

February 28, 2022

Project No. 15162

Henry Tang, Senior Planner
City Planning – Etobicoke York District
2 Civic Centre Court, 3rd Floor
Toronto, ON M9C 5A3

Dear Mr. Tang:

**Re: 2405 Finch Avenue West and 3400 Weston Road
Planning and Urban Design Addendum Letter
File No. 20 1838324 WET 07 OZ**

This Planning and Urban Design Rationale Addendum letter has been prepared in support of an application made by Medallion Realty Holdings, to amend the City of Toronto Official Plan, the City-wide Zoning By-law 569-2013, as amended, and the former City of North York Zoning By-law 7625, as amended, with respect to the properties municipally known as 2405 Finch Avenue West and 3400 Weston Road (the “subject site”).

On behalf of our client, in August 2020 Bousfields submitted a combined Official Plan Amendment and rezoning application to permit the construction of a 36-storey building containing 480 new rental dwelling units and 565 square metres of daycare space adjacent to Lindylou Park (the “Original Proposal”). The two existing 26-storey buildings will be retained as part of the application, with an improved public realm and landscape strategy proposed for the entirety of the subject site. In support of the application, we prepared a Planning and Urban Design Rationale report dated August 2020 (the “August 2020 Rationale report”).

Comments on the initial August 2020 submission were received from City staff and commenting agencies in early 2021. In addition, a community consultation meeting was held on June 23, 2021 and a working group meeting was held on November 2, 2021. Comments were reviewed in detail and modifications were made to address the comments to the extent possible, as detailed in this Planning and Urban Design Addendum Letter. Additional details are provided in the comment matrix included in the resubmission package.

This addendum concludes that, with the design revisions, the updated proposed development (“the Revised Proposal”) continues to be appropriate and desirable from a land use planning, built form, and urban design perspective. Subject to the additional comments set out herein, the findings and analysis in the original Planning and Urban Design Rationale report continue to be relevant and accurate.

Description of Revised Proposal

Changes to the proposed development include reducing the height and density of the rental building, increasing the amount 2- and 3-bedroom units, reducing the amount of parking spaces provided, adding additional landscaping to reduce the amount of paved area, and the provision of additional outdoor amenity space.

The total building height has been reduced by over 15 metres from 36 storeys (107.4 metres) to 30 storeys (91.5 metres including the mechanical penthouse). The proposed height now fits entirely within the angular plane taken from the lands designated *Neighbourhoods* to the southwest of the subject site. The total unit count has decreased from 480 units to 403 units, and the gross floor area (“GFA”) has decreased from approximately 35,658 square metres to 31,590 square metres, resulting in a decrease in the overall density from 2.85 FSI to 2.72 FSI. The amount of grade-related daycare space remains the same at 565 square metres.

Unit Mix and Amenity Spaces

The total number of units has decreased as a result of the height reduction. A total of 480 units were previously proposed, which has been reduced to 403 units. Of the 403 units proposed, there are 233 one-bedroom units (58%), 128 two-bedroom units (32%), 42 three-bedroom units (10%). Since the original submission, the percentage of 3-bedroom units has doubled from 5% to 10% of the total unit count and the percentage of 1- and 2-bedroom units has decreased from 62% and 33%, respectively.

In terms of amenity space, the Revised Proposal continues to provide 4.0 square metres of combined amenity space per unit, including 2.0 square metres of indoor amenity space (806 square metres) and 2.0 square metres of outdoor amenity space per unit (806 square metres). The indoor amenity space is located on the ground floor and 5th storey, and outdoor amenity space is located entirely on the 5th storey.

Parking and Loading

As with the original submission, the Revised Proposal is accessed from Finch Avenue West and Weston Road through a private driveway which connects through to both of the major arterial streets, and will be designed to public road standards. The driveway connects to the underground parking ramp located at the northwest corner of the building. Parking spaces are still provided in two levels of underground parking and on the lower level of the ground floor.

The total number of parking spaces has decreased since the Original Proposal from 482 to 411 parking spaces as a result of the decrease in total number of units, however the proposed parking space ratio remains unchanged.

A total of 302 bicycle parking spaces are provided, which is a reduction from the 362 bicycle parking spaces that were originally proposed. Of the 302 spaces, 274 are long-term bicycle parking spaces and 28 are short-term. All short-term bicycle parking spaces are provided on the lower level of the 1st storey as per the original submission. The long-term bicycle parking spaces are provided of the first underground level, the lower and upper levels of the 1st storey and the ground floor.

One Type “G” loading space continues to be proposed for the new building, which is accessed through the underground parking access. A total of three Type “G” loading spaces are provided on the subject site.

Landscaping

The amount of landscaping on the subject site has increased from the initial Proposal through the removal of 14 surface parking spaces east of the existing building at 3400 Weston Road. In place of the surface parking spaces, a new landscaped area is proposed, which contains two dog play areas.

Site Statistics

A summary comparison of the Revised Proposal to the original submission is provided in **Table 1** below.

Table 1 – Statistical Comparison

	Original Proposal (August 2020)	Revised Proposal (February 2022)
Site Area	30,494 sq. m	30,494 sq. m
Gross Floor Area		
Total Proposed GFA	35,658.37 sq. m	31,590.2 sq. m
Residential GFA	35,093.37 sq. m	31,025.2 sq. m
Non-residential GFA	565 sq. m	565 sq. m
Overall FSI	2.85 FSI	2.72 FSI 2.64 with incentive reduction
Height	36 storeys 107.39 metres, including mechanical penthouse	30 storeys 91.5 metres, including mechanical penthouse
Total Units	480 units (100%)	403 units (100%)
One-bedroom	298 units (62%)	233 units (58%)
Two-bedroom	156 units (33%)	128 units (32%)

Three-bedroom	26 units (5%)	42 units (10%)
Amenity Space		
Total Amenity	1,920 sq. m	1,612 sq. m
Indoor	960 sq. m (2.0 sq.m per unit)	806 sq. m (2.0 sq.m per unit)
Outdoor	960 sq. m (2.0 sq. m per unit)	806 sq. m (2.0 sq.m per unit)
Vehicular Parking		
Total Parking	482 spaces	411 spaces
Residential	408 spaces	349 spaces
Visitor	72 spaces	60 spaces
Non-residential	2 spaces	2 spaces
Bicycle Parking		
Total Bicycle Parking	360 spaces	302 spaces
Short-term	34 spaces	28 spaces
Long-term	326 spaces	274 spaces
Loading	1 Type 'G' loading space	1 Type 'G' loading space

Evolving Policy Framework

Since the application was submitted in August 2020, the applicable policy framework has remained largely the same. City of Toronto Official Plan Amendments (“OPA”) 479 and 480, which includes new and amended policies for the public realm and built form, respectively, were approved by the Ministry of Municipal Affairs and Housing, meaning the OPAs are now in full force and effect. However, since the application was deemed complete prior to September 21, 2020, the policies are not determinative with respect to the application.

Planning and Design Analysis

Intensification

As noted in the August 2020 Rationale report, the optimization of density on the subject site is consistent with the overarching Provincial and City policy direction, specifically the policy directions articulated in the 2020 PPS, the Growth Plan, the City of Toronto Official Plan, and the intent of the Emery Village Secondary Plan, all of which promote intensification on sites within built-up urban areas well served by municipal infrastructure, including higher order public transit.

The current Provincial, Regional and Municipal policy and regulatory regime emphasizes transit-oriented development in a way that was not fully contemplated 20 years ago, when the Emery Village Secondary Plan was adopted. The subject site is located within a “strategic growth area” as it is located along a “priority transit

corridor” and anticipated to be located within a “major transit station area” as defined by the Growth Plan. It is located within approximately 260 metres of the future the Emery LRT Station on the Finch West LRT line. The Growth Plan directs that the boundaries of MTSAs are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users within walking distance of the station. The Growth Plan provides that strategic growth areas are intended to accommodate intensification and higher-density mixed uses in a more compact built form. The Revised Proposal continues to accommodate a level of intensification that will support the planned transit service. The proposed 403 new units will contribute to the residential population base of Emery Village.

The subject site’s size (3.04 hectares) and configuration represents an excellent opportunity for infill development, particularly in light of the existing lot coverage at 8%. As discussed below, the proposed density can be achieved in a manner that is compatible with adjacent development, including the two existing apartment buildings.

Land Use

As outlined in our August 2020 Rationale report, the proposed development includes residential and daycare uses, which are in keeping with the land use permissions of the *Apartment Neighbourhoods* designation and the Residential Apartment (RA) zoning. No changes to the proposed land uses are contemplated with the Revised Proposal, which continues to introduce rental housing to a transit-rich area.

Height, Massing and Density

As noted in the original report, the subject site is a contextually appropriate location for residential intensification, given its proximity to higher-order transit, separation distance from lands designated *Neighbourhoods* and the existing and approved heights in the area.

The height of the proposed development is appropriate and desirable, and would fit well within the existing built form context. The height has been reduced from 36 storeys to 30 storeys, or from 107.39 metres to 91.5 metres (including the mechanical penthouse). As presented in the August 2020 Rationale report, there are a number of recently approved, constructed, or proposed tall buildings in the vicinity of the Proposal. The revised height is in line with the two existing buildings on the subject site at 26 storeys, and now matches the maximum permitted height approved as part of Phase 2 of the development at 3415-3499 Weston Road, east of the subject site.

Since the Original Submission, additional proposals have been filed in the area,

including an application at the southwest corner of the intersection with heights of up to 55 storeys (2345 Finch Avenue and 3415-3499 Weston Road, Phases 3 and 4) and an application at the northeast corner of the intersection with heights of up to 38 storeys (15-23 Toryork Drive). While these proposed heights are not yet approved and therefore do not yet form part of the context, it is reflective of an emergent pattern of height and density.

The Revised Proposal's massing remains the same as the Original Proposal. The dimensions and the siting of the proposed building responds appropriately to the existing constraints of the subject site, including the existing buildings, Toronto and Regional Conservation Area ("TRCA")'s regulation areas, and the significant grade differential that exists. The building has been sited to provide sufficient separation from the existing buildings by exceeding the minimum 25 metres typically applied between tower buildings. Additionally, it has been determined that the TRCA Regulatory Flood Limit does not extend into the subject site, therefore there is no encroachment into the flood plain. Finally, the reduction in height has generally removed any encroachments into the 45-degree angular plane measured from the property lines of the lands designated *Neighbourhoods*.

In terms of density, the proposed density of 2.72 FSI has decreased from the original Proposal of 2.85 FSI. The decrease in density results from the reduction in the total number of storeys from 36 to 30 storeys.

With regards to density, the Secondary Plan provides that the permitted density on the subject site is 2.5 FSI, which can be increased to 3.0 FSI subject to the provision of certain specific community benefits. The permission for a density of 3.0 FSI indicates that this density would be considered appropriate from a built form perspective and that the density can be achieved on the subject lands without adverse impact to the surrounding properties.

While the Revised Proposal exceeds the maximum density permissions (without community benefits being provided) set out by the Secondary Plan, it is our opinion that the requested increase in density of 0.22 FSI (6,526 square metres over the three buildings) is appropriate given that the Secondary Plan was approved nearly 20 years ago, prior to the introduction of the PPS, Growth Plan, and Official Plan, all of which prioritize intensifying lands within the built boundary, particularly in proximity to higher order transit. Furthermore, the Secondary Plan was approved prior to the initiation of the planning for the Finch West LRT, which is now under construction and anticipated to be in operation by 2023.

Built Form Impacts

The massing of the Revised Proposal responds to the planned and existing context

and provides appropriate transitions in scale accordingly. With respect to the low-rise residential uses south and west, which are designated *Neighbourhoods*, it continues to be our opinion that the proposed development would have minimal and acceptable built form impacts on those surrounding properties. As stated above, the Revised Proposal generally falls under a 45-degree angular plane taken from the *Neighbourhoods* to the immediate west. Based on the foregoing, it is our opinion that the revised scheme provides an appropriate transition and separation to the south and west.

Light, View and Privacy

As discussed in the August 2020 Rationale report, there will be no unacceptable light, view or privacy (LVP) impacts on adjacent properties, as the Proposal provides sufficient separation distances between adjacent properties and buildings. The revised Proposal further reduces LVP impacts.

As stated above, the new tower is set back over 25 metres from both of the existing buildings, which exceeds the minimum standard. The varied orientation of the three tower floorplates further mitigates LVP impacts.

Shadow Impact

A revised Shadow Study has been prepared by IBI Group to assess the shadow impacts. In general, the reduction in height has resulted in a reduction in shadow impact. The opinion presented in the original report generally remains unchanged, in that incremental shadow impacts are adequately limited on neighbouring street, properties, and open spaces, particularly low-rise residential areas and parks, in accordance with the applicable Official Plan policies.

With respect to the *Neighbourhoods* designated lands, the study demonstrates that there will be no shadowing on the lands designated *Neighbourhoods* on the west or south sides of Lindylou Park at any time of year. This is an improvement, as previously, the Revised Proposal resulted in a slight shadow on the rear yard of a property designed *Neighbourhoods*.

In terms of nearby parks, the Revised Proposal limits incremental shadow impacts on the adjacent lands designated Parks. Specifically, the Proposal previously resulted in incremental shadow impact on the north end of Lindylou park at 9:18 a.m. and 10:18 a.m. on March 21 and September 21, and limited shadowing on the park at these hours on June 21. With the reduction in height, the shadow impacts are reduced at 9:18 and 10:18 a.m., and no longer extend to the north park boundary or cast shadows on Finch Avenue West at 10:18 a.m. on March 21 or September 21. It is noted that there is already some shadowing on the park from the existing buildings on the subject site, and the as-of-right permissions of a 54

metre building on the property would also result in additional impact.

Based on the foregoing, it is our opinion that the incremental shadow impacts created by the revised scheme is adequately limited onto nearby *Neighbourhood* properties and nearby existing and proposed parks.

Wind Impact

A revised Wind Study Addendum was prepared by Theakston Environmental. The study concludes that despite the reduction in height, the results and recommendations contained in their original report still apply. Further assessment was conducted based on comments received from the City, dated November 24, 2020, related to the following areas:

- Patio areas
- East-west mid-block pedestrian connection
- Sidewalks and walkways
- Outdoor amenity space

The patio areas along the east and west facades of the building are predicted to realize conditions suitable for standing in the summer and standing or leisurely walking through the shoulder months. The proposed surrounding raised planters will provide localised mitigation for these areas, and additional design and landscape features that were too fine to include in the massing model under test will further improve conditions throughout the site. As such, consideration of the landscape plans will result in more comfortable conditions in the private patio areas that are seasonally suitable for the intended uses throughout much of the year.

The conditions along the east-west mid-block connection and sidewalks along the laneway are expected to be suitable for standing or leisurely walking throughout the year, and are suitable for the intended uses. These areas will be appropriately instrumented and discussed in the subsequent report at the SPA stage.

The sidewalks and walkways throughout the subject site are predicted suitable for leisurely walking, or better, throughout the year. Where windy conditions are noted at outdoor amenity spaces, mitigation plans will be developed. The proposed development is not predicted to create uncomfortable or severe pedestrian wind conditions.

The at-grade outdoor amenity space is predicted to be suitable for standing in the summer and leisurely walking through the fall months. A mitigation plan was developed for the space, which proposes 1.8 metre high wind screens with a porosity of approximately 50% around the area. Raised planters along the northern perimeter of the space will contain coarse/coniferous shrubs to further mitigate winds flowing through the gap between the proposed building and the 2405 Finch Avenue building. The proposed plan presents a reasonable balance between wind mitigation and function and is expected to result in conditions that are seasonally suitable for the intended use.

Urban Design

From an urban design perspective, the Revised Proposal responds appropriately to the surrounding built form context. The new residential building has been carefully organized, sited and massed to transition to adjacent uses, including the low-rise residential neighbourhood and Lindylou Park located west and south of the subject site, and to provide a strong built-form presence along Lindylou Park. Any adverse impacts on the existing residential buildings, including shadows and wind conflicts, have been minimized.

Based on the foregoing, it continues to be our opinion that the proposed development conforms to the urban design and built form policies of the Official Plan and is in keeping with the relevant urban design guidelines, including the Tall Building Guidelines.

Housing

In our opinion, the Proposal continues to be in keeping with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan. In this respect, the Proposal will provide for a full range of housing to meet the current and future needs of residents and will provide new rental housing supply in the area.

The Revised Proposal has appropriate regard for the ideal unit mix stipulated in the Growing Up Guidelines. The proposed building contemplates approximately 42% of two- and three-bedroom units, comprised of approximately 32% two-bedroom units and approximately 10% three-bedrooms units, which meets and exceeds the Guidelines.

The proposed unit mix and range of sizes provide for a variation of unit types, including larger 2- and 3-bedroom units to accommodate not only larger household sizes, but also the different needs of these larger households, while allowing for flexibility to accommodate future needs. The Revised Proposal also provides for a range of unit sizes to accommodate smaller households and their needs.

Conclusions

In our opinion, the modifications resulting in the Revised Proposal respond well to the comments provided by stakeholders through the application review process. Overall the findings set out in our August 2020 Rationale report continue to be relevant and applicable. As a result, it is our opinion that the proposed development, reflected in the Revised Proposal, continues to be appropriate and desirable from a land use planning and built form perspective.

If you have any questions or require further information, please do not hesitate to contact the undersigned, Lindsay Dale-Harris or Hailey McWilliam of our office at (416) 947-9744.

Yours very truly,



Bousfields Inc.
Caitlin Allan, MCIP, RPP