of the upper levels has resulted in a slight decrease in the incremental shadow impacts on the *Neighbourhoods* to the west. It is our opinion that the shadows continue to be appropriate. With the reduction in massing, the Revised Proposal provides an improved transition to the *Neighbourhoods*, with only minimal protrusions into the 45-degree angular plane. In particular, the reduction of the elevator overrun due to the removal of units on Level 9 has resulted in less protrusion into the angular plane. In addition, the remaining incremental impacts into the angular plane consist primarily of private balcony railings and terraces at Level 5, 6, 7 and 8.

The height of 29.55 metres to the top of the roof (8-storeys) and 31.85 metres to the top of the mechanical penthouse is also similar to recent approvals in the corridor, including 1408-1420 Bayview Avenue which has a height of 30.85 metres to the top of the mechanical penthouse. Moreover, the reduction of height to an 8-storey building has allowed the elevator overrun to decrease in height from 29.5 to 27.3 metres.

The overall site density has been reduced from 4.31 FSI in the Original Application to 4.01 FSI in the Revised Proposal. Given the appropriateness of the proposed built form and massing for an identified *Avenue* as well as the existing approvals in the corridor, in our opinion an FSI of 4.01 is considered reasonable for the subject site.

Subject to the additional commentary above, the findings and analysis set out in our October 2020 Planning and Urban Design Rationale continues to be relevant and accurate.

### **Laneway Conveyance**

The Revised Proposal has provided an unencumbered laneway and will convey 668 square metres for the site to the City of Toronto to support this new north-south connection. The intent of the lane is to provide a connection north to Millwood Road which would coincide with a future development application at the southwest corner of the intersection of Bayview Avenue and Millwood Road. The conveyance of the laneway will reduce the overall vehicular parking by 42 spaces. As outlined in the updated Transportation Impact Study prepared by LEA Consulting, the proposed reduction in parking can be supported on the basis of the site's location and access to existing transportation routes such as the TTC and future Eglinton LRT to the north.

The laneway conveyance will also result in the ability to retain the trees located along the westerly boundary of the site as shown on the Tree Inventory and Preservation Plan submitted by Kuntz Forestry.

### **CONCLUSION**

From a land use perspective, the conclusions contained in our October 2020 Planning and Urban Design Rationale report remains the same, in that the Revised Proposal continues to be consistent with numerous Provincial policy directions supporting intensification of underutilized sites within built-up areas, and more specifically in line with the context of the Yonge-Eglinton Secondary Plan.

From a built form perspective, the Revised Proposal reflects the desired heights envisioned along Bayview Avenue as per the Secondary Plan as well as appropriate built form in the context of an identified *Avenue* in the Official Plan. The revised massing supports an appropriate transition to the adjacent *Neighbourhoods* to the west.

We trust the enclosed materials are satisfactory for your purposes at this time. Should you have any questions or require clarification or further information with respect to the above, please do not hesitate to contact the undersigned, Caitlin Allan or Charlie Smith of our office.

Sincerely,

**Bousfields Inc.**



Michael Bissett, MCIP RPP

cc. *Luka Kot, Medallion Corporation*  
*Johanna Shapira, Wood Bull LLP*