

**SUBJECT:** Letter of Objection in regards to Development Application No. 19 244758 NNY 16 OZ for 801 York Mills Road and 1855 Leslie Street

DMRI is opposed to the development application No. 19 244758 NNY 16 OZ for 801 York Mills Road and 1855 Leslie Street, by First Capital Realty (FCR). While this is not exhaustive, please see below some of the concerns that we have been collaborating with residents to understand as critical errors as part of FCR's proposal as of March 1, 2022. We believe that major changes will need to be made in order for the application to be appropriately aligned with the City's and local residents' interests.

### **1. Incorrect Policy Area**

The Zoning By-law for this area is 569-2013. However, the developer quotes statistics for "Policy Area 4", which this Site does not fall into. Therefore, the calculation of traffic flow, population, parking spaces and use of public transit is erroneous (see Appendix: Figure 1). This is the most egregious error, which is the ultimate root cause of many of the proposal's subsequent mistakes.

### **2. Incorrect Parking Spaces**

The use of the wrong Policy Area and corresponding By-law for this development has led to a miscalculation of parking spaces per unit. Instead of 670 spaces, there should be 781 (see Appendix: Figure 2). With less spaces, this would cause the use of other public parking areas like the Longo's plaza and neighboring side-streets, particularly Scarsdale and residential areas. This problem would be made worse by the developing [Review of Parking Requirements for New Development](#), which seeks to remove minimum parking space requirements citywide.

In addition, the allotment of only 20 parking spaces for the commercial shops is far too few. Some will already be used just by the employees. This assumes that most of the retail traffic will be pedestrian. It is difficult to imagine how these stores will survive.

### **3. Misrepresentation of Subway Access**

The wrong Policy Area also means the developers have misrepresented the percentage of people using public transit for work and school. The trip generation rates are related to high-rises that are within a short walking distance to subway stations. There is no subway within reasonable walking distance to York Mills and Leslie (see Appendix: Figure 3). Again, their study is faulty and has been used to serve their own interests. Furthermore, this area does not fall within areas designated for intensification according to [Toronto's Official Plan](#).

### **4. Invalid Traffic Report Study**

The report assumes that only 15% of the residents would go to work by car. It appears that this figure is also based on the project being beside a subway station, which it is not (see Appendix: Figure 4).

### **5. Neglect of Available Data**

The Traffic study disregards any data that could have been gathered from the five apartment buildings on the west corners of Leslie. Effectively, FCR is choosing only the information

favourable to the developer. However, none of this information - which would have made for a fair and representative study - was used.

## **6. Unsuitability for Cycling**

The assumption that the additional transit congestion will be relieved by the use of bicycles is invalid, simply because the area is not conducive to cycling for work nor pleasure. This is due to the steep/long slopes, heavy traffic, and a lack of bike lanes (except on the York Mills bridge). It is unlikely that all the 652 bike storage spaces will be used, and even more unlikely that a dozen or so bikes would be on the streets at once. The recreational paths which are good for cycling however, will be overcrowded and dangerous at peak times.

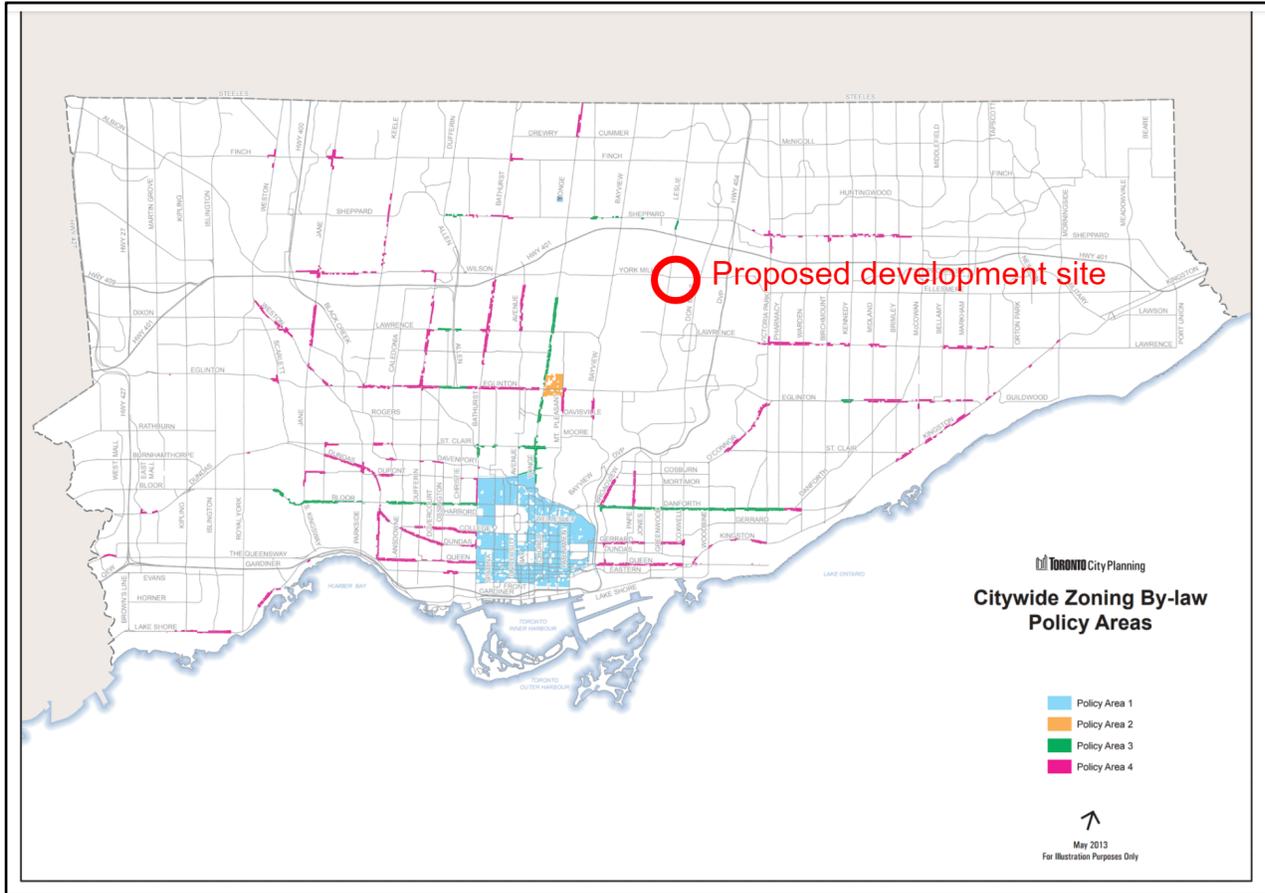
## **Other Points To Consider**

- Zoning By-laws regarding height are proposed to be amended by over **six times** the current maximum 11 metre limit.
- The 45° angular plane requirement is also ignored, invading the privacy of neighbouring residents.
- City Tall Building guidelines are contradicted in several ways (see Appendix: Figure 5).
- Multiplying the population by **2.7x** will most likely overcrowd local schools and necessitate bussing children away as well as contribute to more rush hour traffic.

## **Further Concerns**

- The adoption of this project will open the gates for further intensification and congestion in the area, without a doubt.
- There are already proposals for 12 buildings along the 1 kilometer stretch of York Mills from Leslie to Don Mills Rd. (some being 50 stories high!) plus a convention centre and a Walmart complex. Furthermore, it is likely that FCR will eventually intensify the Longo's plaza on the north east corner.
- **The Site in question is the only residential (historic and award-winning low-rise) neighbourhood along the strip, therefore most in danger of disrupting quality of life.**
- Already, the main arteries of the DVP, Bayview Ave, Don Mills and York Mills are jammed at peak times. The traffic issues brought upon by FCR's proposal could also be further exacerbated by the new transit system at Leslie/Eglinton.

# Appendix



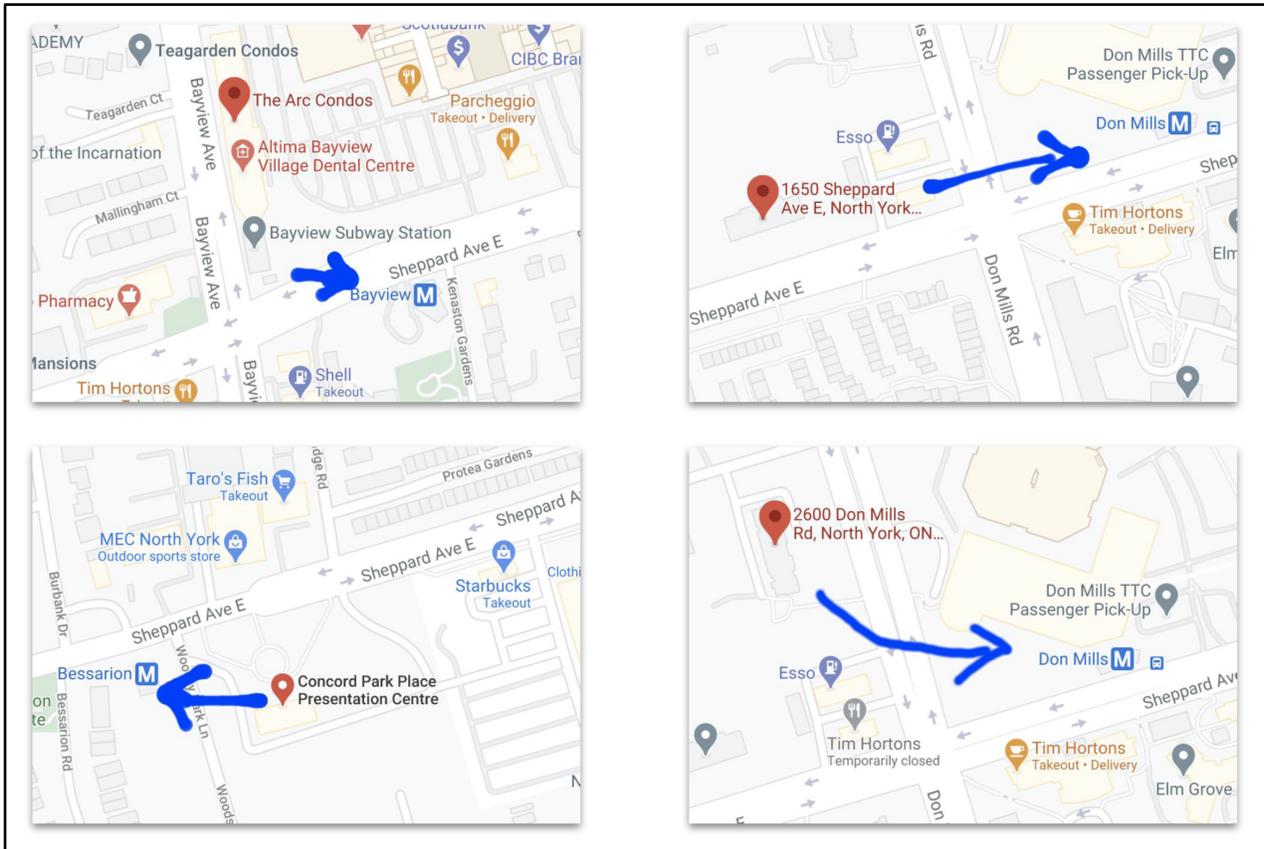
**Figure 1:** the proposed development site is not colored, so is considered “all other areas of the City”, not Policy Area 4 (source: [City of Toronto](#))

**TABLE 4 ZONING BY-LAW 569-2013 (POLICY AREA 4) PARKING REQUIREMENTS**

Use	Units / Floor Area	Rate (Minimum)	Requirement (Minimum)	Requirement with Sharing		
				Morning	Afternoon	Evening
<b>Resident</b>						
1- Bedroom	289 units	0.9 spaces / unit	231 spaces	100%	100%	100%
2-Bedroom	282 units	1.0 spaces / unit	253 spaces			
3-Bedroom	65 units	1.2 spaces / unit	71 spaces			
<b>SUBTOTAL</b>	<b>636 units</b>	<b>621</b>	<b>555 spaces</b>	<b>555 spaces</b>	<b>555 spaces</b>	<b>555 spaces</b>
<b>Non-Resident</b>						
Residential Visitors	636 units	0.2 spaces / unit	95 spaces	9 spaces (10%)	33 spaces (35%)	95 spaces (100%)
Retail	2016 m <sup>2</sup>	1.5 spaces / 100 m <sup>2</sup> GFA	20 spaces	4 spaces (20%)	20 spaces (100%)	20 spaces (100%)
<b>SUBTOTAL</b>		<b>160</b>	<b>115 spaces</b>	<b>13 spaces</b>	<b>53 spaces</b>	<b>115 spaces</b>
<b>TOTAL (with sharing)<sup>2</sup></b>		<b>781</b>	<b>670 spaces</b>	<b>568 spaces</b>	<b>608 spaces</b>	<b>670 spaces</b>

Notes:

*Figure 2: the use of the incorrect by-laws for this area is highlighted by the erroneous proposed # of parking spaces. There should be an additional 111 spaces on top of the proposed 670.*



**Figure 3:** the apartment buildings referenced by FCR’s report are all near subway stations, none of which are remotely close to the Site

**TABLE 12 ADOPTED SITE TRIP GENERATION RATES**

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Residential <sup>1</sup>	0.05	0.15	0.20	0.15	0.10	0.25
Retail <sup>2</sup>	0.16	0.16	0.32	0.80	0.80	1.60

Notes:  
 1. Trips per residential unit.  
 2. Tips per 100 m<sup>2</sup> retail GFA, including pass-by trips.

**Figure 4:** only 15% of residents in the proposed building are projected as going to work by car. This could only make sense if the project is built beside a subway station, which it is not.

**Tall Buildings Guidelines**

Tall buildings are desirable in the right places **but they don't belong everywhere**. When appropriately located and designed, tall buildings can support and draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. In the context of Toronto's relatively flat topography, tall buildings help define the City's image. When the quality of architecture and site design is emphasized, tall buildings become important city landmarks.

When poorly located and designed, tall buildings **can physically and visually overwhelm adjacent streets, parks and neighbourhoods**. They can block sunlight, views of the sky and create uncomfortable wind conditions in adjacent streets, parks and open space, **and create traffic congestion**. For these reasons, tall buildings come with larger civic responsibilities and obligations than other buildings.

As a city-wide urban design guideline the "Tall Building Design Guidelines" focus on how the design of new tall buildings should be evaluated and carried out to **ensure that tall buildings fit within their existing and/or planned context and limit local impacts**. These city-wide Guidelines do not address where tall buildings should be located or how tall they should be on a specific site. Instead, when it is determined that a tall building is supportable and represents "good planning," the Guidelines will then apply to inform the site and building design.

**Figure 5:** the Tall Building Guidelines (source: [City of Toronto](#)) are contradicted by FCR’s proposal.