



December 11, 2023

City of Toronto  
Community Planning, North York District  
North York Civic Centre  
5100 Yonge Street  
Toronto, ON M2N 5V7

**Attn: Marty Rokos, Senior Planner**

Dear Marty Rokos:

***Re: Addendum to Planning and Urban Design Rationale (June 2020)  
272-290 Lawrence Avenue West & 1507-1549 Avenue Road, Toronto  
Official Plan & Zoning By-law Amendment Application  
File No. 20 153975 NNY 08 OZ***

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We are the planning consultants to First Capital REIT (“First Capital”), agents to First Capital Holdings (Ontario) Corporation, the owner of the properties municipally known as 272-290 Lawrence Avenue West and 1507-1549 Avenue Road, Toronto (the “subject site”). The subject site is located at the northeast corner of Lawrence Avenue West and Avenue Road in the former City of North York.

On June 9, 2020, on behalf of First Capital, we submitted an Official Plan and Zoning By-law Amendment application with supporting documentation to permit the redevelopment of a portion of the subject site (all properties except for 272 Lawrence Avenue West and 1549 Avenue Road) (the “OPA & rezoning application”). At the time of the submission of the OPA & rezoning application, the proposed development contemplated two mixed-use buildings, 10- and 13-storeys in height, as well as a new private road and privately owned, publicly accessible open space (the “initial proposal”). In support of the rezoning application, we prepared a Planning and Urban Design Rationale report, including a Housing Issues Report and a Community Services and Facilities Study, dated June 2020.

The OPA & rezoning application was deemed complete as of July 15, 2020, and was subsequently circulated to various municipal departments and outside commenting agencies. This review included a presentation of the initial proposal to the City’s Design Review Panel at its meeting on January 14, 2021.

In terms of community engagement, a virtual Community Consultation Meeting (“CCM”), as recommended in the August 18, 2020 Preliminary Report from Community Planning, was held on October 22, 2022, with over 126 attendees. In addition to the CCM, First Capital has met with members of the public and key stakeholders throughout the development review process. A number of meetings have been held with the Bedford Park Residents Organization, Lytton Park Residents Organization, Upper Avenue Community Association, and South Armour Heights Residents Association, as well as Councillor Colle and City staff as recently as November and December 2023.

An Official Plan and Zoning By-law Amendment resubmission was filed in August 2022 (“the revised proposal”). The revised concept included the property at 272 Lawrence Avenue West, which was acquired by First Capital on February 1, 2022.

Since the August 2022 resubmission, additional lands have been added to expand the subject site. The property at 1549 Avenue Road, which currently contains a 1-storey commercial building occupied by Royal Lighting, now forms part of the subject site.

**Figure 1 – Aerial Photograph of Subject Site**



This purpose of this letter is to provide an addendum to our June 2020 Planning and Urban Design Rationale report and July 19, 2022, Planning Addendum Letter, in order to address a revised development proposal for the subject site, including 1549 Avenue Road, in accordance with the architectural plans prepared by Turner

Fleischer Architects Inc. being resubmitted to the City concurrently with this letter. These plans illustrate an updated development proposal that includes a new public road that connects Douglas Avenue with Lawrence Avenue West, a new public park at the southeast corner of Avenue Road and Douglas Avenue, a 14-storey mid-rise building fronting onto Avenue Road and Lawrence Avenue West and a 12-storey mid-rise building fronting onto Avenue Road (the “current proposal”).

This addendum letter concludes that the current proposal continues to be appropriate and represent good planning. The current proposal constitutes an attractive, mixed-use development that reflects the subject site’s prominent location along an *Avenue*, at the intersection of two major roads, and along a Transit Priority Segment, as identified on Map 5 of the City of Toronto Official Plan. The current proposal is contextually appropriate and fits harmoniously within the area’s evolving context, including the main street character along Avenue Road and the mid-rise built form developing along this portion of Lawrence Avenue West.

Overall, the proposal has been modified to improve the efficiency of the building design which allows for the provision of more housing units, while providing for increased separation distances, a lower streetwall height along the public street frontages, and greater transition to the proposed public park. The proposal also incorporates a number of substantial public realm and functional improvements. Improvements include the provision of a new public road connecting Douglas Avenue to Lawrence Avenue West and the relocation of the proposed public park to the northwest corner of the site, which results in enhanced accessibility due to its frontage along three public streets, as well as better access to sunlight.

Subject to the additional comments set out herein, the findings and analysis set out in our June 2020 Planning and Urban Design Rationale report and July 19, 2022, Planning Addendum Letter continue to be relevant and accurate.

### **Description of Current Proposal**

The most significant change is the inclusion of 1549 Avenue Road as part of the subject site, resulting in an expansion of the development area and the opportunity to better address the feedback received to date. As a result of this expansion, the organization of the development has been reconfigured to accommodate a new public road that connects Douglas Avenue to Lawrence Avenue West and the relocation of the proposed public park to the northwest corner of the subject site, at the southeast corner of the site with frontage on Avenue Road, Douglas Avenue and the new public street.

The location and orientation of the two proposed mixed-use buildings generally remains the same as the revised proposal; however, the massing of both buildings has been modified to reflect the updated site organization. In this respect, the height of Building A (the northerly building fronting onto Avenue Road), has increased from 10-storeys in the revised proposal to 12-storeys. The depth of the setbacks along the west façade have increased, and additional setbacks have been added along the north and east facades, to provide a comfortable pedestrian scale along the new public road and to facilitate appropriate transition to the proposed public park.

As part of the initial and revised proposals, Building B (the southerly building fronting onto both Avenue Road and Lawrence Avenue West) was L-shaped and incorporated an angled façade on the ground floor along Avenue Road. The building has since been redesigned in the current proposal to be U-shaped and maintains the angled ground floor along Avenue Road. Building B remains at 14-storeys in height, with adjusted terracing to allow for a more efficient building design, while still providing for a comfortable pedestrian scale and ensuring adequate access to sunlight. Building B continues to incorporate a large outdoor amenity terrace at Level 3.

The separation distance between Buildings A and B has increased from 11 metres at Level 1, 13 metres at Levels 2 to 7, and 15 metres at Levels 8, to a minimum of 17.6 metres at Level 1 and up to 24.6 metres at Levels 10 to 12. The space between Buildings A and B, which was previously occupied by a 364 square metre POPS now contains a private driveway that leads to the entrance of underground parking garage and loading area that is consolidated within Building B. A total of 12 parallel surface parking spaces are provided along the north and south sides of the private driveway to allow for pick-up and drop-off.

Overall, the total gross floor area (“GFA”) of the proposed development has increased from 51,323 square metres in the revised proposal to 61,581.4 square metres in the current proposal. Due to the increase in the size of the development area (as a result of the addition of the 1549 Avenue Road property), the resulting gross site density has remained generally consistent, rising only slightly from 3.98 to 4.06 FSI.

#### *Public Road*

The current proposal continues to include new 16.5 metre wide north-south road in response to comments received from Transportation Services staff on the initial application. Given the expanded subject site, the function of the road has been improved as the road now extends north to Douglas Avenue, facilitating a new

connection between Lawrence Avenue (adjacent to Rosewell Avenue) and Douglas Avenue.

The new road alignment was carefully chosen to minimize the impact to the TRCA lands, while providing for an appropriate alignment at the existing unsignalized Rosewell Avenue and Lawrence Avenue West intersection. The east edge of the right-of-way is aligned with the Long-Term Stable Top of Slope (LTSTOS) and the included Slope Stability Report concludes that there are no geotechnical concerns related to the new road and that this proposed location meets the recommended TRCA slope stability safety standards.

A new signal is proposed at the intersection of the new public street, Lawrence Avenue West and Rosewell Avenue. The new signalized intersection would be approximately 120 metres west of the existing Lawrence Avenue West and Avenue Road signalized intersection and would provide improved pedestrian crossing safety and permeability across Lawrence Avenue West.

A new signal is also proposed at the intersection of Douglas Avenue and Avenue Road. The new signalized intersection would be approximately 175 metres north of the existing Lawrence Avenue West and Avenue Road signalized intersection and would provide improved pedestrian crossing safety and permeability across Avenue Road.

#### *Public Park*

The current proposal continues to include a public park. In response to staff comments, the park has been relocated in the current proposal from the cut-out of Building B to the northwest corner of the subject site, with frontage on Avenue Road, Douglas Avenue and the new public street. The size of the proposed park has increased from 982 square metres to 1,088 square metres (10.9% of the net site area). Accordingly, the proposed public park satisfies the required parkland dedication.

#### *Unit Distribution and Amenity Space*

The current proposal will increase the housing supply and range of housing options that are located in the established and evolving mainstreet area along Avenue Road and within walking distance to retail and community services and facilities. In this respect, the total number of proposed dwelling units has increased by a total of 133 dwelling units from 532 dwelling units in the revised proposal to 665 dwelling units in the current proposal. A total of 15 rental replacement units are included in the total unit count.

In terms of amenity space, the current proposal includes an increase of 50.0 square metres of amenity space over the revised proposal and will continue to provide over 4.0 square metres of amenity space per unit. Specifically, the amount of indoor amenity space has increased from 1,323.2 square metres to 1,489 square metres (2.2 m<sup>2</sup> / unit) and the amount of outdoor amenity space has decreased from 1,450.6 square metres to 1,335 square metres (2.0 m<sup>2</sup> / unit). The proposed indoor amenity spaces are located on the mechanical penthouse level in Building A and at Levels 2 and 3 in Building B. The outdoor amenity spaces are located on the rooftop of Building A and on Level 3 in Building B.

### *Parking and Loading*

The City's Transportation Services staff noted that the proposed parking supply of 605 parking spaces in the initial proposal was acceptable and meet or exceeded the requirements set out in Zoning By-law 569-2013 for the proposed uses. The current proposal includes a total of 703 parking spaces, comprised of 566 residential parking spaces, 66 visitor parking spaces, and 71 retail parking spaces. The proposed parking supply continues to meet the minimum parking space requirements and does not exceed the parking maximums set out in By-law 569-2013 for the proposed uses.

In terms of loading spaces, the current proposal has internalized all loading spaces. The revised proposal had included an external Type C loading space adjacent to the residential and retail service entrance for Building A. This loading space has been moved internal to Building B in the current proposal. Building B incorporates two Type B spaces, a Type C space and a Type G space, while Building A includes a Type B loading space.

### *Statistical Comparison*

A summary comparison of the current proposed against the revised proposal (July 2022) and the initial proposal (June 2020), is provided in **Table 1** below.

**Table 1: Summary Comparison of Development Statistics**

	<b>Initial Proposal (June 2020)</b>	<b>Revised Proposal (July 2022)</b>	<b>Current Proposal (December 2023)</b>
<b>Site Area</b>			
Gross	11,105.3 square metres	12,898.0 square metres	15,165.1 square metres
Net	9,628.6 square metres	8,877.2 square metres	10,301 square metres
<b>Gross Floor Area</b>			
Residential	37,291.6 square metres	47,817.9 square metres	57,142.1 square metres
Retail	4,680.0 square metres	3,245.8 square metres	4,439.3 square metres

<b>Total</b>	<b>41,971.6 square metres</b>	<b>51,322.9 square metres</b>	<b>61,581.4 square metres</b>
<b>Overall FSI</b>			
Gross	3.78	3.98	4.06
<b>Height (excluding MPH)</b>			
Building A	34.8 metres	34.45 metres	40.35 metres
Building B	46.4 metres	47.2 metres	47.20 metres
<b>Unit Mix</b>			
Studio	3 (1%)	3 (1%)	3 (<1%)
1-Bedroom	298 (65%)	183 (34%)	259 (39%)
2-Bedroom	104 (24%)	280 (53%)	330 (50%)
3-Bedroom	47 (10%)	66 (12%)	74 (11%)
<b>Total</b>	<b>455 (100%)</b>	<b>532 (100%)</b>	<b>665 (100%)</b>
<b>Amenity Space</b>			
Indoor	917.5 square metres (2.0 m <sup>2</sup> / unit)	1,323.2 square metres (2.48 m <sup>2</sup> / unit)	1,489.2 square metres (2.23 m <sup>2</sup> / unit)
Outdoor	910.0 square metres (2.0 m <sup>2</sup> / unit)	1,450.6 square metres (2.72 m <sup>2</sup> / unit)	1,334.5 square metres (2.00 m <sup>2</sup> / unit)
<b>Total</b>	<b>1,827.5 square metres (4.0 m<sup>2</sup> / unit)</b>	<b>2,773.8 square metres (5.21 m<sup>2</sup> / unit)</b>	<b>2,823.7 square metres (4.23 m<sup>2</sup> / unit)</b>
<b>Vehicular Parking</b>			
Resident	387 spaces	472 spaces	566 spaces
Visitor	68 spaces	80 spaces	66 spaces
Retail	150 spaces	32 spaces	71 spaces
<b>Total</b>	<b>605 spaces</b>	<b>584 spaces</b>	<b>703 spaces</b>
<b>Bicycle Parking</b>			
Resident Long-term	410 spaces	362 spaces	453 spaces
Resident Short-term	46 spaces	38 spaces	47 spaces
Retail Long-term	10 spaces	6 spaces	6 spaces
Retail Short-term	15 spaces	12 spaces	15 spaces
<b>Total</b>	<b>481 spaces</b>	<b>418 spaces</b>	<b>521 spaces</b>
<b>Loading</b>			
	3 Type "B" spaces 1 Type "C" space 1 Type "G" space	2 Type "B" spaces 2 Type "C" spaces 1 Type "G" space	3 Type "B" spaces 1 Type "C" spaces 1 Type "G" space

### **Evolving Policy Framework**

Our June 2020 Planning and Urban Design Rationale Report and July 19, 2022 Planning Addendum Letter provided a detailed analysis which concluded that the initial proposal was consistent with the 2020 Provincial Policy Statement (the "PPS") and in conformity with the 2019 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") and the City of Toronto Official Plan (the "Official Plan").

Since the July 19, 2022 Planning Addendum Letter, the applicable policy framework has remained largely the same, and accordingly, our analysis remains applicable.

## **Planning and Urban Design Analysis**

### *Intensification*

As set out in Sections 5.1 of our June 2020 Planning and Urban Design Rationale report, the current use of the subject site for low-rise commercial and residential uses and associated surface parking areas, represents an underutilization of land and infrastructure along a Transit Priority Segment, served by frequent transit (Route 52 Lawrence West, which is part of TTC's 10-Minute Network), and approximately one kilometre west of the Lawrence Subway Station (Line 1 Yonge-University). The proposed mixed-use intensification on the subject site continues to be supportive of numerous policy directions articulated in the PPS, the Growth Plan, and the Official Plan, all of which promote intensification on sites well served by municipal infrastructure, including public transit.

The subject site is also located along an *Avenue*. In this respect, the current proposal is supportive of the Official Plan policies which seek to reurbanize *Avenues* to create new housing and jobs, while improving the pedestrian environment and shopping opportunities for the community. Additionally, the majority of the subject site is designated *Mixed Use Areas*, one of four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy over the coming decades, and which is intended to reduce automobile dependency and concentrate population and jobs in areas well served by transit. The current proposal continues to accommodate a level of intensification that supports the frequent transit service currently provided along Lawrence Avenue West.

### *Land Use*

The current proposal continues to propose two mixed-use buildings containing retail uses at grade and residential uses above, which conforms with the *Mixed Use Areas* designation and Commercial Residential (CR) zoning that applies to the majority of the subject site.

The 1549 Avenue Road, which forms a new addition to the subject site, is designated *Mixed Use Areas* and is zoned CR 3.0 (c2.0;r2.8) SS2 (x1543).



The 272 and 284 Lawrence Avenue West properties are both designated *Neighbourhoods*, while 272 Lawrence Avenue West is split-zoned Residential (R) and Residential Multiple (RM) and 284 Lawrence is zoned RM. As such, amendments to the Official Plan and Zoning By-law are required to permit the proposed mixed-use buildings, by re-designating 272 and 284 Lawrence Avenue West to the *Mixed Use Areas* designation and by applying a site-specific CR zone to the entirety of the subject site.

In our opinion, since 272 and 284 Lawrence Avenue West front onto a major street and do not form part of any distinguishable geographic neighbourhood, their proposed redesignation to *Mixed Use Areas*, consistent with the remainder of the subject site, is appropriate and represents good planning. It continues to be our opinion that the *Mixed Use Area* designation would more appropriately reflect the existing and evolving context of these properties.

#### *Height, Massing and Density*

As noted in the June 2020 Planning and Urban Design Rationale report, the subject site is an appropriate location for mid-rise intensification from a built form perspective given its location along an *Avenue* and at the intersection of two major arterial streets. Further, given the location and size of the subject site, it is our opinion that the subject site can accommodate mid-rise intensification in the form of 12- and 14-storey buildings.

From a height perspective, it is our opinion that the 12- and 14-storey buildings are appropriate and would fit within the existing and planned context of the area including the recently constructed 9-storey building to the east at 250 Lawrence Avenue West, while establishing a prominent gateway into the Avenue Road commercial corridor. In this respect, the proposed height of Building A has increased by 6.1 metres (from 34.45 metres to 40.35 metres) and the height of Building B remains the same at 47.2 metres.

We note that Building B falls under a 45-degree angular plane taken from the *Neighbourhoods* designated lands to the northeast. The buildings penetrate the angular planes taken from 80% of the adjacent right-of-way widths along Avenue Road and Lawrence Avenue, however, the increase in height for Building B and the proposed height for Building A have been mitigated through introduction of thoughtful setbacks, stepbacks and terracing to reduce the perceived massing of each building from street level.

From a massing perspective, the proposed buildings continue to frame the abutting streets and complement the existing character of the surrounding area. In the

current proposal, the massing has been revised through the removal, addition, and modification of stepbacks.

In the revised proposal, Building A and B had a 2-storey streetwall height along Avenue Road. In the current proposal, the streetwall height has been reduced to a single storey (7.5 metres) with further stepbacks provided above. Despite being a single storey, the streetwall is 7.5 metres in height, and has been thoughtfully designed to read as two storeys and therefore is consistent with the built form recommendations of the Avenue Road Avenue Study, which sought to establish a 2-storey streetwall with stepbacks above Level 2 in order to “reference the existing and historic form of building on Avenue Road...to help maintain a village atmosphere”.

The massing of Building A is similar to the revised proposal. A total of three stepbacks continue to be provided along the west façade, but the depth of the stepbacks has increased to 3.0 metres and the stepbacks are now provided above the ground floor, Level 7 and Level 9. Along the north façade, two 3.0 metre stepbacks are provided above the ground floor and Level 7 instead of the previous 5.5 metre stepback above Level 2. Along the east façade, a 1.8 metre stepback has been introduced above the ground floor to break up the massing where the previous 10-storey streetwall was previously proposed along the public road. Along the south façade, a 2.0 metre stepback is provided above Level 7. Overall, the proposed massing changes provide a more comfortable pedestrian scale along Avenue Road, the proposed new public road, and a more gradual transition to the relocated public park.

In terms of Building B, the streetwall height along Lawrence Avenue West has decreased from 8-storeys to a single storey. The revised streetwall height provides a comfortable pedestrian scale along Lawrence Avenue. Above the ground floor, Level 2 is inset 1.1 metre, while Levels 3 through 8 cantilever above, matching the setback of the ground floor. The height of the 8-storey element is generally in line with the 7-storey streetwall height of the approved 9-storey building to east at 250 Lawrence Avenue West, as well as the large right-of-way width of Lawrence Avenue West in this location. A 3.0 metre stepback is provided above Level 8 and Level 9, to reduce the perception of mass.

Stepping has also been added along the east façade of Building B, where a 10-storey streetwall height was previously proposed. The current proposal includes a single-storey streetwall with a stepback above Level 1 that ranges from 2.4 to 3.2 metres, excluding a pinch point where the building curves to match the radius of the proposed public road. A 3.0 metre stepback is also provided above Level 8,

and Level 9. The additional stepping provides for a more comfortable pedestrian scale along the proposed public road.

From a density perspective, it is our opinion that the proposed increase in gross density from 3.98 to 4.06 FSI is appropriate and reflective of the additional density that can reasonably be achieved within the expanded site area. This density continues to be well within the range of densities for other existing and approved mid-rise developments along the Avenue Road corridor.

### *Built Form Impacts*

#### Light, View and Privacy

Although the current proposal incorporates several massing changes from the initial proposal, it remains our opinion that the current proposal will not result in any Light, View and Privacy (“LVP”) impacts between the two buildings proposed for the subject site or for adjacent properties.

In this regard, the separation distance between Building A and Building B has increased to a minimum of 17.6 metres at grade and up to Level 8, increasing at subsequent upper levels to a maximum separation distance of 24.6 metres. This separation distance is consistent with and exceeds the general recommendations of the City’s Mid-Rise Building Guidelines.

No LVP impacts are anticipated for adjacent properties to the east, south and west by virtue of the right-of-way widths associated with Avenue Road, Lawrence Avenue, Douglas Avenue and the proposed public road.

#### Shadow Impacts

A revised Shadow Study (dated December 7, 2023) has been prepared by Turner Fleischer Architects Inc. to assess the shadow impacts of the current proposal on March 21st, June 21st, September 21st, and December 21st between 9:18 a.m. and 6:18 p.m.

The Shadow Study demonstrates that the current proposal will have limited impacts onto the adjacent public realm along Avenue Road and Lawrence Avenue East, with shadowing along Avenue Road limited to the morning hours on March, June and September 21<sup>st</sup> and shadowing along Lawrence Avenue West limited to 5:18 p.m. on March and September 21<sup>st</sup>.

As it relates to the proposed new public road, portions will experience shadows from 11:18 a.m. onwards on March and September 21<sup>st</sup> and 1:18 p.m. onwards on June 21<sup>st</sup>. It is our opinion that these conditions are acceptable in consideration of the volume of pedestrian traffic that will utilize the new road in contrast to the existing roads.

Shadow impacts onto low-rise residential properties in the *Neighbourhoods* designation are similarly limited to early morning hours (9:18 a.m.) and evening hours (4:18 p.m. and later) on March and September 21<sup>st</sup>, with no impacts onto these areas on June 21<sup>st</sup>. It is our opinion that these impacts will not adversely affect the use or enjoyment of these properties.

With respect to the proposed new public park, on March and September 21<sup>st</sup> the proposal will cast a shadow on the northwest portion of the park at 9:18 a.m. and the majority of the park will be in shadow between 10:18 a.m. and 2:18 p.m. By 3:18 p.m., the shadow has moved to the southeast half of the park, and by 5:18 p.m. the park is clear of shadows. On June 21<sup>st</sup>, the southern portion of the park will be shadowed from 9:18 a.m. to 1:18 p.m., but by 2:18 p.m. only a sliver will be impacted. While there are shadow impacts on the new public park, there is an opportunity to design and program this space to reflect the anticipated shadow conditions.

Finally, the current proposal will cast shadows onto the Douglas Greenbelt in the afternoon and evening hours of March and September 21<sup>st</sup> (from a sliver beginning at 1:18 p.m. and onwards). On June 21<sup>st</sup>, the Douglas Greenbelt lands will begin to be impacted at 4:18 p.m. with a sliver along the western edge. The shadow impacts onto the Douglas Greenbelt are comparable to those resulting from the initial proposal and are not anticipated to impact the utility of this natural heritage feature due to their limited extent and fast-moving nature.

Based on the foregoing analysis, it is our opinion that the incremental shadow impact on *Neighbourhoods* designated properties, the public realm and the proposed public park, would be “adequately limited” in accordance with the applicable Official Plan policies.

#### Wind Impacts

A Pedestrian Wind Assessment (dated November, 2023) was prepared by RWDI to comment on the potential changes to wind impacts resulting from the current proposal. RWDI concludes that:

- The proposed buildings have moderate heights and several positive design features for wind control. All pedestrian areas at grade are expected to meet the wind safety criterion. No significant wind impact is predicted on the surrounding areas.
- Appropriate wind conditions are anticipated on most sidewalks and walkways, and the main residential entrance to Building B throughout the year. Suitable wind conditions are also predicted on the proposed public parks and POPS in the summer.
- Increased wind speeds are predicted around the westerly building corners and along the space between the proposed Buildings A and B. The resultant wind speeds may become uncomfortable in the winter and are higher than desired for the sidewalks and retail entrances in these areas. Wind control measures, which can be explored further during the Site Plan Approval process, are recommended to improve the wind conditions to appropriate levels.
- Suitable wind conditions are generally expected on the 3rd floor terraces at Building B, but higher wind speeds that may be uncomfortable and exceed the safety limit are anticipated on the roof terrace of Building A. Wind control measures, which can be explored further during the Site Plan Approval process, are recommended to improve the wind conditions to appropriate levels.

### *Urban Design*

From an urban design perspective, it is our opinion that the current proposal continues to respond appropriately to the surrounding built form context. In this respect, the proposed buildings have been refined and further articulated to reduce the perceived height and massing of the buildings from the adjacent existing and proposed public realm, including through upper level stepbacks along the proposed public road and the public park.

A number of public realm enhancements have been incorporated, such as the relocation of the public park and the provision of the extended public road which now connects Douglas Avenue to Lawrence Avenue. This enhanced public realm component of the current proposal responds to the relevant Official Plan policies as follows:

- The public park has been relocated to the northwest corner of the subject site to increase the access to sunlight and to the increase distance from loading activities to promote the use and enjoyment of the space;
- The public road now extends north to Douglas Avenue, facilitating a missing connection in the City's street grid and will facilitate vehicle access to and through the subject site, while also providing opportunities for active transportation connections on secondary streets (rather than along Avenue Road);
- The external Type C loading space has been internalized to improve safety and attractiveness of the public realm;
- The previously proposed POPS space between Building A and Building B has been removed to provide for a private driveway to facilitate loading and to provide a pick-up and drop-off area;
- the public road continues to incorporate sufficient space for tree plantings along the west site, with pedestrian sidewalk along both sides of the road, facilitating views and increasing the prominence of the adjacent natural feature.

The proposed buildings continue to have regard for the applicable urban design guideline documents, as set out in Section 5.5 of our June 2020 Planning and Urban Design Rationale report.

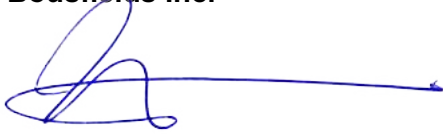
### **Conclusions**

Overall, the proposal has been modified to improve the efficiency of the building design which allows for the provision of more housing units, while providing for increased separation distances, a lower streetwall height along the public street frontages, and greater transition to the proposed public park. The proposal also incorporates a number of substantial public realm and functional improvements. Improvements include the provision of a new public road connecting Douglas Avenue to Lawrence Avenue West and the relocation of the proposed public park to the northwest corner of the site, which results in enhanced accessibility due to its frontage along three public streets, as well as better access to sunlight.

In combination with the findings set out in our June 2020 Planning and Urban Design Rationale report and July 19, 2022 Planning Addendum Letter, which remain relevant and applicable to the current proposal, the details and analysis set out in this addendum letter reiterate our opinion that the proposed development, as revised, is appropriate and desirable for the subject site and for the continued growth of the Avenue Road corridor.

If you have any questions and/or comments regarding this addendum letter, please do not hesitate to contact the undersigned or Hailey McWilliam of our office.

Yours truly,  
**Bousfields Inc.**



Michael Bissett, MCIP RPP  
Partner

MB/hm

cc: Chris Atkins, First Capital REIT  
Kara Green, First Capital REIT