

9th September, 2020

**Appendix C**  
**SRPI.20.008**  
**City Files: D01-20008 and D02-20014**

**MEMO TO:** Amanda Dunn, Planner II  
**FROM:** Kunal Chaudhry, Urban Designer

**SUBJECT:** Zoning By-Law Amendment & Official Plan Amendment

**Applicant Name:** 2573163 Ontario Inc, 2668860 Ontario Inc, Khosrow Rangchi & Shahnaz Ebrahimi  
**Legal Description:** PLAN 4644 LOT 3, LOT 2 PT LOT 1, PT LOT 1  
**Municipal Address:** 122 124 & 126 Cartier Crescent  
**City File No.:** D02-20014  
**Related File:** D01-20008

The subject lands are located at 122 124 & 126 Cartier Crescent, in the north-west corner of Bayview Avenue and Cartier Crescent. The lands are designated as “*Neighbourhood*” in the City’s Official Plan.

The proposal is for the approval of a Zoning By-law Amendment to facilitate the development of an 8 storey residential development that includes:

- 165 residential units.
- A site area of 3,887 square metres (41,839 square feet) which equates to 0.39 hectares (0.96 acres)
- Two levels of underground parking.
- A density of 3.45 FSI

Staff have reviewed the application in accordance with the Council approved City-wide Urban Design Guidelines, and provide urban design comments below. To expedite the review of the re-submission, please have the Applicant include a cover letter detailing how each of the comments listed below have been addressed.

Generally speaking, Staff does not support the proposal as submitted from an Urban Design perspective. Please note that while Staff have provided Site and Building Design comments, any detailed comments will follow at the Site Plan Application stage.

#### Placemaking

1. Staff find that the proposed density and built form are not in line with the placemaking policies of the City with regards to the context of the existing and adjacent low rise stable neighbourhood.
2. Staff request clarification on the Urban Design Brief under Section 3 on how the design proposal will be compatible with the existing adjacent dwellings located to the north and west of the subject lands. Please provide detailed clarifications and explanations based on site plan layout, built form, massing and materials, other than the terracing method or step back of the built form.
3. Staff have concerns with the overall terraced massing of the design and feel it does not cater to the placemaking recommendations within Section 3.5 of the City-wide Urban Design Guidelines. We highly recommend alternative

design measures to create a more acceptable transition and built form to fit into the context of the adjacent low-rise built form.

4. Staff do not find the proposed density to be in line with the immediate context or with the Bayview Avenue context at large. A medium density development of 50 units per hectare is permitted in the Neighbourhood designation (as per OP Policy 4.9.1.2), and Staff have no concerns with intensification. However, we find that this development proposes a very high density of approximately 412 units per hectare and an FSI of 3.45, which surpasses not only the contextual threshold of the site, but also the allowance along a Regional Corridor like Yonge Street.
5. Furthermore, the Applicant should note that there are currently no transit based initiatives by the Region along Bayview Avenue. With the lack of immediate adjacency to a major intersection or to any major transit areas, Staff find that the proposed significant increase in the density is not justifiable.
6. Generally, most intensification along Bayview Avenue has been limited to townhomes (standard and stacked), and no precedence exists for this type of proposed density and massing, unless it is in close proximity to a Regional corridor like Highway 7 or existing transit routes.

### Site Design

1. Staff find that the proposed street wall along Bayview Avenue is far too imposing and is not responsive to either the immediate scale or the greater context of the corridor. We request the Applicant to consider ground related residential uses along Bayview Avenue and create no taller than a 4 storey street wall with the possibility of any additional height stepping back. This will help create a more context sensitive and pedestrian oriented development. Please refer to Building Design comments below for more details.
2. Staff would like to see more outdoor, at grade amenity and landscaped areas to result in a built form that is more scale sensitive to and builds a relationship with the adjacent built forms.
3. An appropriate buffer should be provided between the subject lands and the existing dwelling to the north and west.
4. Consider moving all surface visitor parking underground and redesign the site for landscape design. Staff find proximity of surface parking to the underground ramp unsafe for vehicular movement.
5. To frame the public realm, the landscape area fronting the at-grade residential units along Bayview Avenue should be treated as a semi-public space. The Applicant should consider designing the landscape at grade level and not at a raised level.

### Building Design

1. The Applicant should consider some street wall porosity along Bayview Avenue with mid-block paths to reduce the impact of the built form. Please refer to the immediate context of the existing built form
2. Furthermore, Staff encourage the Applicant to explore the option of designing an appropriate street wall along Bayview Avenue. Please note that a street wall must relate to the local context. For that reason, please consider:
  - a. A street wall that is a maximum of 4 storey in height.
  - b. A step back of 3 metres for any upper floors along Bayview Avenue to help create a more pedestrian friendly environment.
  - c. An architectural treatment for any proposed podium or base, distinct from the upper floors with regards to massing, wall plane changes and materiality; so that it complements the Bayview Avenue streetscape.
3. Please ensure and verify that all at-grade residential units fronting Bayview Avenue are directly accessible from the public sidewalk. Consider a secondary access to the units, if the primary access is required from an internal corridor.
4. Staff note the use of angular plane as a transition design element, but we do not feel it is the sole method of creating a context sensitive built form.

## Material and Colour

1. Staff will provide further detailed design comments relative to materiality at the Site Plan Control stage.
2. Please complete the *Exterior Material and Colour Schedule* for the proposed development, which will form part of the Site Plan Agreement.



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Kunal Chaudhry