



Planning & Urban Design Rationale

2634, 2636, 2640, 2642,
and 2654 Eglinton Avenue
West and 1856 and 1856A
Keele Street
City of Toronto

Prepared for
Fora Developments

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BOUSFIELDS INC.

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www.bousfields.ca

Urban Planning
Urban Design
Community Engagement

Toronto Office

3 Church Street, Suite 200
Toronto, ON
M5E 1M2

T. 416.947.9744
F. 416.947.0781

Hamilton Office

1 Main Street East, Suite 200
Hamilton, ON
L8N 1E7

T. 905.549.3005
F. 416.947.0781

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This Planning and Urban Design Rationale report has been prepared in support of an application by Fora Developments, to amend the new City-wide Zoning By-law 569-2013, as amended and the former City of York Zoning By-law 1-83, as amended, and Site Plan Approval with respect a site at 2634, 2636, 2640, 2642, and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street.



1

Introduction



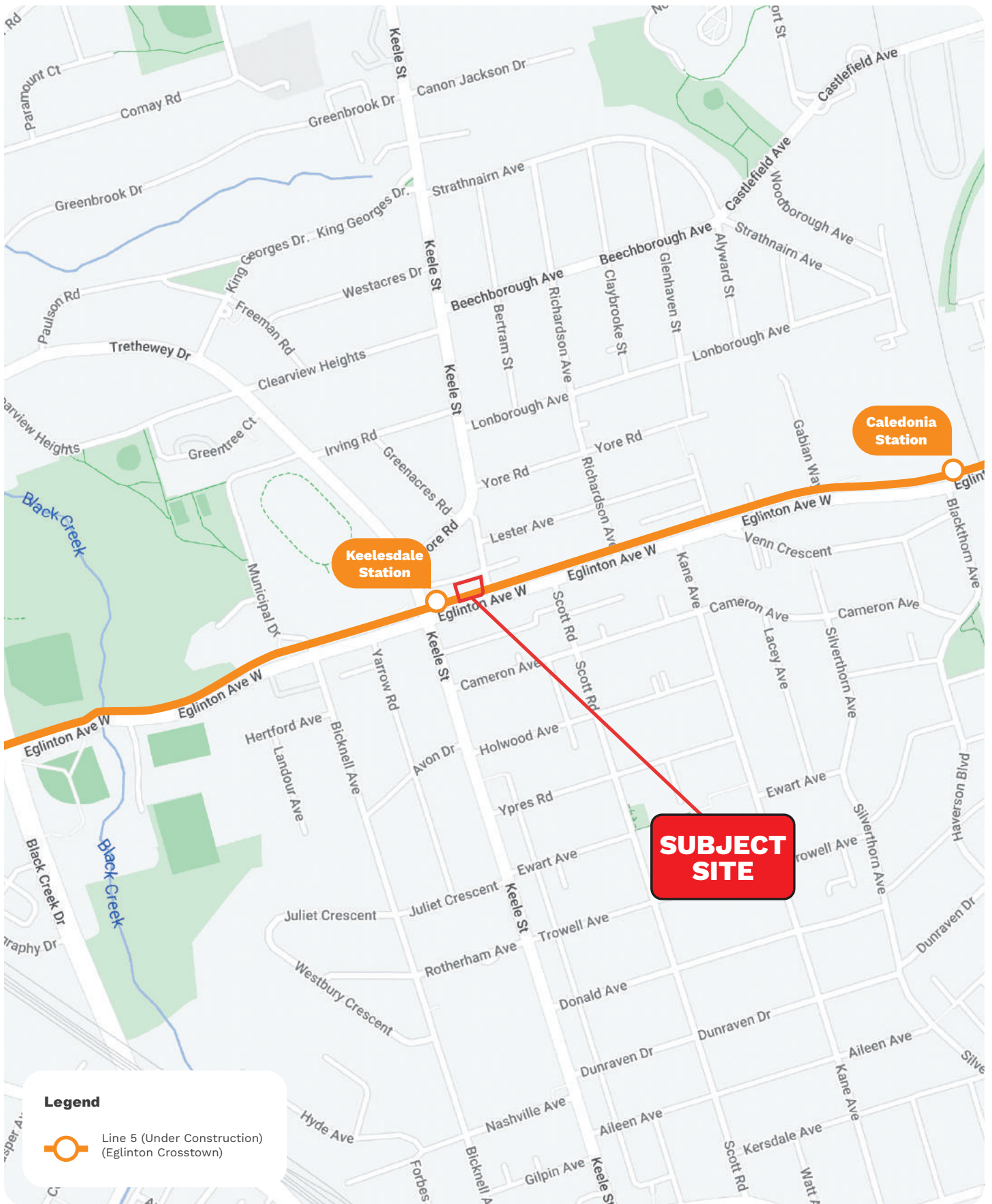


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Fora Developments, to amend the new City-wide Zoning By-law 569-2013, as amended and the former City of York Zoning By-law 1-83, as amended, and Site Plan Approval with respect to a 1,353 square metre (0.13 hectare) site located at the northwest corner of Keele Street and Eglinton Avenue West municipally known as 2634, 2636, 2640, 2642, and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street (the "subject site"). See **Figure 1**, Location Map.

The proposed Zoning By-law Amendment and Site Plan Approval application would permit the development of a 33-storey mixed-use building with height of 106.1 metres (112.1 inclusive of the mechanical penthouse), containing 370 dwelling units, 324 square metres of non-residential space, 63 parking spaces and 434 bicycle parking spaces within three levels of underground parking. The total proposed gross floor area is 22,529 square metres, resulting in a density of 16.7 times the area of the lot (the "proposal").

From a land use planning perspective, the proposal will contribute to the achievement of numerous policy directions supporting intensification and infill on underutilized sites within the built-up urban area, particularly in locations that are well served by municipal infrastructure, including public transit. In this regard, the subject site would be considered within a *strategic growth area* as defined by the Growth Plan for the Greater Golden Horseshoe (2019), which are to be the focus for accommodating intensification in a more compact built form. Specifically, the subject site is located along a major street (Eglinton Avenue West) that has access to *frequent transit service*, and it falls within a *major transit station area* as it is located adjacent to the Keele LRT Station on TTC Line 5 Eglinton, which is scheduled to open in early 2023. Furthermore, the proposal is permitted within the *Mixed Use Areas* land use designation, and it will contribute to the achievement of numerous policy directions that promote intensification and the creation of complete communities.

From a built form and urban design perspective, it is our opinion that the proposal takes advantage of the opportunity to deliver an appropriately scaled tall building that frames Eglinton Avenue and Keele Street with good proportion and fits harmoniously with the planned range of heights along the Eglinton Avenue West corridor. The proposal has been designed to mitigate potential light, view, and privacy impacts on nearby residential properties including shadowing to the north and northeast of the subject site. Furthermore, the proposal will add an architecturally distinctive new building which has been designed to enhance and improve the pedestrian environment along Eglinton Avenue and next to the Keele subway station.

In our opinion, the proposal represents good and appropriate land use planning and urban design and reflects a significant opportunity to revitalize Eglinton Avenue West. This report concludes that intensification of the subject site contributes to the achievement of numerous policy objectives articulated in the Provincial Policy Statement (2020), the Growth plan for the Greater Golden Horseshoe (2019) and the City of Toronto Official Plan, all of which promote intensification on underutilized sites within built-up areas particularly in locations that are well served by existing and planned municipal infrastructure. The subject site has been planned to efficiently use land and infrastructure through the introduction of a wider mix of uses, built form and density that will appropriately urbanize an underutilized site. Furthermore, the proposal will provide additional housing supply and options in the area while supporting the development of adjacent higher order transit infrastructure. For all the foregoing reasons, the proposed development represents good planning, and we recommend approval of the requested Zoning By-law Amendment and Site Plan Approval applications.



Site & Surroundings

2.1 Subject Site

The subject site is located at the northwest corner of Eglinton Avenue West and Keele Street. It is generally rectangular in shape, with a frontage of approximately 42.2 metres along Eglinton Avenue West and 30.8 metres along Keele Street, and a total area of approximately 1,353.0 square metres (0.13 hectares). See **Figure 2**, Aerial Photo.

The subject site contains a one-storey commercial building, occupied by Dollar Tree (2654 Eglinton Avenue West) and a 2-storey mixed-use building which is occupied by five retail spaces, including Caledonia Deck Builder, Lavish House of Beauty, Jin Jin's Nails & Spa and Metro Pizza & Chicken and four rental dwelling units above (2636-2642 Eglinton Avenue West and 1856 Keele Street). The buildings are set back approximately 1.2 metres from the rear property line (north), 0.3 metres from the side property line along Keele Street (east), and 0.9 metres from the front property line along Eglinton Avenue West (south).



Figure 2 - Aerial Photo - Site Context

2.2 Area Context

In terms of vehicular access, the subject site is accessed from an east-west laneway off of Keele Street which is located immediately north of the subject site. The laneway has a depth of approximately 36 metres and it terminates mid-way through the block, at which point the future Keelesdale station bus station driveway occupies the westerly portion of the block. There are also Green P parking spaces on both sides of Keele Street north of Eglinton Avenue West.

In terms of landscaping, the majority of the subject site is occupied by paved areas. It is generally void of vegetation in the front, exterior, or rear yard, and there is limited vegetation to the east of the property, including a few street trees and planters located along the Keele Street right-of-way.



Subject Site (2634, 2636, 2640, 2642, and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street)

The subject site is located in the Beechborough-Greenbrook neighbourhood, as defined by the City of Toronto's Neighbourhood Profiles. The neighbourhood is bounded by Eglinton Avenue West to the south, the CN rail corridor to the east, the area north of Greenbrook Drive to the north, and the area west of Industry Avenue to the west.

The neighbourhood is generally characterized by low- to mid-rise mixed-use buildings along Eglinton Avenue west, interspersed with taller buildings at main intersections. The lands to the north and south are comprised of low-rise residential neighbourhoods containing detached houses, semi-detached houses, walk up apartment buildings, schools and public parks, among other uses. At the north end of the neighbourhood, there are older slab-style mid-rise apartment buildings and recently constructed mid-rise buildings. Adjacent to the CN rail corridor at the east end of the neighbourhood is a large industrial area. The Beechborough-Greenbrook neighbourhood is also comprised of the Black Creek Business Area and the former Kodak Lands, which form part of the Mount Dennis Mobility Hub.

The neighbourhood is well served by existing surface bus transit, and will experience improved levels of transit service, specifically higher order transit, upon the completion of the Eglinton Crosstown LRT which is scheduled to open in 2023. Keelesdale Station will provide higher order transit access along Eglinton Avenue to Kennedy Road in the east and connections to other key transit systems, including Line 1 (Yonge-University) of the TTC subway, the UP Express, and the Kitchener, Barrie, and Stouffville GO Transit lines. Furthermore, the subject site will also be better served with the future Caledonia GO station on the Barrie line, which will be located on Eglinton Avenue West between Blackthorn Avenue and Croham Road and connected to the future Caledonia LRT station.

As a result of the major transit investment in the Eglinton Crosstown LRT and GO stations noted above, significant mixed use and residential development is planned along Eglinton Avenue with several proposals approved, appealed, or under review around stations on the Eglinton Crosstown LRT. At the west end of the Eglinton Crosstown LRT, there are heights of 35 storeys approved near the Mount Dennis station, heights up to 19 storeys proposed around Keelesdale LRT Station, heights up to 35 storeys proposed near Caledonia station, and heights up to 41 storeys approved near Fairbank station. Further detail on the development context within the area is provided in **Section 5.3** of this report. See **Figure 3**, Context Aerial.

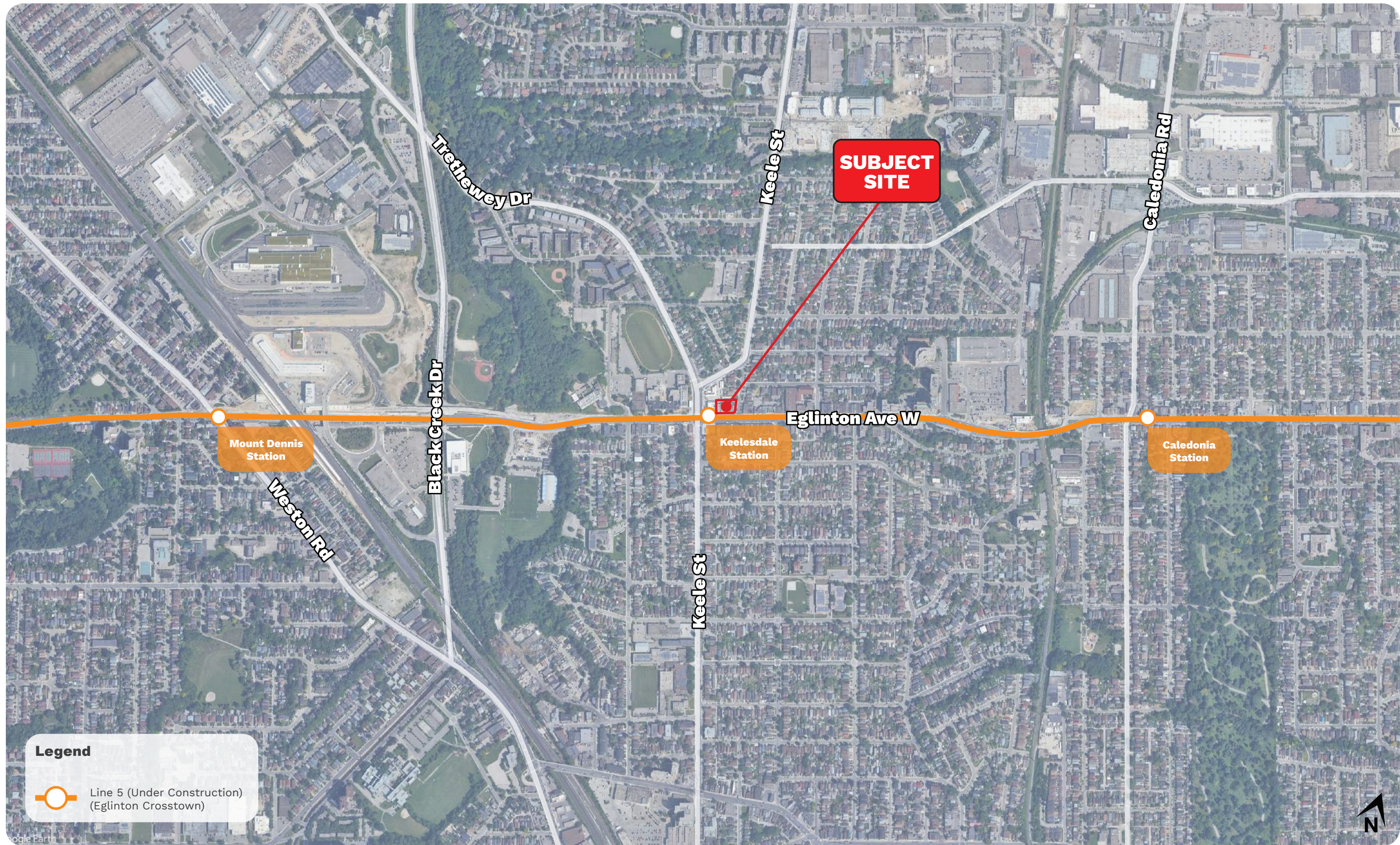


Figure 3 - Context Aerial

2.3 Immediate Surroundings

To the immediate west of the subject site on the north side of Eglinton Avenue West is the main entrance of the Keelesdale LRT station (2660 Eglinton Avenue West). Keelesdale LRT station is an underground station on the Eglinton Crosstown LRT with the main station being 12 meters in height. Secondary entrances are located on the southeast and northwest corners of the Eglinton Avenue West / Trethewey Drive intersection with a utility building further west at Yarrow Road. Keelesdale LRT station also includes an associated bus loop, described below.

At the northwest corner of Eglinton Avenue West and Trethewey Drive/Keele Street is one of the secondary entrances to Keelesdale LRT station, the Toronto District School Board (TDSB) Secondary Credit Night School (2 Trethewey Drive), the York Gymnastics Club (2690 Eglinton Avenue West), and the New Generation Youth Recreation Centre (2694 Eglinton Avenue West), with an associated field and track to the north of these buildings. Further west is the Ontario Court of Justice and York Civic Centre, as well as Coronation Park (2700 Eglinton Avenue West). Keelesdale North Park (415 Black Creek Drive) is located on the west side of Black Creek which runs in a north-south direction.

To the north of the subject site, within the same development block, is a public laneway and a pedestrian connection leading to the future Keelesdale LRT Station bus loop. The laneway is approximately 7.5 metres in width and the pedestrian connection is approximately 9.0 metres in width. Further north and within the same block are two 2-storey semi-detached homes and three single-detached homes of 1- to 2-storeys in height. 1860 Keele Street, immediately north of the public laneway and pedestrian connection, is a 2-storey semi-detached dwelling with two reversed-sloped driveways on Keele Street. 1862 and 1864 Keele Street are both 1-storey bungalows with driveways fronting Keele Street and garages situated at the rear. 1866 Keele Street is a 2-storey semi-detached dwelling with separate reverse-sloped driveways on Keele Street for each unit. 1868 Keele Street is a 1-storey single-detached dwelling with an attached garage that fronts onto Yore Road with driveway access from Yore Road. All 5 of these residential dwellings are subject to a rezoning application that is currently under review, which are proposed to redevelop the lands with a 16-storey mixed-use building (1860 to 1868 Keele Street). The proposal will include 235 dwelling units and result in a density of 8.32 FSI.



Keelesdale LRT Station (2660 Eglinton Avenue West)



Keelesdale LRT Bus Loop Station (2660 Eglinton Avenue West).



Keelesdale LRT Station (2 Trethewey Drive)



Toronto District School Board (TDSB) Secondary Credit Night School (2 Trethewey Drive) & York Gymnastics Club (2690 Eglinton Avenue West)



New Generation Youth Recreation Centre (2694 Eglinton Avenue West)



York Civic Centre (2700 Eglinton Avenue West)

Immediately west of this site is a bus loop associated with Keelesdale LRT Station to the south, located directly northwest of the subject site. Further north and northeast of the site is a low-rise residential neighbourhood generally comprised of single and semi-detached dwellings. Also toward the north is Charles E. Webster Public School (1900 Keele Street).



Pedestrian Connection Leading to Keelesdale LRT Station Bus Loop



1860, 1862 and 1864 Keele Street

To the east of the subject site, between Keele Street and Richardson Avenue, are two retail buildings occupied by four retail uses including Coin Laundry (2626 Eglinton Avenue West), Tech Pro (2624 Eglinton Avenue West), Teckno Printing and Grafic Copy Centre (2622 Eglinton Avenue West), and Mr. Beker Convenience (2620 Eglinton Avenue West). Continuing east along Eglinton Avenue West are two residential dwellings, one which appears to be vacant (2616 Eglinton Ave West) and the other occupied by Impaired Driving Lawyers Mount Dennis (2614 Eglinton Avenue West). Another two retail buildings frame the street, including 2549 Scott Road, a two-storey building which appears to have been a place of worship which is now vacant, and a 3-storey building occupied by Smiles on Eglinton (2610 Eglinton Avenue West).

Adjacent to this retail building is a 4-storey mixed-use building including commercial uses at grade and residential units above (2600 Eglinton Avenue West). Four attached retail buildings face the street of which one building appears to be vacant (2572 Eglinton Avenue West), and the remaining three include 2020 Eye Care (2570 Eglinton Avenue West), and Dental Office (2568 Eglinton Avenue West). Within the same block to the north, are residential uses facing Lester Avenue including 2-storey single-detached homes and a 3-storey apartment building.

Continuing east is a 2-storey office building, which is partially occupied by Youth Job Centre (2562 Eglinton Avenue West), as well as a 4-storey apartment building at the corner of Eglinton Avenue West and Richardson Avenue. To the north of the 4-storey apartment building is the Immaculate Conception Parish (2 Richardson Avenue) which is similar in height to the 4-storey apartment building to the immediate south.

Further east along Eglinton Avenue West are several sites that are subject to development applications generally surrounding the future Caledonia LRT and GO stations, including a 35-storey mixed use building proposed at 2400 Eglinton Avenue West, a 4-storey townhouse development proposed at 2421 Eglinton Avenue West, and 8-storey mixed use building proposed at 2296 Eglinton Avenue West. Toward the intersection of Eglinton Avenue West and Dufferin Street, around the future Fairbank LRT station, there is an approved development located at 1924 Eglinton Avenue West for an 8-storey mixed use building, a proposed and under review proposal at 1886 Eglinton Avenue West for a 9-storey mixed use building, a development proposal at 1812 Eglinton Avenue West for a 30-storey mixed use building, and a 41-storey mixed use building approved at 1801 Eglinton Avenue West. Beyond Eglinton Avenue West, but within the vicinity of the future Fairbank LRT station, there are proposals for a 36-storey mixed use building (775 Vaughan Road), a 36-storey residential building (632 Northcliffe Boulevard), and a 24-storey and 9-storey mixed use development (2402 Dufferin Street).



6620, 2622, 2624 and 2626 Eglinton Avenue West



2610, 2614 and 2616 Eglinton Avenue West

To the south of the subject site along Eglinton Avenue West, the block between Keele Street and Scott Road consists of two-storey mixed use buildings with ground floor retail and dwelling units or offices above. The mixed use buildings which contain dwelling units above, with the exception of 2611 Eglinton Avenue West (Money Mart) which contains offices above. The block includes a variety of tenants including Eglinton Grill (2609 Eglinton Avenue West), Talontento (2603 Eglinton Avenue West), JPS Canada Air Systems (2599 Eglinton Avenue West), Subway (2597 Eglinton Avenue West), Miami Nails & Spa (2595 Eglinton Avenue West), and Irie Veggie Takeout (2593 Eglinton Avenue West). To the west of this group of buildings at the southeast corner of Eglinton Avenue West and Trethewey Drive/Keele Street is one of the secondary entrances to Keelesdale LRT station as well as an open landscaped area associated with the station (2615 Eglinton Ave West). This general pattern continues east along the south side of Eglinton Avenue West toward Kane Avenue, with a bed and breakfast and a one-storey place of worship, and then transitions to low and mid-rise apartment buildings at Kane Avenue. Further south is a generally low-rise residential neighbourhood comprised predominantly of 1-2 storey single-detached homes.



2591, 2593, 2595 and 2597 Eglinton Avenue West

Southwest of the subject site is an array of 2-storey retail and office buildings on the south side of Eglinton Avenue West. These include a vacant one-storey building at the southwest corner of Eglinton Avenue West and Keele Street/Trethewey, Two Brothers (2631 Eglinton Avenue West), Fantashia Unisex Salon (2633 Eglinton Avenue West), Sugar Oink (2635 Eglinton Avenue West), Natural Vibes Juice Bar (2637 Eglinton Avenue West), Triple – Triple Pizza & Chicken (2639 Eglinton Avenue West), and a vacant building at the corner of Eglinton Avenue West and Yarrow Road. Across Yarrow Road is Pointts Toronto (2659 Eglinton Avenue West), Captain's Barber Shop (2667 Eglinton Avenue West), Variety on York (2669 Eglinton Avenue West), Wings Time (2675 Eglinton Avenue West), Jacko's Restaurant (2679 Eglinton Avenue West), Rose Discount Variety (2681 Eglinton Avenue West), a vacant building, and Stop All Traffic Tickets (2687 Eglinton Avenue West). Across Bicknell Avenue is a 4-storey apartment building (2701 Eglinton Avenue West). Further west at the southeast corner of Black Creek Drive and Eglinton Avenue West is York Recreation Centre (115 Black Creek Drive). The area to the south of Eglinton Avenue West is generally comprised of a low-rise residential neighbourhood including single-detached and semi-detached homes. Keelesdale Junior Public School (200 Bicknell Avenue), Chris Tonks Arena (95 Black Creek Drive), York Jets Soccer Club and Keelesdale South Park (2801 Eglinton Avenue West) are also located in this area.



South entrance to Keelesdale LRT Station (2615 Eglinton Ave West)

2.4 Transportation Context

Road Network

Eglinton Avenue West is classified as a Major Arterial in the City of Toronto's Road Classification System, with an existing right-of-way width of approximately 24.5 metres according to Toronto Maps v2, and a planned right-of-way width of 27.0 metres along this portion of the corridor (Map 3, Official Plan). This street is also classified as an *Avenue* on the Toronto Official Plan Urban Structure Map (Map 2). In the vicinity of the subject site, Eglinton Avenue West is comprised of four lanes with two lanes per direction and a central left turning lane. Street parking is permitted on the south side of Eglinton Avenue West. The street includes sidewalks on both sides of the street. With respect to cycling, Eglinton Avenue West includes bike lanes on both sides of the street for various portions of Eglinton Avenue West.

To the east of the subject site, Keele Street is classified as a Local Road in the City of Toronto's Road Classification System, with an existing right-of-way width of approximately 23.4 metres according to Toronto Maps v2. Keele Street is comprised of two lanes with one lane per direction with sidewalks and street parking on both sides of the street. This portion of Keele Street is disjointed from its counterpart to the south. To the south of Eglinton Avenue West, Keele Street is a Collector Road in the City's Road Classification System. North of Eglinton Avenue West, Keele Street becomes Trethewy Drive, then it jogs east and becomes Yore Road and finally it turns north and continues as Keele Street.

The laneway to the north of the site has an existing right-of-way width of approximately 7.5 metres according to Toronto Maps v2. The laneway has a depth of approximately 36 metres and it terminates mid-way through the block, at which point the future Keelesdale station bus station driveway occupies the westerly portion of the block

Transit Network

The subject site has excellent access to public transit and will benefit from TTC Line 5, Eglinton Crosstown LRT, which is currently under construction and is anticipated to open in 2023. In terms of higher order transit, the Keelesdale LRT station is located adjacent to the subject site, and the future Caledonia LRT and GO station will be located approximately 680 metres to the east of the subject site. Furthermore, the future Keelesdale bus terminal will function as a TTC bus loop with four bus bays and will offer on-street bus connections north of the station See **Figure 4**, Metrolinx Crosstown LRT Map.

The subject site is also well served by existing surface transit routes including access to 32 Eglinton West, 332 Eglinton, 41 Keele, 941 Keele Express, and 341 Keele Night Bus as part of the TTC (see **Figure 5**, TTC Transit Map), as described below:

32 Eglinton West: The route generally operates in an east-west direction along Eglinton Avenue between the MiWay Renforth Station and Eglinton subway station on Line 1 of the TTC. The route is a part of the Ten-Minute Network, which operates every 10 minutes or better with service from 6:00 am to 1:00 am from Monday to Saturday; and from 8:00 am to 1:00 am on Sundays.

332 Eglinton West: The route follows the same route as 32 Eglinton West but operates on the Blue Night Network which operates every 30 minutes or better, from approximately 1:30 am to the start of subway service (approximately 6:00 am on weekdays and Saturdays and 8:00 am on Sundays).

41 Keele: The route generally operates in a north-west direction along Keele Street between the Finch subway station on Line 1 of the TTC and Dundas subway station on Line 2 of the TTC. The route is operating on the Regular Service route, generally operating every 15 minutes or better seven days a week until 1:00 am.

941 Keele Express: The route follows the same route as 41 Keele but operates on the Express Network which only serves select stops and operates at varying frequencies, from Monday to Friday from 7:00 am to 7:00 pm.

341 Keele Night Bus: The route follows the same route as 41 Keele, however, operates on the Blue Night Network which operates every 30 minutes or better, from approximately 1:30 am to the start of subway service (approximately 6:00 am on weekdays and Saturdays and 8:00 am on Sundays).

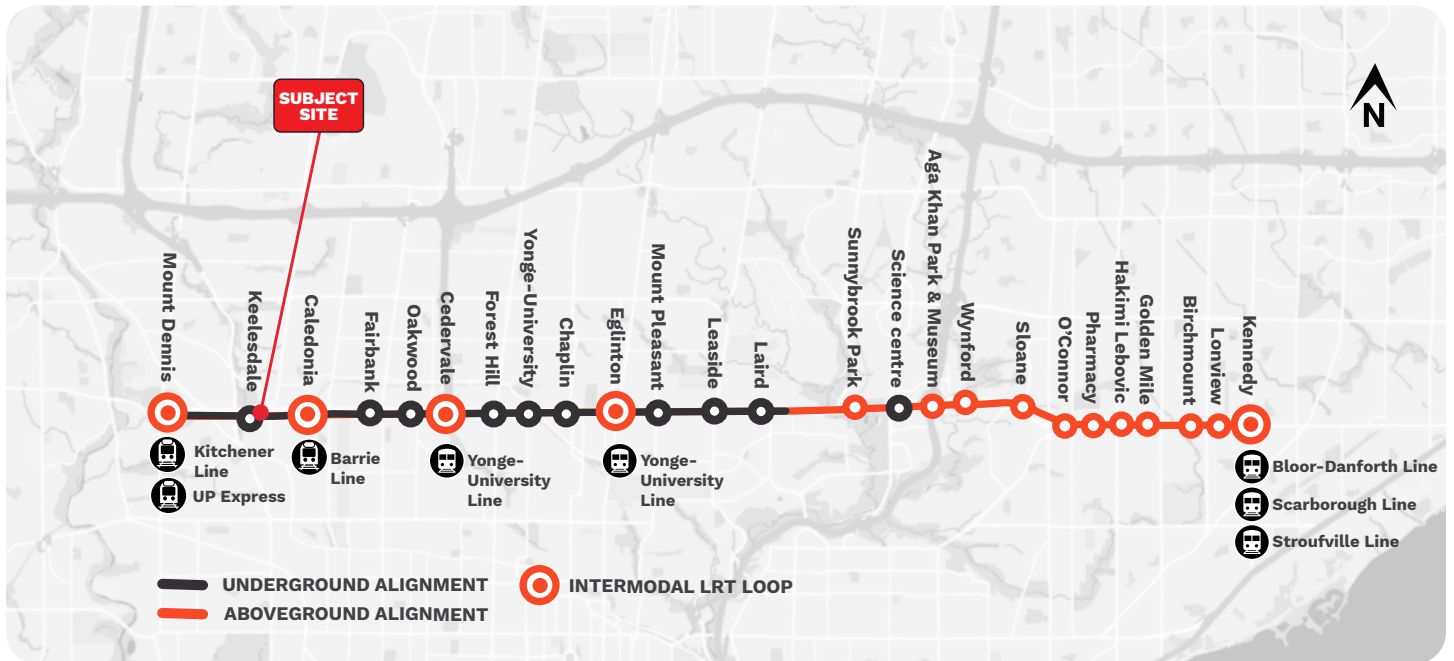


Figure 4 - Metrolinx Crosstown LRT Map

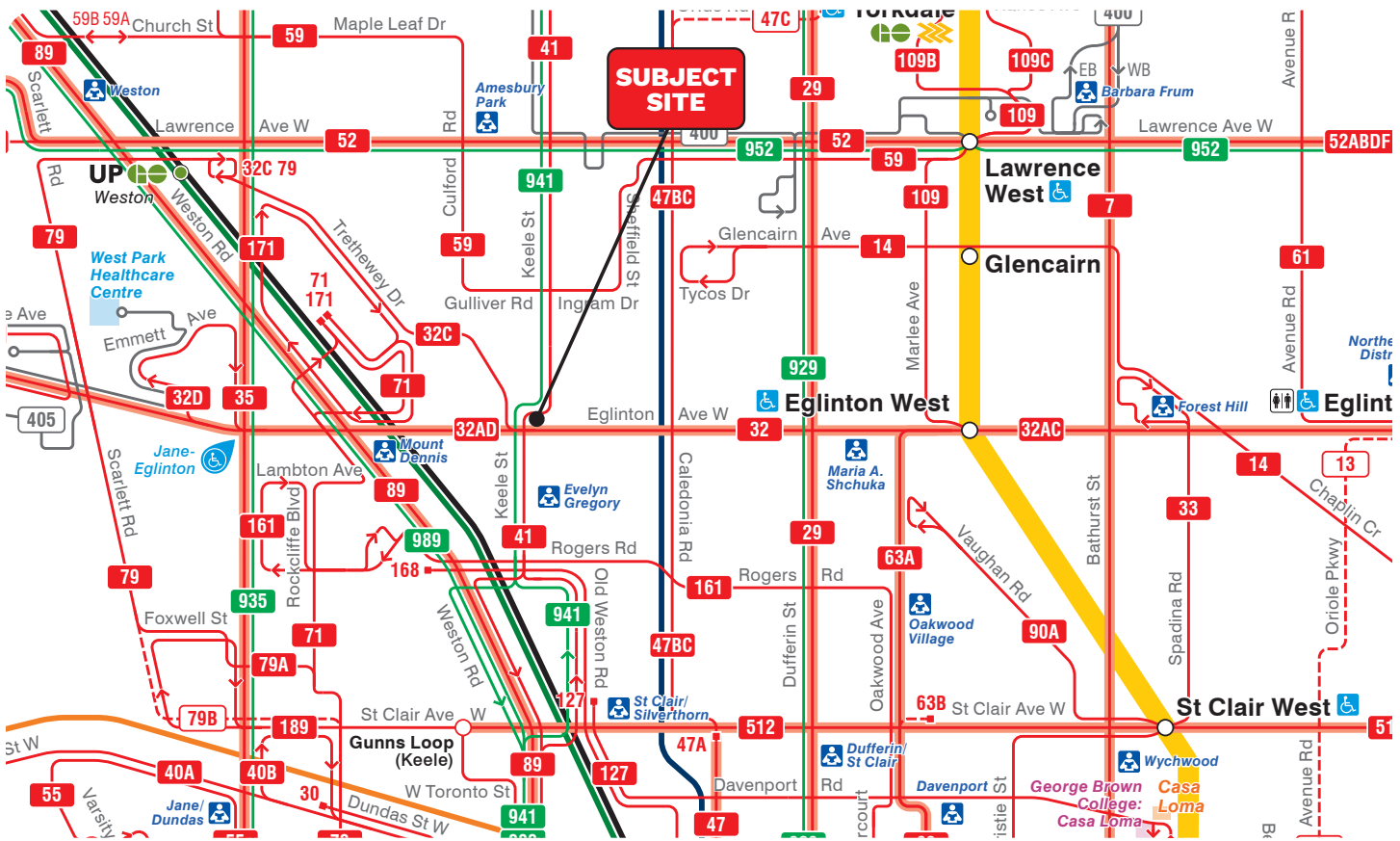


Figure 5 - TTC Transit Map

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Proposal

3.1 Description of the Proposal

Overview

The proposal is comprised of a 33-storey mixed-use building with height of 106.1 metres (112.1 inclusive of the mechanical penthouse), containing contains 370 dwelling units, 324 square metres of non-residential space, 63 parking spaces and 434 bicycle parking spaces within three levels of underground parking. The total proposed gross floor area is 22,529 square metres, resulting in a density of 16.7 floor space index ("FSI"). See **Figure 6**, Site Plan.

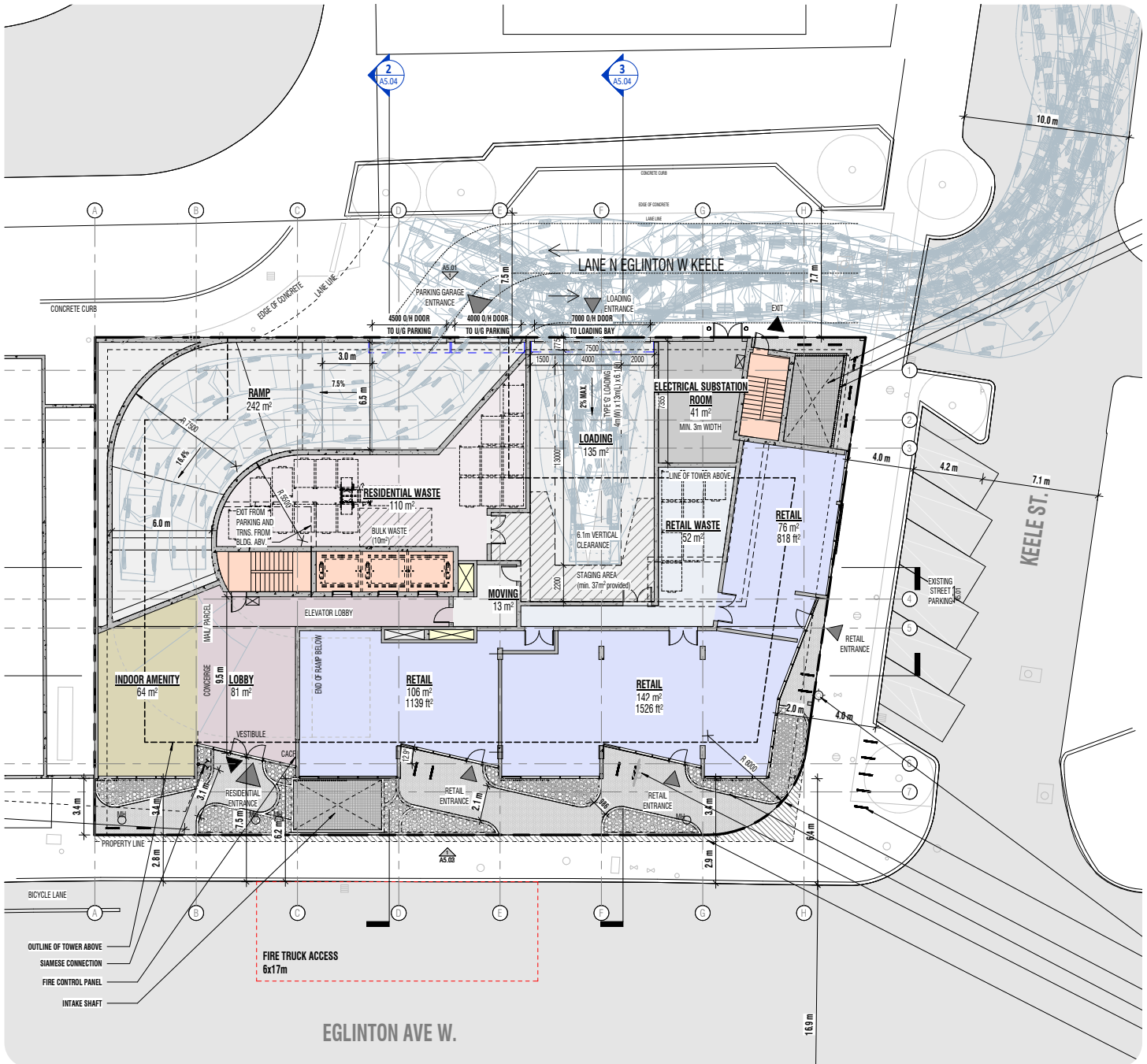


Figure 6 - Site Plan (Prepared by gh3 Inc.)

Height and Massing

The proposal is comprised of a podium base, a tower and a mechanical penthouse at the top. The podium base is generally rectangular in shape with a height of 6-storeys (23.5 metres), which corresponds to approximately 80 percent of the right-of-way width of Eglinton Avenue West. The tower element has a maximum floor plate area of 750 square metres, and a total height of 106.1 metres to the top of level 33 and 112.1 metres to the top of the mechanical penthouse.

On level 1, the podium has a front yard (south) setback of 3.4 metres plus a 0.4 metre road widening along Eglinton Avenue West, however portions of the front wall recess diagonally to allow for weather protection and architecturally distinct landscaped elements at grade. When taken from the curb to the building face, the boulevard width measures a total of 6.19 metres. The east façade is set back between 0.0 and 2.0 metres, while the north and west façades are set back 0.0 metres from the property lines. At levels 2 and 3, the south, east and north façades employ a sawtooth pattern leading to enclosed balconies that range in depth from 0.6 metres to 2.0 metres. At level 4, the west façade steps back by 3.0 metres at a height that is generally in-line with the roof of adjacent Keelesdale LRT station to the west (13.0 metres). This pattern continues on levels 5 and 6.

The tower begins at level 7, which includes a 2.0 metre step-back along the south façade, a 3.0 metre step back along the east façade, an 8.5 metre step-back along the easterly portion of the north façade, and between 0.5 and 2.0 metres at the westerly portion of the north façade in a diagonal sawtooth pattern facing northwest. This configuration was intentionally designed to correspond to the location of the proposed building to the north at 1860-1868 Keele Street, which includes a tower element that is set back 12.5 metres from its west property line. Accordingly, none of the proposed north facing windows will interface with the south facing windows in the proposed development to the north (see **Figures 7-10**, Building Elevations).

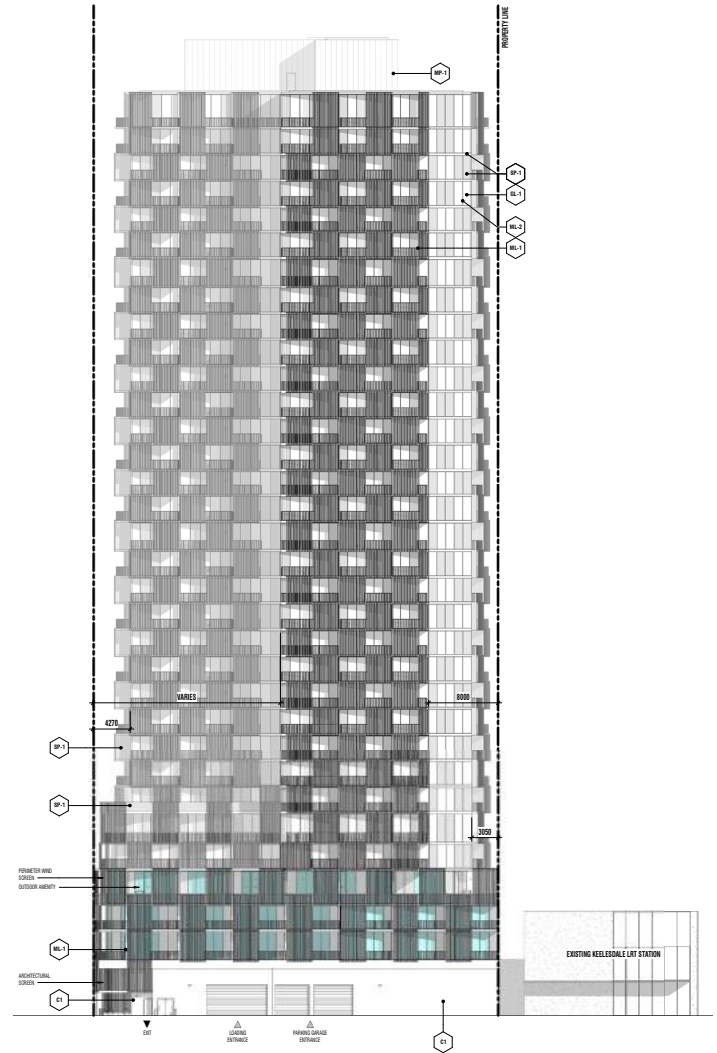


Figure 7 - North Elevation (Prepared by gh3 Inc.)

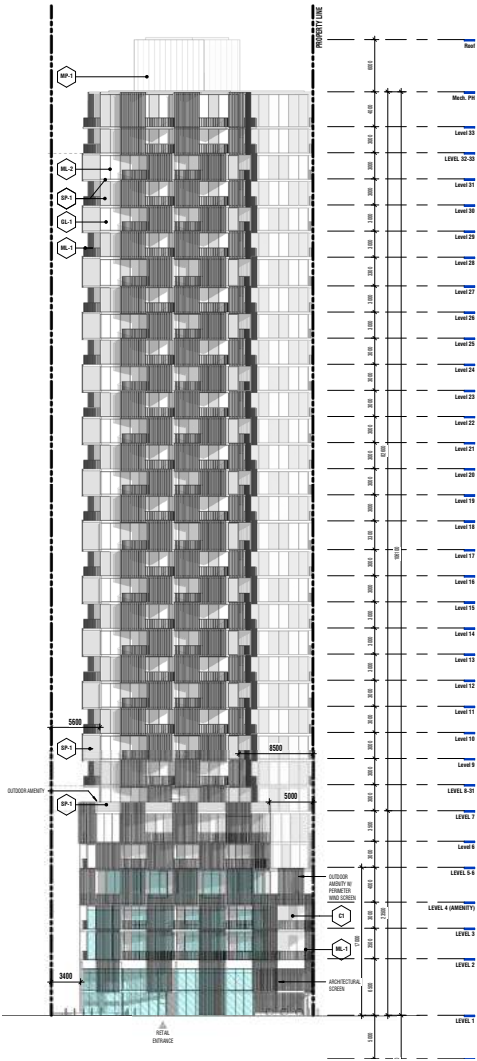


Figure 8 - East Elevation (Prepared by gh3 Inc.)

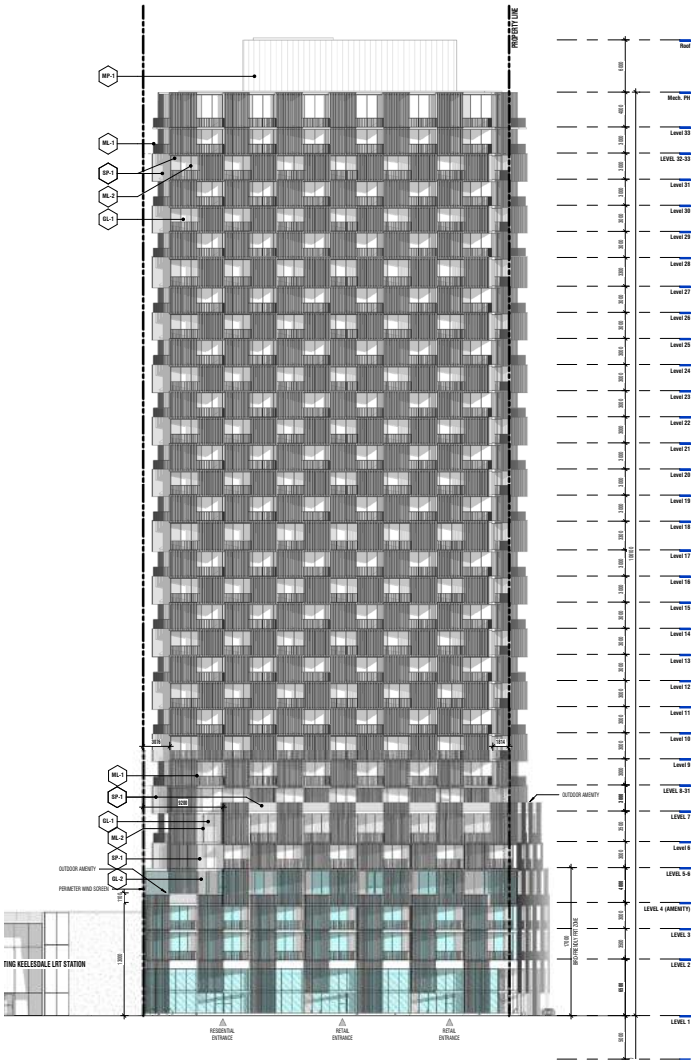


Figure 9 - South Elevation (Prepared by gh3 Inc.)

Programming, Dwelling Units and Amenity Space

At ground Level, there is a 64 square metre indoor amenity area located at the southwestern portion of the ground floor facing Eglinton Avenue West. A lobby and retail spaces are also located on the ground floor, which front and have direct access from Eglinton Avenue West. A third retail area is located toward the east portion of the ground floor facing and with access off of Keele Street. At the north end of the ground floor are servicing areas, including residential and retail waste areas and electrical rooms. The rear portion of the ground floor also contains a loading area and an access ramp to the underground parking structure which both have access from the laneway adjacent to the north.

Above levels 2 and 3 contain dwelling units and bicycle storage areas, while level 4 is comprised of indoor amenity areas that lead to an outdoor amenity terrace on all sides of the building. Levels 5 and 6 are comprised of dwelling units, and level 7 contains dwelling units and an indoor amenity room, with access to an outdoor amenity terrace facing east. Above, levels 8-33 contain dwelling units.

The proposal includes a total of 370 dwelling units, with a mix of residential unit types, including 179 one-bedroom units (48%), 154 two-bedroom units (42%), and 37 three-bedroom units (10%).

This proposed unit mix is in keeping with the ratio recommended by the Growing Up Guidelines.

A total of a total of 1,357 square metres of amenity area is proposed, of which 735 square metres is indoor amenity space (2.0 sq. m./unit) and 622 square metres is outdoor amenity space (1.7 sq. m./unit). The indoor amenity areas are be located on the levels 1, 4 and 7, while the outdoor amenity areas are located on levels 4 and 7 and as noted above, will they have direct access to indoor amenity areas on those same levels.

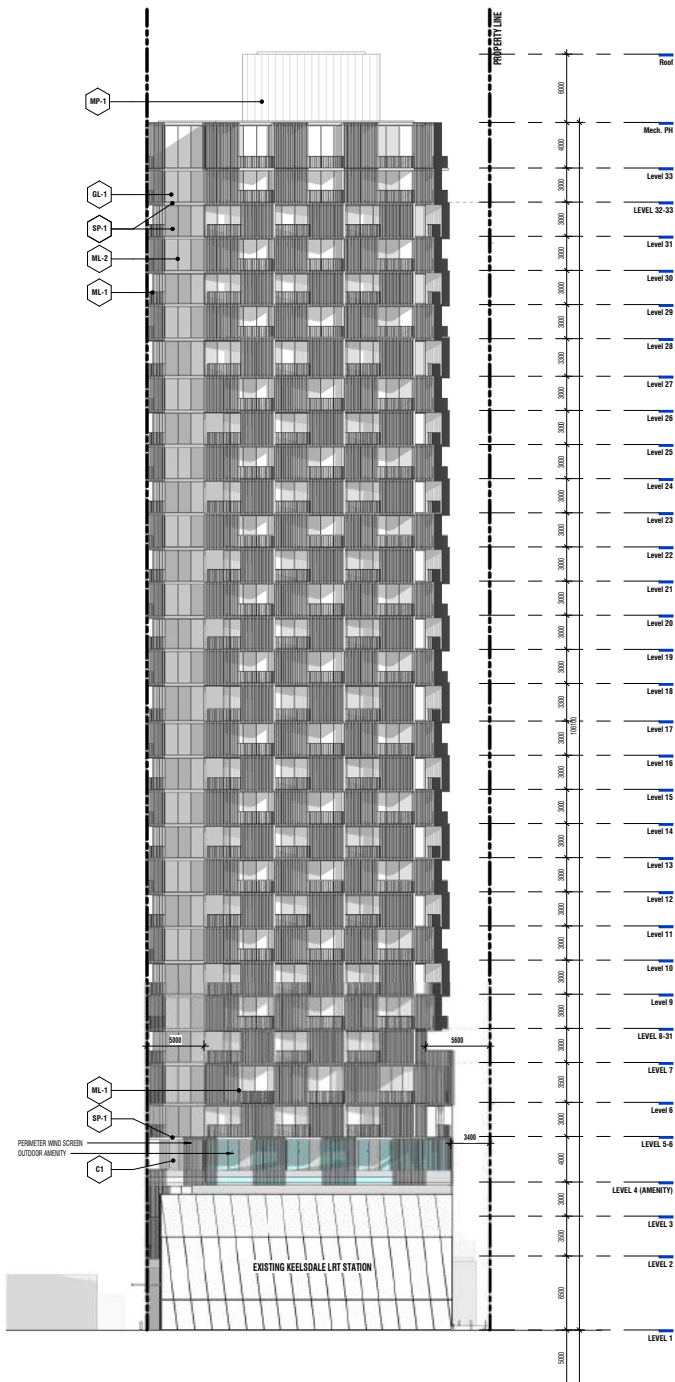


Figure 10 - West Elevation (Prepared by gh3 Inc.)

Parking, Access and Loading

The proposal includes a total of 63 parking spaces, comprised of 53 resident spaces, 8 visitor spaces and 2 retail spaces contained within a three level underground garage. It also includes a total of 434 bicycle parking spaces, comprised of 348 long-term resident spaces and 86 short-term resident spaces on levels P1, P2, 1 and 2. The proposal includes 1 Type 'G' loading space located on the ground floor.

Access to parking and loading areas is provided from the east-west public laneway to the north of the subject site.

3.2 Key Statistics

A breakdown of the key project statistics is provided in **Table 1** below:

Table 1 - Project Statistics

Site Area	1,352.6 square metres
Floor Space Index	16.7
Gross Floor Area	Total: 22,529 sq. m. Residential: 22,205 sq. m. Retail: 324 sq. m.
Building Height	Storeys: 33 Metres: 106.1 m to roof, 112.1 m to mechanical penthouse
Unit Count	Total: 370 One-bedroom: 179 (48%), Two-bedroom: 154 (42%), Three-bedroom: 37 (510%)
Amenity	Total: 1,357 sq. m. Indoor Amenity Space: 735 sq. m. Outdoor Amenity Space: 622 sq. m.
Vehicular Parking Spaces	Total: 63 Residential: 53 Visitor: 8 Retail: 2
Bicycle Parking Spaces	Total: 434 Long-term: 348 Short-term: 86
Loading Space	1 Type "G"

3.3 Required Approvals

The proposal is permitted by the applicable *Mixed Use Areas* land use designation and it conforms to the Built Form policies of the Official Plan. Therefore, an Official Plan Amendment is not required.

The proposal requires an amendment to City-wide Zoning By-law 569-2013, as amended and Zoning By-law 1-83, as amended. A zoning by-law amendment is required to permit the proposed mixed-use building, to increase the permitted height and density, and to revise other development regulations, as necessary, to accommodate the proposal.

In our opinion, the proposed zoning by-law amendment is consistent with the provincial planning policies set out in the Provincial Policy Statement (2020) and it conforms to the policies of the Growth Plan for the Greater Golden Horseshoe (2019) and the City of Toronto Official Plan.



Project Rendering (Prepared by gh3* Inc.)



Project Rendering (Prepared by gh3* Inc.)



4

Policy & Regulatory Context

4.1 Overview

As set out below, it is our opinion that the proposed development is supportive of the policy directions set out in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019) and the City of Toronto Official Plan, all of which promote and encourage intensification within built-up urban areas, particularly in areas that are well served by municipal infrastructure, including higher-order public transit.

4.2 Provincial Policy Statement (2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the “2020 PPS”).

The 2020 PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation”.

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on transit-supportive development, encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development, and providing greater certainty, and supporting the economy and job creation.

Part IV of the 2020 PPS sets out the Province’s vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

“Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water, and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region.”

One of the key policy directions expressed by the 2020 PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains several policies that promote intensification, redevelopment, and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, livable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Policy 1.1.2 directs that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines.

Policy 1.1.3.2 supports densities, and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities and are transit-supportive, where transit is planned, exists, or may be developed. Policy 1.1.3.3 directs planning authorities to identify and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision of an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, and requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

4.3 Growth Plan for the Greater Golden Horseshoe (2019)

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and main streets; and encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is “the most important vehicle for implementation of this Provincial Policy Statement”, it goes on to say that “the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan”. Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in **Sections 5.1** and **5.2** of this report, it is our opinion that the proposed development and, in particular, the requested applications for Zoning By-law Amendment and Site Plan Approval are consistent with the 2020 PPS, specifically, the policies relating to residential intensification and the efficient use of land and infrastructure in proximity to transit.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect on May 16, 2019. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

The Growth Plan provides a framework for implementing the Province’s vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. Under the Planning Act, all decisions with respect to land use planning matters shall conform to the Growth Plan. In accordance with Section 1.2.3, the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households; and;
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

Aligning with the PPS, the Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. It includes objectives that support the development of complete communities and promotes transit-supportive development in proximity to higher-order transit. As noted in Section 2.1 of the Plan:

“To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change.” (our emphasis)

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”

Policy 2.2.1(2)(a) outlines that the vast majority of growth will be directed to settlement areas. Policy 2.2.1(2)(c) sets out that, within settlement areas, growth will be focused in: delineated built-up areas; strategic growth areas; locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and areas with existing or planned public service facilities. All four of the above noted considerations apply to the subject site.

The subject site is located within a “strategic growth area” as defined by the Growth Plan (i.e., a focus for accommodating intensification and higher-density mixed uses in a more compact built form). “Strategic growth areas” include urban growth centres, major

transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service may also be identified as strategic growth areas.

The subject site is located immediately adjacent to the Keele LRT Station on the TTC Line 5, Eglinton and approximately 680 metres west of the future Caledonia LRT and GO Station, accordingly, is considered to be within a “major transit station area” as per the Growth Plan’s definition.

The Growth Plan defines a “major transit station area” as the area including and around any existing or planned higher order transit station or stop within a settlement area generally within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. “Higher order transit” is defined as “transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way”. Furthermore as detailed below, Official Plan Amendment 570 (Site and Area Specific Policy 673) as adopted by City Council identifies the subject site as within the Protected Major Transit Station Area boundary for Keele LRT Station.

In addition, the subject site is located along Eglinton Avenue West, a Major Arterial road with “frequent transit” service. The Growth Plan defines “frequent transit” as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. Pursuant to this definition, the 32 Eglinton West TTC bus route operates along Eglinton Avenue West, with a stop in proximity to the subject site, with service every 10 minutes or better, all day, 7 days a week. Additionally, the 41 Keele TTC bus route has service generally operating every 15 minutes or better. Furthermore, the Keele bus terminal, to the northwest of the subject site, will function as a TTC bus loop with four bus bays and will offer on-street bus connections north of the station.

Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of the Growth Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

With respect to forecasted growth, Schedule 3 of the Growth Plan, as amended, forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. The 2016 Census data indicates that population growth in Toronto is continuing to fall short of the past and updated Growth Plan forecasts. The City's population growth from 2001 to the 2016 population of 2,822,902 (adjusted for net Census undercoverage) represents only 73.2% of the growth that would be necessary on an annualized basis to achieve the population forecast of 3,650,000 by 2051.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options including additional units and affordable housing, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, including public open spaces, and mitigate and adapt to climate change impacts and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and encourage intensification generally throughout the delineated built-up area, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

With respect to major transit station areas, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 be identified in official plans and that planning be prioritized for "major transit station areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan".

In this regard, Map 4 (Higher Order Transit Corridors) of the Toronto Official Plan identifies Eglinton Avenue as a "Transit Corridor (Expansion Element)" and is currently under construction to support the upcoming Eglinton Crosstown LRT.

Policy 2.2.4(2) requires the City of Toronto to delineate the boundaries of "major transit station areas" on priority transit corridors or subway lines "in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis). Policy 2.2.4(3) goes on to require that "major transit station areas" on priority transit corridors or subway lines will be planned for a minimum density target of 200 residents and jobs combined per hectare when served by subways and 160 residents and jobs combined per hectare when served by light rail transit or bus rapid transit (our emphasis). The Eglinton Crosstown LRT, currently under construction, will operate both above and below ground. In the vicinity of the subject site, the Eglinton Crosstown LRT will be underground.

The City recently adopted the draft boundaries of numerous major transit station areas as part of their ongoing Growth Plan Conformity exercise and Municipal Comprehensive Review. The subject site is located within the delineated boundaries of the Keele/Sheppard Major Transit Station Area which was adopted by Council through Official Plan Amendment 570 (SASP 673). The Official Plan Amendment (OPA), and others, have been sent to the Minister for approval. The Keele/Sheppard LRT Station (SASP 673) provides for a minimum density of 160 residents and jobs combined per hectare and applies a minimum density FSI of 2.0 to the subject site.

Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. Policy 2.2.4(9) provides that, within all "major transit station areas", development will be supported, where appropriate, by:

- planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
- providing alternative development standards, such as reduced parking standards; and
- prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Policy 2.2.4(10) provides that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Section 2.2.6 deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

The infrastructure policies set out in Chapter 3 of the Growth Plan place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province’s approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning.”

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria, including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, increasing the capacity of existing transit systems to support strategic growth areas, and increasing the modal share of transit.

With respect to climate change, Policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

In terms of implementation, Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in the Growth Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

For the reasons set out in **Sections 5.1** and **5.2** of this report, it is our opinion that the proposed development, and in particular, the requested applications for Zoning By-law Amendment and Site Plan Approval, conforms with the Growth Plan and specifically the policies supporting the development of “complete communities” and the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in “strategic growth areas”, including “major transit station areas”.

4.4 Metrolinx Regional Transportation Plan (2041)

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (the "2041 RTP") that builds on and replaced the previous RTP ("The Big Move"), adopted in 2008. This section reviews some of the key goals and directions set out in the new 2041 RTP, particularly as they apply to the subject site.

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's transportation systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs. With respect to Strategy 4, the 2041 RTP identifies several strategies to integrate transportation and land use planning, including among others:

- make investment in transit projects contingent on transit-supportive planning being in place;
- focus development at major transit station areas along priority transit corridors identified in the Growth Plan;
- evaluate financial and policy-based incentives and disincentives to support transit-oriented development;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;
- embed transportation demand management (TDM) in land use planning and development; and
- rethink the future of parking.

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

Policy 5.6(1) provides that the Plan should be read as a whole "to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making." Policy 5.6(1.1) provides that the Plan is more than a set of individual policies and that "all appropriate policies are to be considered in each situation", the goal being to "appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City".

The Official Plan for the City of Toronto sets out a vision encouraging contextually appropriate growth and intensification which is supported by transit, good architecture, high quality urban design and a vibrant public realm. It recognizes that most new development will be on infill and development sites.

Growth Management Policies

Chapter 2 (Shaping the City) outlines the growth management strategy. It recognizes that:

"Toronto's future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City."

To that end, Policy 2.1(3) provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

“The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) ... This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors.” (Our emphasis)

Policy 2.1(1) provides that Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial framework for dealing with growth across the GTA which, among other things:

- focuses urban growth into a pattern of compact centres, mobility hubs and corridors connected by an accessible regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares;
- makes better use of existing urban infrastructure and services;
- reduces auto dependency and improves air quality;
- encourages GTA municipalities to provide a full range of housing types in terms of form, tenure and affordability, and particularly encourages the construction of rental housing in all communities; and
- increases the supply of housing in mixed use environments to create greater opportunities for people to live and work locally.

In Chapter 2, one of the key policy directions is Integrating land use and transportation (Section 2.2), based on the recognition that the integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. As amended by OPA 456, approved on June 9, 2021, the Plan states that:

“... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit capacity can be provided along frequent bus and streetcar routes and at higher-order transit stations.” (our emphasis).

Policy 2.2(2) provides that “growth will be directed to the Centres, Avenues, Employment Districts and the Downtown as shown on Map 2”, and sets out a number of objectives that can be met by this strategy, including:

- using municipal land, infrastructure, and services efficiently;
- concentrating jobs and people in areas well served by surface transit and higher-order transit stations;
- promoting mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- offering opportunities for people of all means to be affordably housed;
- facilitating social interaction, public safety, and cultural and economic activity;
- improving air quality and energy efficiency and reducing greenhouse gas emissions; and
- protecting neighbourhoods and green spaces from the effects of nearby development.

In this regard, the subject site is located immediately adjacent to Keele station on TTC Line 5, Eglinton and Eglinton Avenue West is identified as an Avenue on Map 2 (Urban Structure). See **Figure 11**, Official Plan Map 2.

The text under “Maintaining and Developing a Sustainable Transportation System”, introduced by OPA 456, notes that:

“New higher-order transit facilities represent major capital investments that have long-lasting effects on the pattern of access to opportunities. Higher-order transit investments will maintain and enhance the existing transit network and be planned to serve people, strengthen places, and support prosperity.”

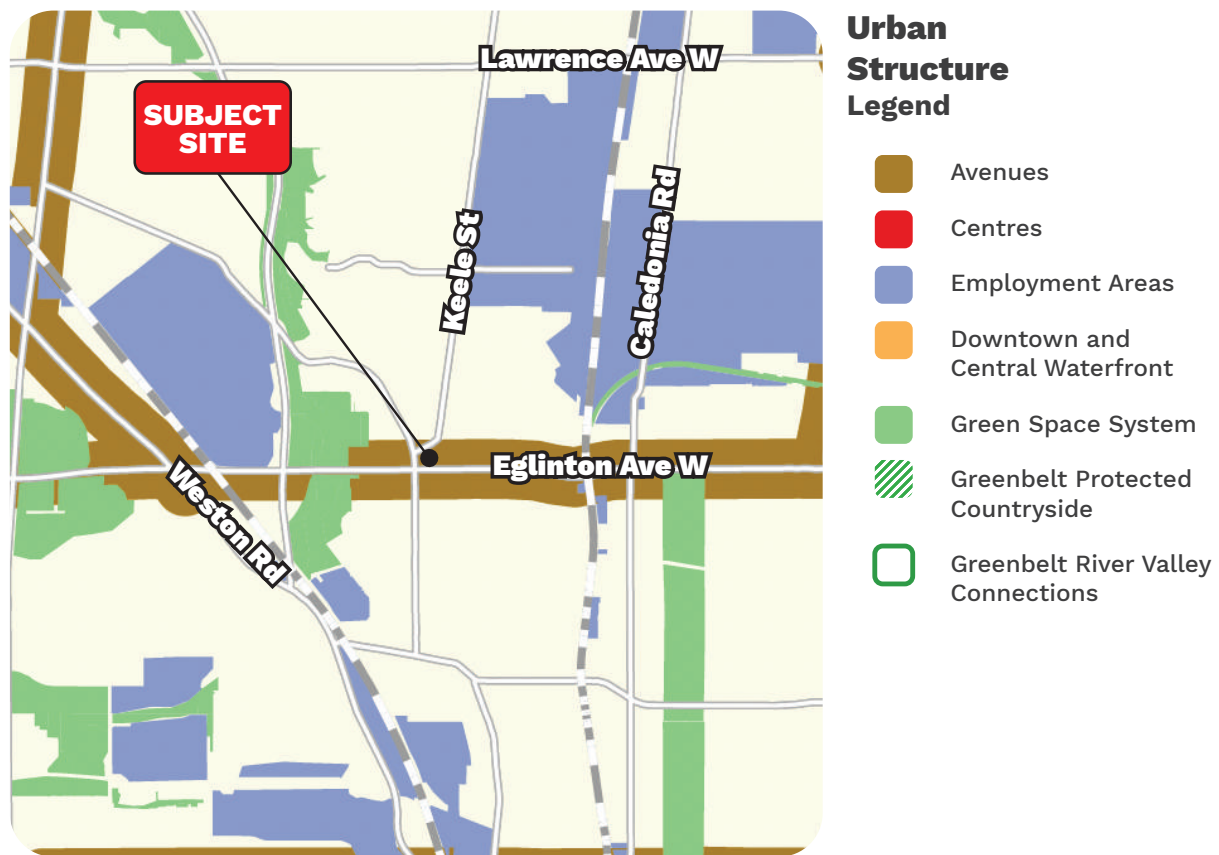


Figure 11 - Toronto Official Plan Map 2 - Urban Structure

With respect to transit as a key to facilitating growth, Policy 2.2(4) states that The City's transportation system will be maintained and developed to support the growth management objectives of this Plan by, among other things, developing the key elements of the transportation system in a mutually supportive manner which prioritizes walking, cycling and transit over other passenger transportation modes.

Policy 2.2(6) provides that the City will work with its partners to develop and implement a comprehensive transit network that will comprise higher-order transit routes serving the principal corridors of demand integrated with a grid-network of high-quality bus and streetcar routes.

Policy 2.2(7) states that the City will work with its partners to improve and expand the higher-order transit network by, among other things:

- protecting the corridors identified on Map 4 for possible future higher-order transit services in exclusive or semi-exclusive rights-of-way, with the exact locations and precise widths of these corridors, including station locations, being determined through a comprehensive planning process and the Environmental Assessment process;

- undertaking comprehensive planning processes for new higher-order transit services in the corridors identified on Map 4 to support their successful implementation and inform the establishment of project priorities considering value-for-money and broader city-building objectives of this Plan, including that transit should be built to serve people, strengthen places and support prosperity; and
- implementing higher-order transit services in the corridors identified on Map 4 according to the established priorities as funding becomes available and the Environmental Assessment and business case analysis processes are completed.

Under Section 2.2.3 ("Avenues: Reurbanizing Arterial Corridors"), the Plan states that reurbanization along Avenues can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. The framework for new development on each Avenue is to be established by a new zoning by-law and design guidelines, based on consultation with the local community, that will set out the mix of uses, heights, densities, and other zoning standards.

Policy 2.2.3(1) provides that the reurbanization of *Avenues* will be achieved through the preparation of "*Avenue Studies*" for particular segments of designated *Avenues*. In this regard, the Official Plan notes that there is no "one size fits all" program for reurbanizing the *Avenues* and that the priorities for future *Avenue Studies* will be *Avenues* characterized by one or two storey commercial buildings, vacant and underutilized lands and large areas of surface parking.

In accordance with policy 2.2.3(1), a study of Eglinton Avenue corridor was completed in 2014 and was known as the Eglinton Connects Planning Study. The Study led to the passing of OPA 253, which redesignated the subject site and lands on the east side of Keele Street and south of Lester Avenue from *Neighbourhoods* to *Mixed Use Areas* on July 11, 2014. The Study also led to the passing of implementing Zoning By-laws 1030-2014 and 1031-2014. OPA 253, as well as the implementing By-laws, were subsequently appealed to the Ontario Municipal Board (now the Ontario Land Tribunal). While OPA 253 remains under appeal, the outstanding appeals are site-specific and do not relate to the subject site; as such, OPA 253 is in full-force and effect as it relates to the subject site. The Eglinton Connects Study and implementing policy framework is discussed further in **Section 4.5** of this report.

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods. The preamble provides that "By focusing most new residential development in the *Downtown*, the *Centres*, along the *Avenues*, and in other strategic locations, we can preserve the shape and feel of our neighbourhoods". With respect to development adjacent or close to *Neighbourhoods*, Policy 2.3.1(3) provides that developments within *Mixed Use Areas* adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of the Official Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and privacy for residents in those *Neighbourhoods*;
- orient and screen lighting and amenity areas so as to minimize impacts upon adjacent land in those *Neighbourhoods*;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent lands in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and

- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

We note that the subject site is not adjacent to any lands designated *Neighbourhoods* and that the nearest *Neighbourhood* area is on the north side of Lester Avenue, approximately 70 metres northeast of the subject site.

Finally, Section 2.4 ("Bringing the City Together: A Progressive Agenda of Transportation Change") notes that:

"The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit, and interregional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City ... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in 'next generation' terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system."

Following therefrom, Policy 2.4(4) states as follows:

"In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy."

Policy 2.4(6) provides that development in proximity to existing higher-order transit stations will be required to provide direct and convenient access to the station. Such connections will be encouraged to be weather protected.

Policy 2.4(8) further provides that, for sites in areas well served by transit (such as locations around higher-order transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements.

In this regard, the subject site has frontage along Eglinton Avenue West, which is identified as a Transit Corridor Expansion Element on Map 4 (see **Figure 12**, Official Plan Map 4) and as a Transit Priority Segment Expansion Element on Map 5 (see **Figure 13**, Official Plan Map 5).

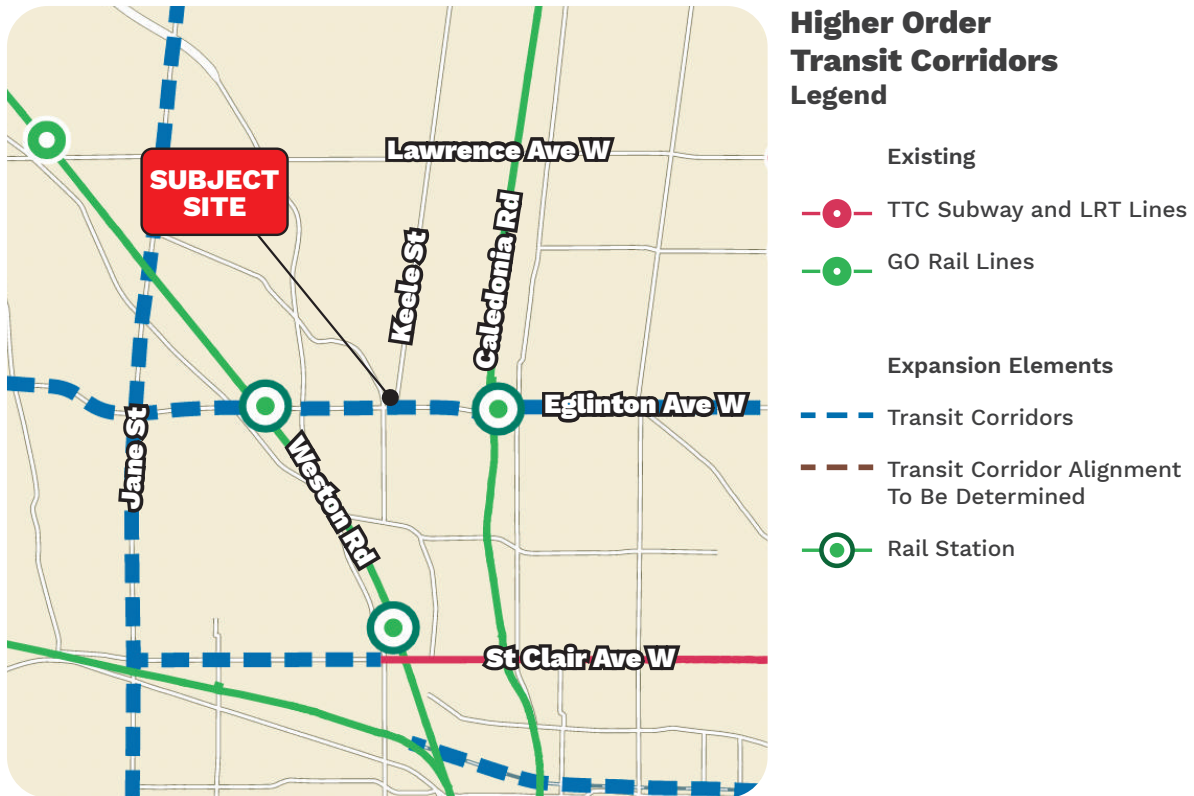


Figure 12 - Toronto Official Plan Map 4 - Higher Order Transit Corridors

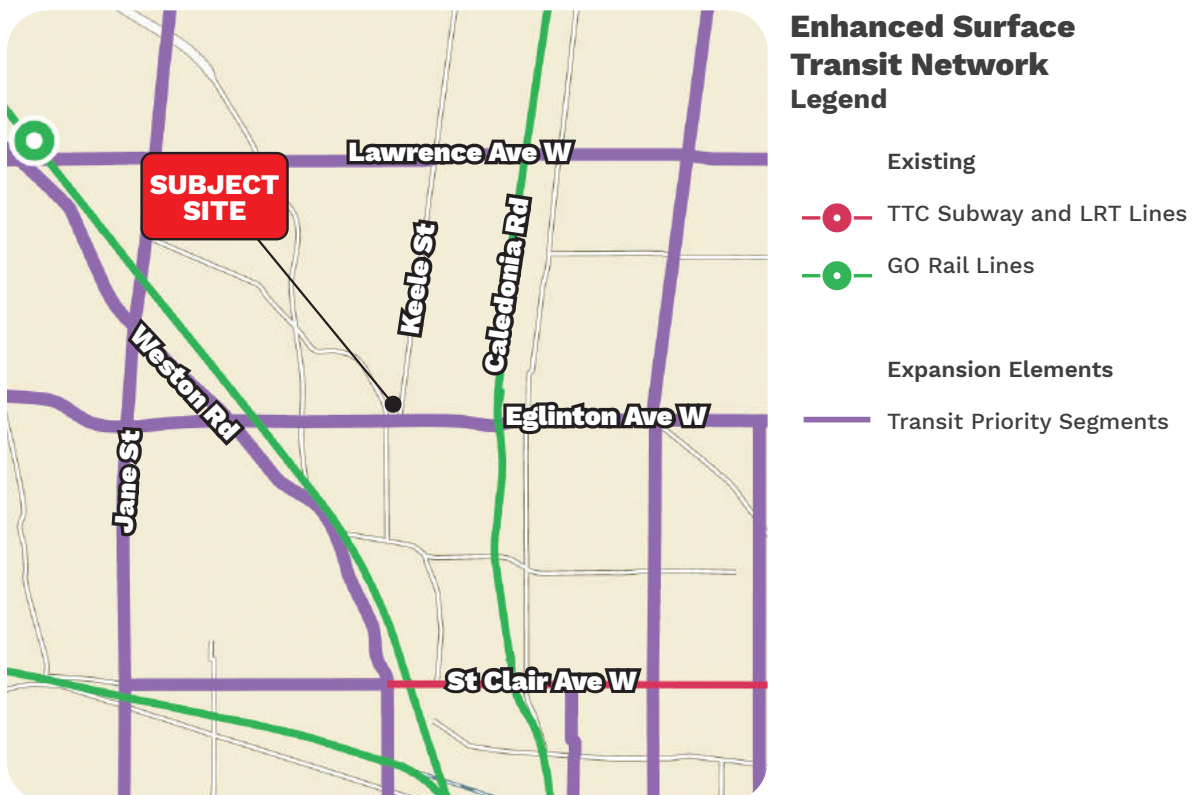


Figure 13 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

Land Use Policies

The subject site is designated *Mixed Use Areas* as identified on Map 17, Land Use Plan, as are the lands to the east, north, west and south. Lands to the immediate north of the subject site as well as lands to the northeast on the south side of Lester Avenue, were redesignated from *Neighbourhoods* to *Mixed Use Areas* through the passing of OPA 253 (see **Figure 14**, OPA 253 By-law 728-2014 Schedule 1). OPA 253 remains under appeal; however, we note that the outstanding appeals are site-specific and, therefore, OPA 253 is in full force and effect as it relates to lands immediately abutting and in proximity to the subject site. As a result of the appeals, Land Use Map 17 has not yet been updated to reflect the re-designed lands (see **Figure 15**, Official Plan Map 17).



Figure 14 - OPA 253 By-law 728-2014 Schedule 1



Figure 15 - Toronto Official Plan Map 17 - Land Use (edited by our office to reflect OPA 253)

The preamble to Chapter 4, Land Use Designations, provides that four land use designations - *Mixed Use Areas*, *Employment Areas*, *Regeneration Areas* and *Institutional Areas* - will accommodate growth by helping to distribute the increase in population and jobs.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities. The Plan envisions that development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community and will provide for new jobs and homes for Toronto's growing population on underutilized lands in along *Avenues* and elsewhere in the city.

Policy 4.5(2) sets out a number of criteria for development within *Mixed Use Areas*, including:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands in the *Avenues* and other lands designated *Mixed Use Areas*;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- having access to schools, parks, community centres, libraries and childcare;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;

- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- providing opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

Public Realm Policies

Section 3.1.1 recognizes that the public realm is the fundamental organizing element of the city and its neighbourhoods. Development will enhance and extend, where appropriate, a high-quality public realm and support the creation of complete communities inclusive of public streets, parks and open spaces for every scale of city building.

Policy 3.1.1(1) clarifies that the public realm is comprised of all public and private spaces to which the public has access. Policy 3.1.1(2) requires the public realm to:

- provide the organizing framework and settling for development;
- foster complete, well-connected walkable communities that meet the daily needs of people and support a mix of activities;
- support active transportation and public transit use;
- provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social intersection;
- contribute to the identity and physical character of the City and its neighbourhoods;
- provide opportunities for passive and active recreation;
- be functional and fit within a larger network; and
- contribute to the City's climate resilience.

Policy 3.1.1 (3) requires the City to seek opportunities to expand and enhance the public realm to support existing and future populations, contribute to a high quality of life for people of all ages and abilities, and anticipate growth and changing needs.

Policy 3.1.1(6) recognizes that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a "Complete Streets" approach by balancing the needs, priorities and safety of all users and uses within the right-of-way, including pedestrians, cyclists and motorists, together with ensuring space for street furniture and green infrastructure; improving the quality and convenience of active transportation options; providing building access and address; and serving as community destinations and public gathering places.

3.1.1(10) states that lanes provide an important function as off-street access for vehicles, parking and servicing. As part of the public realm, lanes will be public and opportunities for lane enhancements should be identified as part of the development approval process. Where appropriate, lanes should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.

There is an east-west laneway abutting the north end of the subject site that connects to Keele Street that will provide vehicular access and servicing and loading to the proposed development.

Policy 3.1.1(13) directs that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

- the provision of well-designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving;
- the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity; and
- the provision of unobstructed, direct, and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

Policy 3.1.1(14) provides that design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings.

Policy 3.1.1(15) requires new and existing city blocks and development lots within them will, among other things, expand and enhance the public realm network and promote street-oriented development with buildings fronting onto and having access and address from street and park edges.

Policy 3.1.1(16) provides that the preservation, long-term growth and increase in the number of healthy trees will be a priority for all development. Development proposals will demonstrate how the protection, provision and maintenance of trees and their growing spaces above and below ground will be achieved.

Built Form Policies

Section 3.1.3 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately developed built form. The Plan recognizes that, as intensification occurs on the *Avenues* and elsewhere throughout the City, there is an extraordinary opportunity to build the next generation of buildings and to create an image of Toronto that matches its status as one of the great cities of North America.

In putting forward policies to guide built form, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building and site fit within the context of the neighbourhood and the City.

With respect to site organization and location, Policy 3.1.3(1) provides that development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, lanes, parks, and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces by:

- generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks;
- providing additional setbacks or open spaces where appropriate at street intersections, prominent destinations, parks and open spaces, transit stops, natural areas, sites that end a street corridor, and areas with high pedestrian volumes;

- locating main building entrances on the prominent building facades so that they front onto a public street, park, or open space, are clearly visible and directly accessible from a public street;
- providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks, and open spaces;
- preserving existing mature trees wherever possible and incorporating them into the development site; and
- providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3(2) directs that development will provide accessible open space, where appropriate. Policy 3.1.3(3) requires that development protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.3(4) requires development to locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site, and surrounding properties by:

- using shared service areas where possible within development blocks;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where appropriate;
- providing underground parking, where appropriate;
- limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk; and
- limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building facades along adjacent streets, parks and open spaces.

Section 3.1.3 also includes policies related to building shape, scale, and massing. The sidebar notes that good street proportion will be determined by considering the existing conditions and determining the appropriate setbacks, scale, and massing of buildings to provide a street proportion that will provide good sunlight and daylight conditions and will be implemented through a number of measures including setbacks, building heights, pedestrian perception zones, streetwall heights, base building heights and stepbacks.

Policy 3.1.3(5) provides that development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by:

- providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and
- stepping back building mass and reducing building footprints above the streetwall height.

Accompanied by a sidebar about "transition in scale", Policies 3.1.3(6) and (7) clarify that development must provide good transition in scale in consideration of both the existing and planned contexts of neighbouring properties and the public realm. Transition in scale will be provided within the development sites and measured from shared and adjacent property lines.

Section 3.1.3 includes policies that seek to improve to the public realm through building design. Policy 3.1.3(9) requires the design of new building facades visible from the public realm to consider the scale, proportion, materiality, and rhythm of the façade to:

- ensure fit with adjacent building facades;
- contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- break up long facades in a manner that respects and reinforces the existing and planned context; and
- ensure grade relationships that provide direct access and views into and from the public realm.

Policy 3.1.3(10) provides that new development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks, and open spaces attractive, interesting, comfortable, and functional by providing:

- improvements to adjacent boulevards and sidewalks;
- coordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings;
- landscaped open space within the development site;
- landscaped edges of surface parking lots along streets, parks, and open spaces to define the edge and visually screen parking lots from the public realm;
- safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible; and
- public art.

Finally, in terms of indoor and outdoor amenity space, Policy 3.1.3(11) specifies that amenity spaces should consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.3(13) provides a variety of criteria to be considered in the design of outdoor amenity spaces. Criteria include daylight access, access to direct sunlight where possible, comfortable wind, shadow and noise conditions, separation from loading and servicing areas, generous landscaped areas, accommodating existing and mature tree growth, and promoting all season use.

Section 3.1.4 of the Official Plan recognizes that Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. The Official Plan further notes that three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development.

As addressed in greater detail in **Section 5** of this report, it is our opinion that the subject site can appropriately accommodate a tall building. Accordingly, we have considered the policies pertaining to tall buildings.

The preamble to the policies addressing tall buildings indicates that tall buildings are the most intensive form of growth, and when the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the City's structure visible, and contribute positively to the skyline. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allow for the appropriate design criteria to be met.

Policies 3.1.4(7) and (8) provide that tall buildings are generally greater in height than the width of the adjacent right-of-way and should typically be designed to consist of three parts – a base, tower, and a top. Following therefrom, Policy 3.1.4(9) directs that the base portion of buildings should respect and reinforce good street proportion and pedestrian scale and be lined with active, grade-related uses.

As it relates to the tower portion, Policy 3.1.4(10) states that they should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;

- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.

The foregoing policies should be achieved through: stepping back the tower from the base building; generally aligning the tower with, and parallel to, the street; limiting and shaping the size of tower floorplates above base buildings; providing appropriate separation distances from side and rear lot lines as well as other towers; and locating and shaping balconies to limit shadow impacts (Policy 3.1.4(11)).

Finally, Policy 3.1.4(12) provides that the top portion of a tall building should be designed to integrate roof top mechanical systems into the building design, contribute to the surrounding skyline identity and character, and avoid up-lighting and excessive lighting.

Housing Policies

The Official Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)).

Policy 3.2.1(2) provides that the existing stock of housing will be maintained, improved and replenished, while new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

Policy 3.2.1(6)(b) requires the provision of rental replacement units and a tenant relocation and assistance plan in instances where new development is proposed that would result in the loss of 6 or more existing rental units, unless either:

- all of the rents at the time of application exceed "mid-range rents";
- the "supply and availability of rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents".

Policy 3.2.1(12) provides that new development that would have the effect of removing all or part of a private building or related group of buildings and would result in the loss of one or more rental units or dwelling rooms will not be approved unless an acceptable tenant relocation and assistance plan is provided to lessen hardship for existing tenants.

As the subject site contains a total of 4 rental units, these units are not required to be replaced as per Policy 3.2.1(6) of the Official Plan, however, a tenant relocation and assistance plan is required. The foregoing housing policies have been addressed in detail in the Housing Issues Report prepared by Bousfields Inc., which is being submitted concurrently as part of the requested rezoning and Site Plan applications.

Retail Policies

Section 3.5.3 provides policies which aim to support a strong and diverse retail sector, encouraging a broad range of shopping opportunities for local residents and employees in a variety of settings, supporting effective business associations in retailing areas and retail opportunities in a form that promotes pedestrian and transit use, among others.

Policy 3.5.3(2) emphasizes that existing retailing areas can be improved upon by providing a high quality public realm which promotes local identity and is comfortable and connected to a network of public streets serving pedestrians, cyclists, transit, cars and trucks and encouraging high quality retail development of a type, density and form that is integrated with the existing and planned context of the area.

Implementation Policies

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*.

4.6 Official Plan Amendment No. 253 (OPA 253)

As mentioned above, the subject site is located within the boundaries of the Eglinton Connects Planning Study, which led to the passing of OPA 253 on July 11, 2014 and implementing Zoning By-laws 1030-2014 and 1031-2014 on August 28, 2014. The purpose of the Eglinton Connects Planning Study was to create a planning framework to facilitate intensification on the Eglinton Avenue corridor in anticipation of the opening of the Eglinton Crosstown LRT. The vision was to establish Eglinton Avenue as Toronto's central east-west avenue consisting of beautiful linear spaces that support residential living, employment, retail and public uses that take advantage of planned and existing transit.

Through the Study, lands to the north and northeast of the subject site, were identified as lands to be redesignated from *Neighbourhoods* to *Mixed Use Areas*. In a Staff Report dated May 22, 2014, it states that lands redesignated from *Neighbourhoods* to *Mixed Use Areas* "are generally not integral to the stable residential neighbourhoods located immediately behind Eglinton Avenue" and that "the changes in designation to these limited number of properties are not anticipated to have a destabilizing effect on the neighbourhoods". In this regard, the Eglinton Connects Planning Study and OPA 253 expanded the area where redevelopment and intensification could occur along the Eglinton corridor.

To effectively intensify the corridor, the study identified six "Focus Areas" and two "Mobility Hubs" that could potentially support additional height and density. The balance of the lands along the Eglinton Avenue corridor, including the subject site, were identified as "Parcels fronting Eglinton" and were anticipated to accommodate mixed use development with heights that match the planned right-of-way of the street.

OPA 253 is currently under appeal at the Ontario Land Tribunal; however, the outstanding appeals are site-specific and do not relate to the subject site. In this regard, OPA 253 is in full force and effect on the subject site.

4.7 Official Plan Amendment No. 570 (OPA 570)

At its meeting on July 19-22, 2022, pursuant to Section 26 of the *Planning Act* regarding the City's phased Official Plan and Municipal Comprehensive Review, City Council adopted Official Plan Amendments 540, 544, 570 and 575 through By-laws 844-2022, 845-2022, 889-2022 and 847-2022 with respect to delineating the boundaries of 115 Major Transit Station Areas ("MTSA") and Protected Major Transit Station Areas ("PMTSA") across the City of Toronto. Draft OPA 570 would introduce SASPs for 57 PMTSAs corresponding with existing and planned stations along subway lines and priority transit corridors and includes subway, LRT and GO stations.

Pursuant to Schedule "25" to draft OPA 570, included as Site and Area Specific policy ("SASP") 673 in the Official Plan, the subject site is located within the boundaries of the Keelesdale Protected Major Transit Station Area (see **Figure 16**, Draft SASP 673, Map 1)

Proposed SASP 673 provides that existing and new development is planned for a minimum population and employment target of 160 residents and jobs per hectare. Minimum densities are assigned throughout the proposed PMTSA, ranging from 0.35 FSI to 2.0 FSI. A minimum density of 2.0 FSI is specified for the subject site (see **Figure 17**, Draft SASP 673, Map 2).

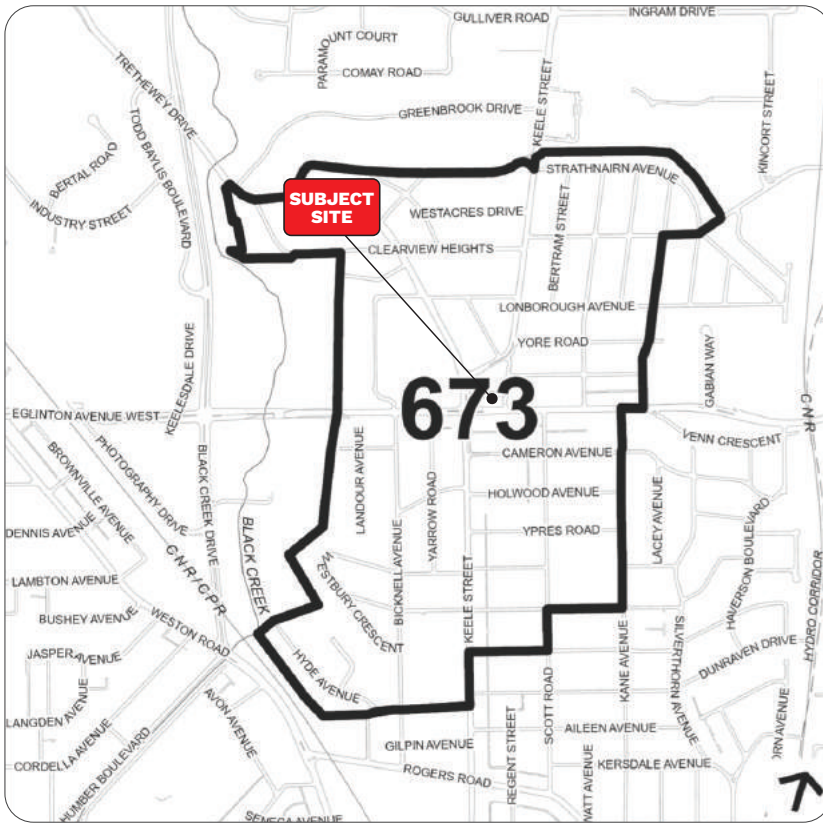
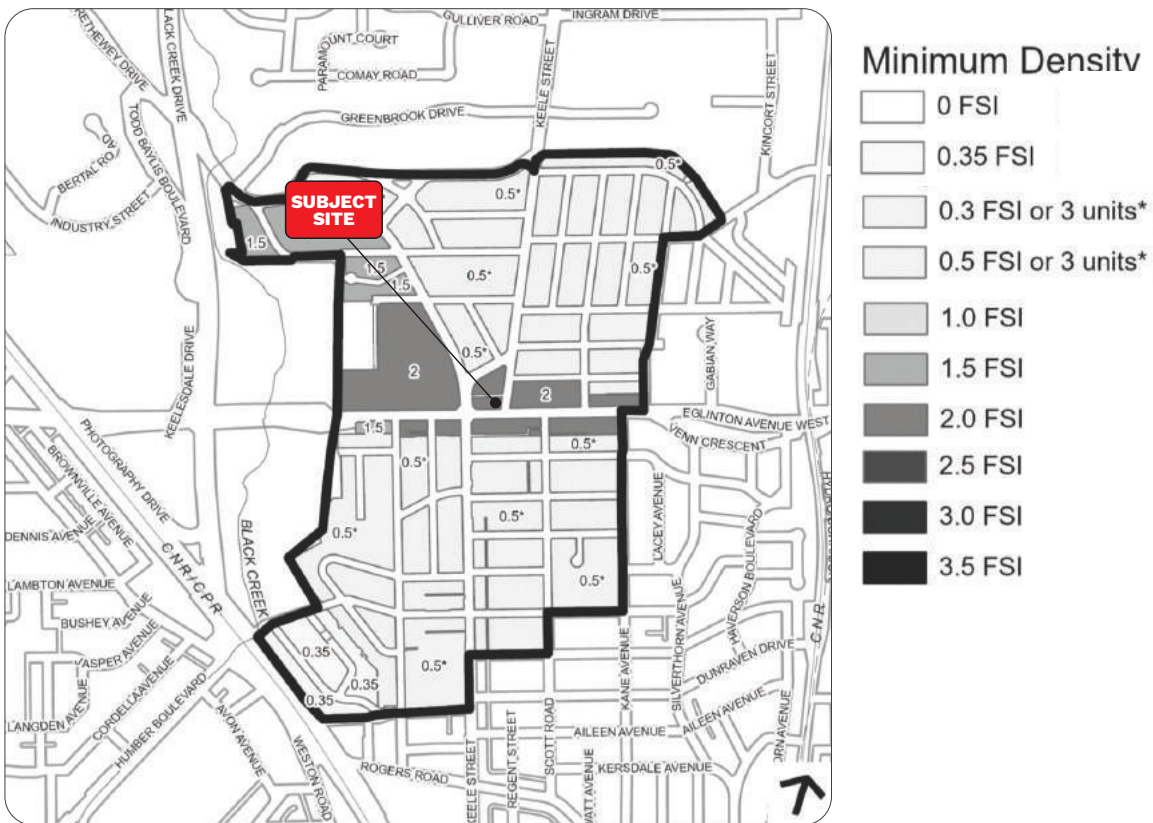


Figure 16 - Draft SASP 673, Map 1



*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

Figure 17 - Draft SASP 673, Map 2

4.8 Zoning

The site is subject to both the former York Zoning By-law 1-83 and the new City-wide Zoning By-law 569-2013.

City-wide Zoning By-law 569-2013

Toronto City-wide Zoning By-law 569-2013, as amended ("By-law 569-2013") was enacted on May 9, 2013 and was subsequently appealed in its entirety to the Ontario Land Tribunal (OLT). Most of the City-wide appeals have since been resolved and the majority of the remaining appeals are site-specific; accordingly, Zoning By-law 569-2013 is in force except for those sections that are still under appeal at the OLT. The applicable sections of By-law 569-2013 that remain under appeal relate to matters such as location of commercial uses and loading; with respect to such matters, By-law 1-83 remains in force.

Pursuant to By-law 569-2013, the subject site is zoned Commercial Residential – CR SS2 (x2624) with a maximum height of 8-storeys and 24.0 metres (see **Figure 18** By-law 569-2013 Zoning Map and **Figure 19**, By-law 569-2013 Height Map).

The Commercial Residential Zone permits various residential, commercial, office, community, and institutional uses in a variety of building types including apartment buildings, mixed use buildings, and townhouses.

The following development standards apply:

- Maximum height – 8 storeys or 24.0 metres
- Maximum floor space index - Not applicable
- Maximum lot coverage – Not applicable
- Minimum side yard setbacks if no street or lane – 5.5 metres if there are windows or openings, otherwise no setback is required
- Rear yard setback – 7.5 metres from rear lot line or, where the rear lot line abuts a lane, 7.5 metres from the lot line on the opposite side of the lane
- Angular plane (rear) – 45 degrees, measured at rear yard setback (7.5 metres) at height of 10.5 metres (shallow lot)
- Angular plane (street) – 45 degrees, measured along lot line abutting a street at a height equal to 80% of abutting ROW

The site is subject to site-specific exception 2624 which was introduced by By-law 1030-2014 following the adoption of OPA 253. The exception provides the following:

- Although the zone label does not include an "r" with a value, dwelling units are permitted in mixed-use buildings and apartment buildings
- Maximum building height – 25.5 metres
- 75% of main wall facing Eglinton Avenue must be between 0.5 and 1.0 metres. The entire main wall must be between 0.5 and 6.0 metres
- 1.5 metre stepback for any part of a building above a height of 13.5 metres from building face below

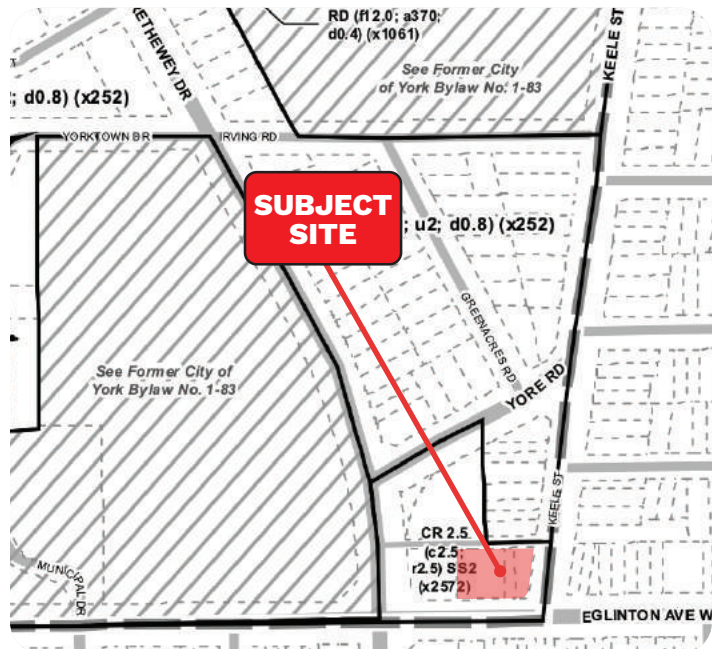


Figure 18 - By-law 569-2013 - Zoning

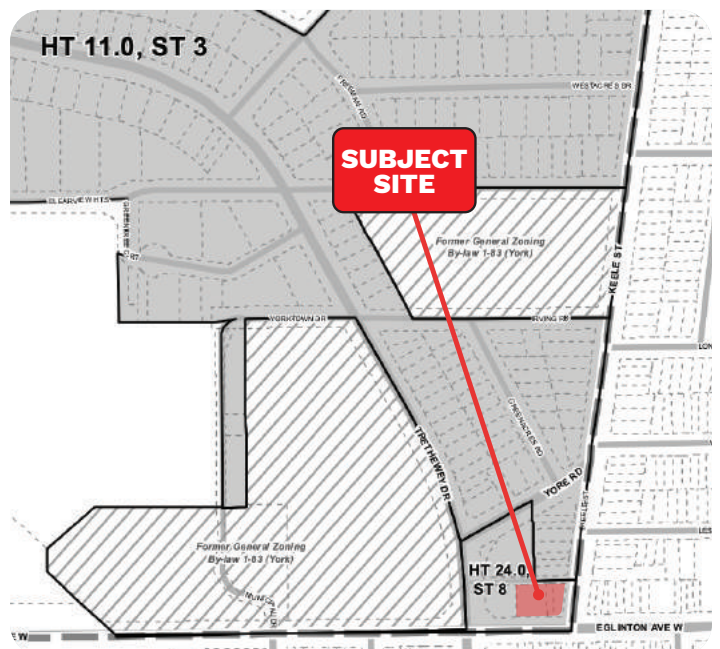


Figure 19 - By-law 569-2013 - Heights

Former City of York By-law No. 1-83

Pursuant to former City of York Zoning By-law 1-83, as amended ("By-law 1-83"), the subject site is zoned Main Street Commercial/Residential (MCR), which permits a range of commercial and residential uses and building types including townhouses, apartment houses, retail stores, restaurants, institutional uses, and hotels. The MCR zone permits a maximum building height of 8 storeys or 24.0 metres, whichever is lower. A maximum FSI of 2.5 applies. Drive through facilities are prohibited (see **Figure 20**, By-law 1-83 Zoning Map).

Height is limited to 70% of horizontal distance to R1 or R2 District where rear yard abuts R1 or R2 District or rear yard is separated by a lane. The current zoning has this condition to the north, however, an application is under review on these lands and will likely rezone to MCR, should a rezoning of by-law 1-83 be required.

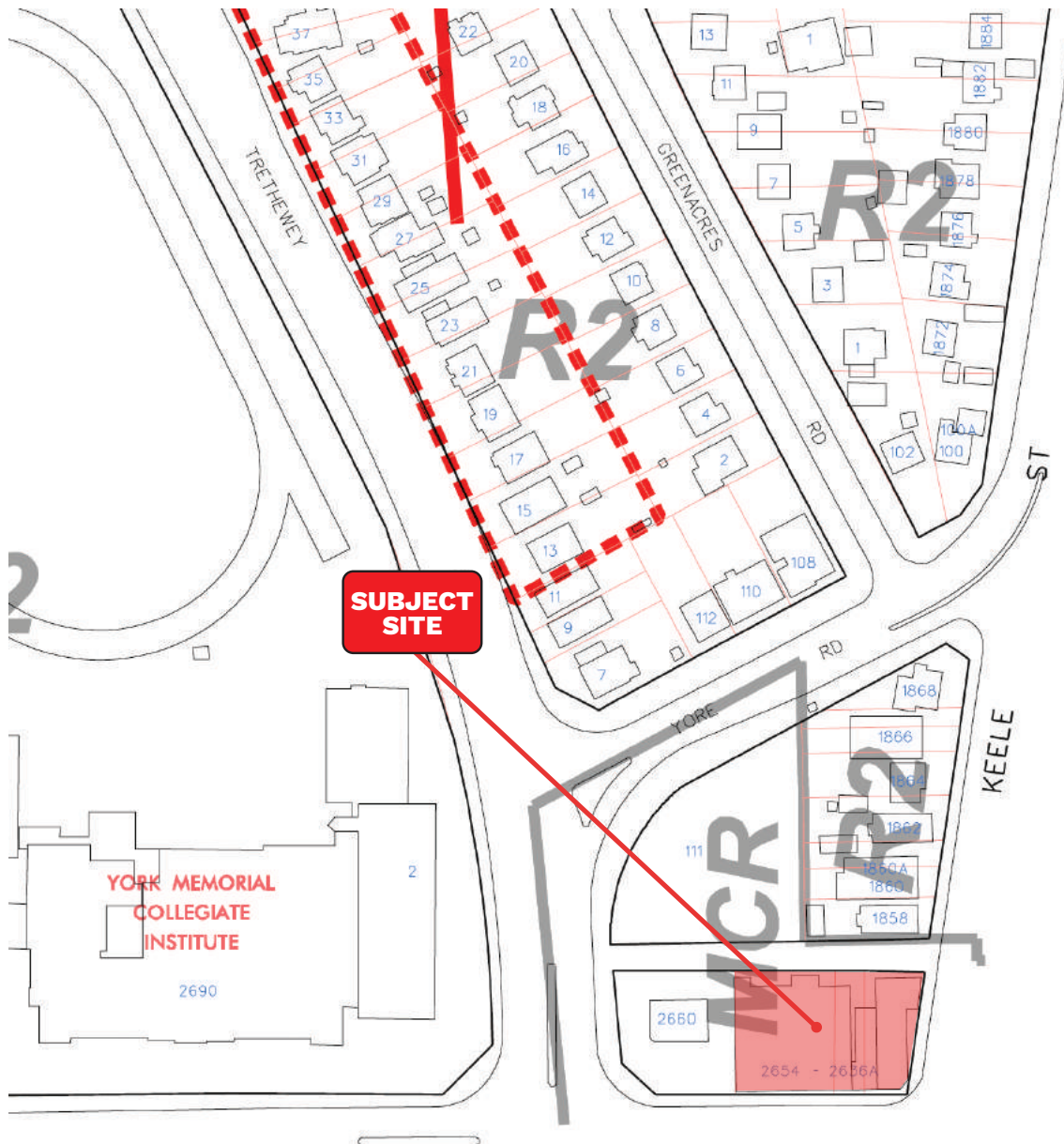


Figure 20 - By-law 1-83 Zoning Map

4.9 Tall Building Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (March 2013), which updated and replaced the "Design Criteria for the Review of Tall Building Proposals" (2006). The document specifically notes that the Tall Building Design Guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively".

The City-wide Guidelines include sections related to site context, site organization, tall building design and pedestrian realm. Among other matters, the Guidelines recommend a minimum separation distance of 25 metres between towers (excluding balconies), a minimum setback of 12.5 metres from side and rear property lines or centre line of an abutting lane, and a maximum residential tower floor plate of 750 square metres. A tower stepback of 3 metres is specified above the face of the base building, including balconies.

The relevant Design Guidelines are addressed in **Section 5.5** of this report.

4.10 Growing Up: Planning for Children in New Vertical Communities

In 2015, the City initiated a study entitled *Growing Up: Planning for Children in New Vertical Communities* ("Growing Up Guidelines") and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017 and adopted without amendments. On July 28, 2020 a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized at three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- **The Neighbourhood Scale:** At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- **The Building Scale:** At the building scale, the Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts.
- **The Unit Scale:** At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include ensuring inclusivity for larger and multi-generational households, supporting a range of household types and sizes, providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units. In this regard, the proposal provides approximately 42% two-bedroom units and 10% three-bedroom units.

Section 2.0 of the Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

4.11 Pet-Friendly Design Guidelines

The Pet-Friendly Design Guidelines were developed in 2019, through a collaborative process involving consultation and engagement with a broad range of stakeholders. The purpose of the document is to guide new developments in a direction that is supportive of a growing pet population. The document is intended to complement other city initiatives to create and design high-quality pet friendly amenities in private development, including the building, private internal and external open spaces and living spaces.

The Guidelines apply city-wide to all new multi-unit residential buildings that are required to provide amenity space as a condition of their development approval. As guidelines, they are intended to provide direction and guidance, but should be afforded some flexibility in application, and balanced against broad city building objectives.

Similar to the Growing Up Guidelines, the Pet-Friendly Guidelines are structured at three scales: the neighbourhood, the building and the dwelling unit. At the neighbourhood scale, the guidelines encourage new developments to support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces, especially in dense neighbourhoods characterized by multi-unit, high-rise buildings where parks and green spaces are heavily used.

At the building scale, the guidelines provide direction as to the types, sizes and general configuration of amenity spaces for pets, and specifies how shared spaces, green spaces, building systems and the public realm can be designed to support pets, their owners and other residents of multi-unit buildings in high-density neighbourhoods. The types of dedicated amenities that could be provided to support pets and their owners include pet relief areas, off-leash areas, pet wash stations and Privately-owned Publicly Accessible Spaces (POPS). The guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities and also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities.

Finally, the unit scale looks at choices in materials, unit layout, indoor space, outdoor patio space and storage that can enhance a pet's environment and meet day-to-day needs.



5

Planning & Urban Design Analysis

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Store

5.1 Intensification

Provincial and municipal planning policies prioritize existing Settlement Areas as the focus of growth and development, emphasising the importance of redevelopment and intensification of appropriate land resources within the existing built-up areas that are well served by municipal infrastructure. In accordance with the definition of intensification in the PPS, and given the existing underutilized nature of this previously developed subject site, its proximity to higher-order transit infrastructure (including Keele Station on TTC Line 5), its location along a Major Street that has access to Frequent Transit Service and its distance from low-rise residential *Neighbourhoods* designated properties, an important opportunity exists to create a transit-supportive mixed-use development with retail and residential uses on the subject site, making efficient use of land and existing urban infrastructure.

The subject site is located immediately adjacent to the currently under-construction Keele Station on the Eglinton Crosstown LRT line (TTC Line 5) and its associated bus terminal. In addition to higher-order transit access, the subject site is conveniently located near to frequent bus service along both Eglinton Avenue West and Keele Street, which operates every 15 minutes or less, seven days a week (32 Eglinton West Bus and 41 Keele Bus). Accordingly, the subject site forms part of a Major Transit Station Area and it has access to Frequent Transit Service as defined by the Growth plan, and therefore, it is considered a Strategic Growth Area. Strategic Growth Areas are a focus for accommodating intensification and higher density mixed uses in a more compact built form. The Growth Plan directs that the boundaries of Major Transit Station Areas are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. To that end, at its meeting on July 19-22, 2022, City Council adopted OPA Nos. 540, 544, 570 and 575 with respect to delineating the boundaries of 115 MTSA's and PMTSA's, across the City of Toronto. In that regard, the subject site is located within the proposed Keele PMTSA which was adopted by Council as part of OPA No. 570 and forwarded to the Minister for approval. The Keele PMTSA, as implemented through draft SASP 673 to the Official Plan, includes a minimum population and density target of 160 residential and jobs per hectare.

From an Official Plan perspective, the subject site is designated *Mixed Use Areas* as are the lands to the north, east, south and west. The Official Plan provides that *Mixed Use Areas* are one of the areas identified to absorb most of the anticipated increase in commercial development and new housing planned for the City. Furthermore, Eglinton Avenue West is identified as an *Avenue* on Map 3, Urban Structure Plan. Policy 2.2(2) provides that growth will be directed to the *Avenues*, among other areas, and sets out a number of objectives that can be met by this strategy. Policy 2.4(8) provides for intensified development, with minimum density requirements and limits on parking, on sites such as this that are located close to rapid transit stations and along major transit routes.

Policy 2.2.3(1) provides that the reurbanization of *Avenues* will be achieved through the preparation of "*Avenue Studies*" for particular segments of designated *Avenues*. In accordance with policy 2.2.3(1), a study of Eglinton Avenue corridor was completed in 2014 known as the Eglinton Connects Planning Study. The Study led to the passing of OPA 253, which redesignated the lands to the north of the subject site and lands on the east side of Keele Street and south of Lester Avenue from *Neighbourhoods* to *Mixed Use Areas* on July 11, 2014. The Study also led to the passing of implementing Zoning By-laws 1030-2014 and 1031-2014. By-law 1030-2014 mainly introduced mid-rise height permissions for sites fronting onto Eglinton Avenue East, and it identified taller permissions at intersections with higher-order transit access. It included a height limit of 8-storeys and 25.5 metres along with additional development standards on the subject site.

It is our opinion that the existing zoning permissions on the subject site do not reflect the province's current direction to optimize density on sites in proximity to higher-order transit infrastructure and is therefore outdated. Recent amendments to the Official Plan, including OPA No. 456 and OPA No. 570, updated the growth management and transportation policies to focus growth and density in transit-supported areas and benefit from the significant capital investment of various transportation projects throughout the City, including the Eglinton Crosstown LRT. Nonetheless, the Official Plan policies do not fully recognize and give effect to the current Provincial policy directions supporting nodal intensification in proximity to higher-order transit

stations. In contrast to the policy direction regarding linear intensification along the *Avenues*, the current Official Plan does not contain similarly strong language regarding nodal intensification (i.e., Major Transit Station Areas). While the establishment of Keelesdale LRT station as a PMTSA signifies direction for intensification, SASP 673 provides minimum density targets and does not differentiate between properties along Eglinton Avenue West that are closer to the station to ones that are further away.

Accordingly, while the as-of-right permissions established by the Eglinton Connects study allow for a degree of intensification of the subject site, we are of the opinion that a mid-rise building form would not optimize a site adjacent to a Higher Order Transit station on a priority transit corridor. Furthermore, while SASP 673 establishes minimum densities through the Keelesdale PMTSA, the large majority of these areas are within *Neighbourhoods* and not anticipated to intensify and assigned a minimum density of 0.5. Accordingly, areas where intensification is appropriate, such as the subject site which is adjacent to Keelesdale LRT station, along an *Avenue* and designated *Mixed Use Areas*, must be optimized to achieve the overall minimum density for Keelesdale PMTSA and maximize the number of potential transit users within walking distance of the station.

From an urban structure perspective, mixed use and residential intensification is planned in proximity to planned stations along the Eglinton Crosstown LRT (currently under construction), creating nodes of more intensive development along Eglinton Avenue. At the west end of the Eglinton Crosstown LRT, to the east and west of the subject site, mixed use development is planned, with approved heights up to 41-storeys (1801 Eglinton Avenue West) and planned heights up to 49-storeys (25 Photography Drive).

In the non-policy sidebar in Section 2.1 of the Official Plan, it is noted that, by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps reduce demands on nature and improves the livability of the urban region by reducing the pace at which the countryside is urbanized; preserving high-quality agricultural lands; reducing the reliance on the automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources.

In our opinion, the subject site is underutilized in its current form, consisting of one and two-storey low-rise commercial and mixed use buildings adjacent to significant transit investments. Mixed use intensification on the subject site will effectively utilize land and infrastructure by providing commercial spaces and new housing in a transit-supportive built form. The optimization of land and infrastructure on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. Mixed use intensification will result in population and job growth that will contribute to the achievement of the forecasts in the Growth Plan and the Official Plan and will promote the revitalization of Eglinton Avenue West and the Beechborough-Greenbrook neighbourhood as a whole.

5.2 Land Use

The proposed mixed use building is consistent with the land use permissions of the Official Plan as contemplated by the applicable *Mixed Use Areas* designation, which permits a broad range of residential and commercial uses on the subject site. In fact, the Official Plan intends that *Mixed Use Areas* will absorb most of the anticipated growth in retail, office, and service employment in Toronto in the coming decades as well as much of the new housing.

The proposal will implement the development criteria for *Mixed Use Areas* as set out in Policy 4.5(2) of the Official Plan by creating high-quality residential uses in a manner that reduces automobile dependency and provides for new homes for Toronto's growing population on lands that are presently underutilized.

From a zoning perspective, the current zoning permissions do not reflect the Province's vision for sites immediately adjacent to higher order transit stations that are appropriate for intensification. Specifically, the subject site is designated *Mixed Use Areas*, located within an *Avenue*, and zoned Commercial Residential with a maximum permitted height of 8-storeys and 25.5 metres. As noted above, the as-of-right zoning permits a mid-rise building, however, a mid-rise form does not optimize a site immediately adjacent to a higher order transit station, designated *Mixed Use*

Areas and a significant distance from lands designated *Neighbourhoods*. Furthermore, as noted above, while the majority of the lands within the proposed Keelesdale PMTSA are designated *Neighbourhoods* and not expected to intensify, lands designated *Mixed Use Areas* along Eglinton Avenue West and in proximity to Keelesdale Station must be optimized to compensate for these low-rise areas in order to meet and exceed the minimum density target for the PMTSA.

Accordingly, while the proposed uses and building type are permitted, a Zoning By-law Amendment is required to increase the permitted height and adjust other relevant performance standards specific to the proposed design. The rationale for those zoning amendments is set out in the following sections.

5.3 Height, Massing and Density

In our opinion, as noted in **Sections 5.1** and **5.2** above, the subject site is an appropriate location for intensification in land use policy terms. From a built form perspective, it is a contextually appropriate location for a tall building given the following considerations:

- The subject site's location adjacent to higher-order transit infrastructure, including the future Keelesdale LRT Station, and proximity to the Caledonia LRT Station, and the Caledonia GO Station on the Barrie Line;
- The subject site's location within a Major Transit Station Area, as defined by the Growth Plan, and a proposed PMTSA (Keelesdale) pursuant to proposed Toronto Official Plan SASP 673;
- The subject site's location along a Major Street (Eglinton Avenue West) with planned width of 27 metres;
- The *Mixed Use Areas* land use designated on the subject site and all adjacent properties to the north, east, south and west;
- The distance from *Neighbourhoods* designated properties to the north and east, which allows for appropriate transition in scale to low-rise dwellings;
- Existing and planned tall building context along Eglinton Avenue West and Keele Street including a proposed 16-storey apartment building to the immediate north of the subject site within the same block;

- Larger overall building context of transit nodes along Eglinton Avenue West with approved buildings up to 41-storeys and proposed buildings up to 49-storeys; and
- The significant grade change along Eglinton Avenue West in the vicinity of the subject site with the area around Caledonia Road being the highest and the area around Black Creek Drive being the lowest. This change in elevation contributes to the greater overall height of buildings to the east of the subject site.
- The proposed tower has a height of 33 storeys (106.1 metres to roof and 112.1 metres to mechanical penthouse). Official Plan Policy 3.1.3(5) directs that new development be massed and located to fit within the existing and planned context. The proposed building height balances the achievement of an appropriate level of intensification that optimizes the use of land, infrastructure, and transit with built form and public realm objectives while fitting within the existing and planned context and respecting the immediate surroundings.

The proposed intensification can be comfortably accommodated on the subject site in keeping with key design principles and guidelines, including appropriate setbacks and step backs. The *Mixed Use Areas* designation does not include a height limitation, but rather evaluates height and built form based on the ability to appropriately achieve transition to adjacent lower scale neighbourhoods. Specifically, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or stepping down of heights towards areas of different intensity and scale, including *Neighbourhoods*. The entire block that the subject site is located within is designated *Mixed Use Areas*, and the subject site does not abut any lands designated *Neighbourhoods* with the closest lands located approximately 70 metres to the northeast and all *Neighbourhoods* separated by public streets. At the lower levels, the 3- to 6-storey podium has been designed transition from the height of the adjacent Keelesdale Station building (equivalent to 3-storeys and 13.0 metres) to a podium height that is generally equal to 80 percent of the adjacent right-of-way width (23.5 metres).

From an urban structure perspective, the subject site is a contextually appropriate location for a tall building, given its location in the Keelesdale PMTSA, and its frontage on Eglinton Avenue West, a designated *Avenue* that is envisioned to accommodate mid-rise and high-rise mixed-use buildings, as contemplated through the Eglinton Connects Planning Study and implementing OPA 253 and Zoning By-laws. As identified through the Eglinton Connects Planning Study, the Eglinton Avenue corridor is increasingly becoming a focus for regeneration and redevelopment with the introduction of the Eglinton Crosstown LRT. The study recommends that Focus Areas and Mobility Hubs may be appropriate for tall buildings, however, we are of the opinion that this creates missed opportunities for other sites serviced by the Eglinton Crosstown LRT that may be able to accommodate a tall building.

There is no "one size fits all" checklist for tall building sites and each site must be evaluated individually. In that respect, while the subject site is not located within a Focus Area or Mobility Hub, it is located adjacent to Keelesdale LRT station, has frontage on Eglinton Avenue West, is a considerable distance from lands designated *Neighbourhoods*, and has dimensions that can comfortably accommodate a tall building with a slim floorplate (approximately 750 square metres). For these reasons, and others provided in this rationale, the subject site is appropriate for a tall building.

With respect to the broader urban structure, the subject site is located within the Eglinton Corridor, which has experienced significant redevelopment over the last 10 to 15 years, including approved buildings up to 41-storeys and proposed buildings up to 49-storeys. Specifically, to the east of the subject site adjacent to Fairbank Station on Line 5 is an approved 41-storey building (1801 Eglinton Avenue West), as well as several other proposed buildings up to 36-storeys to the north and south which gradually lower in height the further they are from Fairbank Station. To the west of the subject site in proximity to the Mount Dennis LRT Station on Line

5 and GO station on the Kitchener Line is an approved 36-storey building at 8-16 Locust Street and several proposed tall buildings adjacent to higher order transit, including 25 Photography Drive, which includes 7-towers with heights ranging from 20- to 49-storeys.

Similar to Fairbank and Mount Dennis Stations, Keelesdale Station has been planned to accommodate a height transition down to the closest *Neighbourhoods* designated properties. Specifically, to the immediate north of the subject site, adjacent to *Neighbourhoods* designated properties on the north side of Yore Road and on the east side of Keele Street, is a proposed 19-storey building (1860-1869 Keele Street). The 33-storey proposal would provide for an appropriate transition in height to the proposed 19-storey building to the immediate north and the *Neighbourhoods* designated properties along the north side of Yore Road.

It is recognized that levels of development will range at each station due to the immediate context and connections with other transit modes. Specifically, Caledonia and Dufferin station are considered "focus areas" within the Eglinton Connects plan based on their potential to accommodate growth. Similarly, Mount Dennis and Caledonia stations are multi-modal with connections to GO Transit. In this context, Keelesdale LRT station is not anticipated to have the tallest heights within the western portion of the Eglinton Avenue corridor but will consider the broader height context with taller heights to both the east and west. In this regard, the 33-storey proposal sits comfortably within the middle of the heights along the Eglinton Corridor, as listed in **Table 2** below:

Table 2 - Eglinton Corridor Building Heights

Address	Height	Status	By-law
Fairbank Station (Dufferin and Eglinton)			
1801 Eglinton Avenue West	41 storeys	Approved	895-2022
775 Vaughan Road	36 storeys	Proposed	N/A
632 Northcliffe Boulevard	36 storeys	Proposed	N/A
1812 Eglinton Avenue West	30 storeys	Proposed	N/A
2402 Dufferin Street	24 storeys	Proposed	N/A
Caledonia Station (Caledonia and Eglinton)			
2400 Eglinton Avenue West	35 storeys	Proposed	N/A
Keelesdale LRT Station (Trethewey and Eglinton)			
2636-2654 Eglinton Avenue West and 1856 Keele Street (Proposal)	33 storeys	Proposed	N/A
1860 Keele Street	16 storeys	Proposed	N/A
Mount Dennis Station (Weston and Eglinton)			
25 Photography Drive	7 towers – 49, 39, 38, 32, 28, 25, and 20 storeys	Proposed	N/A
11 Hollis Street	45 storeys	Proposed	N/A
8-16 Locust Street	35 storeys	Approved	OLT Decision on July 27, 2022
9 Oxford Drive	26 storeys	Proposed	N/A
1240 Weston Road	19 storeys	Proposed	N/A

With respect to existing building heights, to the east, existing heights along Eglinton Avenue West are generally greatest on the north side of Eglinton Avenue with an 8-storey building (2480-2482 Eglinton Ave W), two 16-storey buildings (York Square, 2468 and 2670 Eglinton Ave W), and 19-storey building (33 Gabian Way) on the block between Glenhaven Street and Gabian Way. It is important to note that the aforementioned existing buildings were all built prior to the adoption of the 2019 Growth Plan, OPA 456 and OPA 570, and therefore did not have regard for the current provincial and municipal policy direction to optimize height and density in proximity to higher-order transit infrastructure.

From a site design perspective, the subject site is large enough to comfortably accommodate the proposed development without unacceptable adverse impact on adjacent lands, streets, or open spaces. As set out in **Section 5.4** below, the location and configuration of the tall building elements allows for appropriate light, view, and privacy conditions. As well, the subject site's separation distance from *Neighbourhoods* designated properties to the north (on the north side of Yore Road), to the northeast (on the north side of Lester Avenue), and to the south (on the south side of Lane S Eglinton W Scott) allows for the introduction a high-rise building that can comfortably provide a height transition to the lower scale *Neighbourhoods*.

From a massing perspective, the proposal is appropriately scaled with varying built form components which will respond directly to scale of built forms in the surrounding area and provide for appropriate transition between areas of different development intensity. Stepbacks are provided above the third floor and sixth floor, distinguishing the base element from the tall elements above. The 3-storey (13.0-metre) height of the streetwall and 6-storey (23.5 metre) height of the base building generally matches the height of the 2 to 3-storey commercial buildings surrounding the subject site including the under-construction Keele LRT station to the west, and 80% of the right-of-way width of Eglinton Avenue West. Furthermore, at level 4 (13.0 metres) the building is setback approximately 2.0 metres from the east and south, 3.0 metres from the west, and 5.0 metres from the north property line, save for a portion of the tower at its west end. These stepbacks allow adequate space for an outdoor amenity area and terrace that wraps around the building and provide for an appropriate transition in scale to the adjacent Keele LRT station.

In accordance with the City of Toronto's Tall Building Design Guidelines, the proposed tall building has a slender floor plate size of approximately 750 square metres. The limited size and shape of the tower floor plate will mitigate the physical impact that the development may pose on surrounding streets, parks, open spaces, and properties, produce smaller, faster moving shadows, facilitate better views between buildings and through sites, and contribute to a more attractive skyline. Furthermore, as illustrated in the Block Context Plan prepared by Bousfields Inc. enclosed with this rezoning application, the proposed tower will maintain an appropriate separation distance from the proposed tower to the north at 1860-1868 Keele Street.

With respect to density, it is our opinion that the proposed density of 19.7 is both appropriate and desirable. Firstly, it is important from a planning policy perspective to optimize the use of land and infrastructure on the subject site given its location within the Keele PMTSA and its location adjacent to higher order transit. Secondly, it is noted that the Official Plan does not generally include density limitations and specifically does not do so in the case of the subject site; rather, the Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the city". In this respect,

the applicable zoning – CR SS2 (x2624) – does not include a provision for maximum density. Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific built form design, context, and urban structure considerations, rather than on the basis of density numbers.

The proposal will contribute to residential/mixed-use intensification in an area that is targeted for such intensification by the Growth Plan and the Official Plan. Within a policy context that promotes intensification, as is the case with the subject site, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposal will not produce any unacceptable built form impacts, it represents good urban design, and it is supported by hard and soft services, with no significant infrastructure capacity concerns.

Overall, the proposed height, massing and density conforms to the *Mixed Use Areas* land use designation in the Official Plan and would represent an improvement to the existing built form on the subject site, which includes one and two-storey low-rise commercial and mixed-use buildings.

5.4 Built Form Impacts

In our opinion, the proposal will not result in any unacceptable built form impacts on surrounding streets, open spaces, or properties and, in particular, on lands designated *Neighbourhoods*.

The Official Plan development criteria applying to the *Mixed Use Areas* designation have a particular focus on potential built form impacts on adjacent lower scale *Neighbourhoods*. Policies 2.3.1(3) and 4.5.2(c) of the Official Plan require buildings to be located and massed to provide transition through appropriate setbacks and/ or a stepping down of heights towards lower scale *Neighbourhoods*. In that respect, we note that the nearest lands designated *Neighbourhoods* are located approximately 70 metres northeast of the subject site outside of the immediate city block. Accordingly, it is our opinion that the siting and massing of the proposed building will provide an appropriate transition in scale to nearby lands designated *Neighbourhoods*. Due to the considerable distance between the subject site and the closest *Neighbourhoods*, it is our opinion that any impacts on these areas would be minimal and acceptable.

Furthermore, due to the significant increase in grade change of lands to the east of the subject site along Eglinton Avenue West, the overall height and impact of the proposal is mitigated by the lower overall elevation of the subject site. Specifically, the west side of the subject site has a geodetic elevation of 127.8 along Eglinton Avenue West while 2400 Eglinton Avenue West near Caledonia Road has a geodetic elevation of 154.4 at the east end of the site along Eglinton Avenue which translates to a difference of 26.6 metres or approximately 9 storeys.

As it relates to impacts on neighbouring streets and open spaces, the proposal conforms with Policy 3.1.3(5) in that it will be massed to fit harmoniously into its existing and planned context. The building will frame Eglinton Avenue West and Keele Street with good street proportion, stepback the tower, fit with the area character, including establishing a consistent streetwall with Keelesdale LRT station, and create appropriate transitions in scale to neighbouring buildings, such as the proposed 19-storey building to the north, while minimizing built form impacts.

Light, View and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation, and mitigating measures between buildings. In our opinion, such impacts will be minimal in this case given the appropriateness of the proposed building setbacks, and the presence of two public streets to the east and south, a laneway and a pedestrian connection to the north, and Keelesdale LRT station to the west. As set out below, the proposal complies with the applicable LVP standards and guidelines.

The accepted standards for LVP impacts are based on the Main Street Commercial/Residential (MCR) zoning in the former City of Toronto Zoning By-law 1-83 and the Commercial Residential zoning in the City-Wide Zoning By-law 569-2013. The City-wide Zoning By-Law 569-2013 specifies that where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or lane. The intent of this setback requirement is to ensure adequate separation for light, view, and privacy and allow adequate space for pedestrian and vehicle circulation, building projections, among other uses. As the subject site abuts two public streets to the east and south, Keelesdale LRT station to the west, and a public laneway and pedestrian connection to the north, a 5.5-metre separation distance is not required to be provided on site. Nevertheless, setbacks have been included within the lower levels of the proposal to provide for additional protection of LVP.

With respect to LVP impacts to the west, the first three floors of the proposed building are built to the lot line adjacent to the Keelesdale LRT station, which has a total height of 12 metres. Floors 4 and above will overlook Keelesdale LRT station below and have additional setbacks incorporated of approximately 3.0 metres or greater. To the south, the subject site abuts Eglinton Avenue West where the podium is setback a minimum of 3.4 metres. To the east, where the subject site abuts Keele Street, the podium is built to the lot line at its closest point.

Additionally, City-wide Zoning By-Law 569-2013 specifies that the building must be setback at least 7.5 metres from the rear lot line, or where the rear lot line abuts a lane, at least 7.5 metres from the lot line of the lot abutting the lane on the opposite side of the lane. As the subject site abuts a 7.5-metre public laneway to the rear, a rear yard setback is not required for the proposal to appropriately transition to lower-scale buildings and maintain access to sunlight and sky view for surrounding streets, parks, open space, and neighbouring properties. The laneway along the rear of the subject site enables direct access to underground parking, servicing and loading while maintaining no rear yard setback.

With respect to tower separation distance, the City-Wide Tall Building Guidelines recommend a separation distance of 25 meters between tower faces and specify a minimum setback of 12.5 metres from side and rear property lines or centre line of an abutting lane. As shown in **Figure 21**, when measured at a right angle the proposed tower would provide for a minimum separation distance of 32 metres to the proposed 19-storey tower to the north. This includes an 8.5 metre tower setback to north property line, plus a 7.5 metre wide public laneway, plus a 9.0 metre 1858 Keele Street / pedestrian connection width, plus a 7.0 metre tower setback at 1860-1868 Keele Street. This configuration was intentionally designed to correspond to the location of the proposed building to the north at 1860-1868 Keele Street, which includes a tower element that is set back 12.5 metres from its west property line. Furthermore, the closer elements at the west end of the proposed tower would achieve a separation distance of 24.0 metres from the proposed tower to the north. However, only the corner of the buildings would interface with each other, and all proposed windows have been positioned diagonally to face northwest to further mitigate potential privacy concerns. Accordingly, the west edge of the proposed tower will not interface with the proposed tower to the north and no windows will face each other. Therefore, the proposal will appropriately mitigate potential privacy concerns.

With respect to a tower separation distance to the west, the subject site abuts the Keelesdale LRT station to the west and does not require a separation distance as the site is not a potential tower site and will not contain dwelling units. Nonetheless, the proposal includes a step-back at level 4 along the west façade to appropriately wit within the street wall context along Eglinton Avenue West.

Exception 2624 of City-wide Zoning By-Law 569-2013 provides that at least 75% of the main wall of the building facing a lot line abutting Eglinton Avenue must be between 0.5 metres and 1 metre from the front lot line and all of the main wall of the building facing a lot line abutting Eglinton Avenue must be between 0.5 metres and 6.0 metres from the front lot line. The intent of this development standard is to contribute to a pedestrian-oriented public realm with buildings that address the street while providing flexibility for yards abutting Eglinton Avenue West. The building is setback approximately 3.4 metres at its closest point which provides for a generous pedestrian zone between the existing curb edge to the proposed building face, which will accommodate a continuous sidewalk, bicycle parking, as well as distinctive landscaping and streetscape treatments.

Exception 2624 also specifies that any part of a building along Eglinton Avenue above 13.5 metres in height, must have a step-back of at least 1.5 metres from the building face below. In accordance with this standard, at level 4 (13.0 metres) the building is stepped back approximately 2.0 metres from the building face of level 3 with storeys above featuring an equal or greater setback. These setbacks allow adequate space for an outdoor amenity area and terrace that wraps around the building and provide for an appropriate transition in scale to the public realm on Eglinton Avenue West.

Based on the foregoing analysis, it is our opinion that the resulting LVP conditions are appropriate.

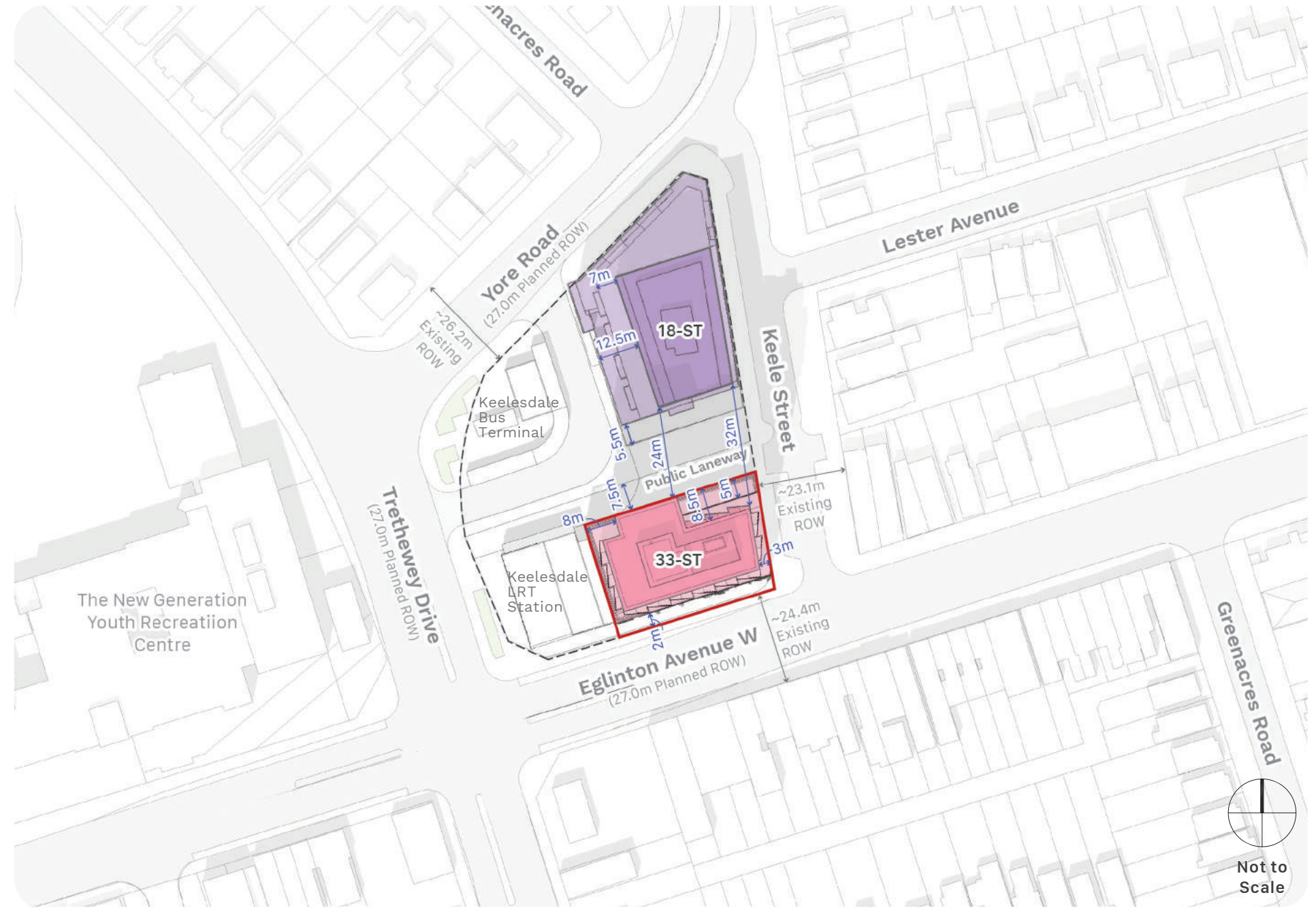


Figure 21 - Block Context Plan - Setback and Separation Distance

Shadow Impact

With respect to sunlight and shadowing, Official Plan Policies 3.1.3(13)(d), 3.1.4(10)(b) and 4.5(2)(d) and (e) require that buildings are be located and massed to adequately limit shadowing on neighbouring streets, properties (particularly those designated *Neighborhoods* and *Parks*) and open spaces, having regard for the varied nature of such areas.

Accordingly, a shadow study has been prepared by GH3 Architects to assess the incremental shadow impact produced by the proposed development during the spring and fall equinoxes (March 21st / September 21st) between the hours of 9:18 a.m. and 6:18 p.m. The shadow study demonstrates that the proposal would not result in any unacceptable incremental shadowing on neighbouring streets along Eglinton Avenue West and Keele Street, and that all incremental shadowing on properties that are designated *Neighbourhoods* would be adequately limited.

With respect to adjacent streets and sidewalks, in accordance with Policies 4.5(2)(d) and (e), the shadow study demonstrates that on March 21st and September 21st the proposal would produce incremental shadowing on the opposite side of Eglinton Avenue West, Trethewey Drive, Yore Road and Keele Street rights-of-way at various times of day. Specifically, Trethewey Drive would experience incremental shadowing between 9:18 and 10:18 a.m., Yore Road would experience incremental shadowing between 10:18 a.m. and 1:18 p.m., Keele Street would experience incremental shadowing between 2:18 and 6:18 p.m. and Eglinton Avenue West would experience incremental shadowing between 5:18 and 6:18 p.m.

With respect to shadow impacts on *Neighbourhoods*, the proposal would produce incremental shadowing on the properties north of Yore Road between 10:18 a.m. and 1:18 p.m. and on the north side of Lester Avenue between 2:18 and 4:18 p.m. It is important to note that the incremental shadowing produced by the proposal would include significant overlap with the potential shadowing produced by the proposal to the north at 1860-1868 Keele Street. This is owing to the subject site's greater distance from those properties when compared to the proposal to the north, which is much closer to lands designated *Neighbourhoods* (20.0 m vs. 70.0-85.0 m).

Based on the foregoing, it is our opinion that the incremental shadow impacts on neighbouring streets and properties would be adequately limited and therefore the resultant shadowing produced by the proposal is acceptable.

Wind Impact

Official Plan Policies 3.1.3(1)(f) and 4.5.2(e) require that new development minimize uncomfortable wind conditions neighbouring streets, parks, and open spaces.

A Pedestrian Wind Study was prepared by SLR Consulting Ltd. in support of the proposal. The assessment was based on the local wind climate, the current design of the proposed development, the existing surrounding buildings, and screen-level modelling. The assessment of the pedestrian wind conditions expected around the proposed development is summarized as follows:

- Wind safety criterion is met annually at all but three locations on-site and two locations off-site. The wind safety criterion is exceeded at the northwest corner of the Level 4 terrace. Wind control measures are recommended.
- Wind conditions on the site are generally comfortable for walking or better. However, wind conditions are uncomfortable around the proposed development during the winter months. Wind control measures are recommended.
- On the terrace at Level 4, wind conditions are comfortable for standing and walking on the east side year-round. Wind conditions are also uncomfortable at the northwest corner of the terrace year-round. Wind control measures are recommended for the terrace.
- Wind conditions along the surrounding sidewalks are generally comfortable for walking or better throughout the year. However, wind conditions at a few transit stops along Eglinton Avenue West are uncomfortable during the winter in the Proposed Configuration.
- SLR will work with the design team to determine practical and effective mitigation measures prior to the next planning submission.

The Report concludes that appropriate and comfortable wind conditions are expected on the subject site throughout the year, with the exception of the winter months. The addition of the proposed development is not expected to significantly impact the wind conditions at the entrance of the Keele Station and the Keele Bus Terminal. Certain aspects of the building configuration, namely the northwest corner of the building terrace on level 4 and transit stops along Eglinton Avenue West, are expected to have higher wind-speeds; however, impacts can be mitigated through the installation of a canopy, windscreen, or planters with coniferous landscaping.

Based on the foregoing, it is our opinion that with the inclusion of additional design mitigation measures, which will be implemented as the proposal progresses through future detailed design stages, the resulting wind conditions will meet the Official Plan test and will be adequately limited.

5.5 Urban Design

In our opinion, the proposed design is appropriate or the subject site configuration and surrounding built form context and conforms with the general built form and urban design policies of the Official Plan. The proposed development is also in keeping with the City's Tall Building Guidelines.

Official Plan

In our opinion, the proposed building design conforms with the criteria for development in *Mixed Use Areas* and the general built form policies as set out in the Official Plan, in particular Policies 3.1.1(1), 3.1.1(2), 3.1.1(3), 3.1.1(6), 3.1.1(10), 3.1.1(13), 3.1.1(14), 3.1.1(15), 3.1.1(16), 3.1.3(1), 3.1.3(2), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(7), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(7), 3.1.4(8), 3.1.4(9), 3.1.4(10), 3.1.4(11), 3.1.4(12), and 4.5(2). In this regard, the proposal will:

- contribute to and expand the public realm and streetscape along Eglinton Avenue West and Keele Street;
- provide green spaces, walkways and short term bicycle parking within the public realm to promote active transportation;
- feature a minimum 3.4-metre setback along Eglinton Avenue West to expand the public realm and provide a total boulevard of approximately 6.2 metres between the curb and building face which will provide a more attractive, interesting, comfortable and functional space for pedestrians;
- provide commercial spaces and dwelling units in a transit-supportive manner being adjacent to Keelesdale LRT station;
- locate and consolidate vehicular access, servicing, loading at the rear (north) end of the subject site via the public laneway away from the public streets;
- locate the building parallel to the two adjacent street frontages, with prominence given to the corner site location through architectural articulation;
- locate the residential and retail entrances to ensure that they are clearly visible and directly accessible from the public sidewalks on Eglinton Avenue West and Keele Street;
- provide ground floor uses that have views into adjacent streets along Eglinton Avenue West and Keele Street;
- incorporate setbacks, stepbacks, and separation distances to protect for privacy to adjacent and nearby buildings. All nearby lands designated *Neighbourhoods* are separated by public streets of laneways from the subject site;
- locate all parking underground and be accessed from the laneway at the rear (north) end of the subject site;
- adequately limit shadow and uncomfortable wind conditions on neighbouring streets and properties;
- be appropriately massed to fit within the existing and planned context with consideration of the adjacent rights-of-way widths of Eglinton Avenue West to the south and Keele Street to the east, the proposed 19-storey mixed use building to the north, and the existing Keelesdale LRT station to the west;
- provide a pedestrian-scaled 6-storey podium and a consistent 3-storey streetwall along Eglinton Avenue West and Keele Street;
- feature a high quality design of the building to break up the facades, provide visual interest and relate to adjacent buildings, specifically the Keelesdale LRT station to the west;
- provide indoor and outdoor amenity space for residents of the new development throughout the entire fourth floor and portions of the first and seventh floor providing a variety of spaces close to or away from Eglinton Avenue West and in direct sunlight or in the shade;
- feature a tall building with three clear parts – base, tower, and top – that includes a slim 750-square-metre L-shaped tower to limit potential adverse impacts (wind and shadow), maintain skyview, and protect privacy;
- include stepbacks above the 3rd and 6th storeys to clearly establish a streetwall at a pedestrian scale;
- step back the rooftop mechanical from all faces of the building and integrate the rooftop mechanical into the overall building design;
- include a tower separation distance of at least 25 metres to the proposed dwelling units to the north; and
- provide good site access from the north end of the subject site and an adequate supply of parking for residents and visitors.

City-wide Tall Building Design Guidelines

In our opinion, the design of the proposal, which includes an a 33-storey tower with a 3- to 6-storey podium, is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines, as set out below.

Guideline 1.3 – Fit and Transition in Scale: Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space.

- As analysed in detail in Section 5.3 above, the proposed 33-storey tower appropriate when considering the existing and planned context along Eglinton Avenue West which includes approved buildings up to 41-storeys, and to the immediate north which includes a proposed 19-storey building, the significant distance from the closest *Neighbourhoods* designated properties (min. 70 metres), multiple public street and public lane frontages, and adjacency to the Keele LRT station.
- The 6-storey podium and setbacks above the 3rd storey create a seamless streetwall with Keele LRT station along Eglinton Avenue West that wraps around the Keele Street frontage.

Guideline 1.4 – Sunlight and Sky View: Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.

- Sunlight and sky view are analyzed in detail in Section 5.4 above. Based on the conclusions of the Sun Shadow Study prepared by GH3 Architects, it is our opinion that the proposal has been located and designed to protect access to sunlight and sky view.

Guideline 2.1 – Building Placement: Locate the base of tall buildings to frame the edges of streets, parks and open space, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site. On corner sites, respond to the setback pattern and alignment of neighbouring buildings on both streets.

- The proposed base building frames the Eglinton Avenue West frontage with a consistent 3.4-metre

setback that aligns with Keele LRT Station and frames Keele Street with a varied setback ranging between approximately 0.0 metres and 2.0 metres, and a boulevard setback of between approximately 4.0 metres and 10.0 metres.

Guideline 2.2 – Building Address and Entrances: Organize tall buildings to use existing or new public streets for address and building entrances. Ensure primary building entrances front onto public streets, are well defined, clearly visible and universally accessible from the adjacent public sidewalk.

- The proposal feature the lobby and retail entrances along the more prominent Eglinton Avenue West frontage with an additional retail entrance along the Keele Street frontage. The proposal includes the main residential lobby entrance and two retail entrances along the Eglinton Avenue West frontage and one retail entrance along the Keele Street frontage.

Guideline 2.3 – Site Servicing, Access and Parking: Locate “back-of-house” activities, such as loading, servicing, utilities and vehicle parking underground or within the building mass, away from the public realm and public view.

- All loading and servicing areas and the underground parking ramp will be accessed from the public laneway at the rear (north) of the subject site. The public laneway intersects with Keele Street to the east. The loading, servicing, and parking ramp will be screened from public view by retail areas along Keele Street and integrated within the ground floor of the building.

Guideline 2.4 – Publicly Accessible Open Space: Provide grade related, publicly accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.

- The proposal includes a 3.4-metre setback and a 0.4 metre road widening along Eglinton Avenue West to extend the public realm along the street. When measured from the main building wall to the curb, the total boulevard width would be 6.2 metres. As identified on the Landscape Plan prepared by GH3, the Eglinton Avenue West frontage will include the existing 2.8 metre wide sidewalk, new raised planter beds and new pavers which leading to the individual building entrances.
- The proposal includes a setback of between 0.0 and 2.0 metres along the Keele Street secondary frontage, and a total boulevard width of between 4.0 and 10.0 metres. The boulevard currently includes a 4.0 metre

wide sidewalk and 6 inset diagonal layby parking spaces, which accounts for the varied boulevard width. Throughout the development review process, it is anticipated that there will be opportunities to redesign this boulevard to extend the public realm.

Guideline 2.5 – Private Open Space: Provide a range of high-quality, comfortable and shared outdoor amenity space throughout the tall building site.

- Indoor amenity spaces are located on levels 1, 4 and 7, while outdoor amenity spaces are located on levels 4 and 7. The outdoor and indoor amenity areas on level 7 are located at the southeast corner of the building at the intersection of Eglinton Avenue West and Keele Street. Level 4 consists entirely of indoor and outdoor amenity areas which provides for a variety of spaces, both in sunlight and in the shade, throughout the day.

Guideline 3.1.1 – Base Building Scale and Height: Design the base building to fit harmoniously within the existing context of the neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open spaces.

- The base of the building features a 6-storey podium (23.5 metres) that generally relates to 80% of the width of the right-of-way of Eglinton Avenue West (27 metres) and it is slightly lower than the proposed 8-storey (25.5 metre) base at 1860-1868 Keele Street to the north of the subject site, north of the public laneway and pedestrian connection.
- The base is also articulated along Eglinton Avenue West at the west end of the subject site to create a 3- to 6-storey streetwall, to align with the height and setback of Keelesdale LRT Station to create a consistent streetwall on the north side of Eglinton Avenue West.

Guideline 3.1.2 – Street Animation: Line the base building with active, grade-related uses to promote a safe and animated public realm.

- The base of the building includes commercial uses, a lobby entrance, and an indoor amenity space along the Eglinton Avenue West and Keele Street frontages, which will activate the adjacent street and promote a safe and animated public realm.

Guideline 3.1.3 – First Floor Height: Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.

- The proposal includes ground floor height of 6.5 metres.

Guideline 3.1.4 – Façade Articulation and Transparency: Articulate the base building with high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.

- The active uses at-grade will feature transparent glazing offering unobstructed views onto the public realm.
- As identified on Drawing No. A5.03 (1:50 Colour Elevation), light coloured cladding, brick masonry and straight lines within the base and throughout the building relate to the design of Keelesdale LRT Station to the west.

Guidelines 3.1.5 – Public-Private Transition: Design the base building and adjacent setback to promote an appropriate level of visual and physical access and overlook reflecting the nature of building use at-grade.

- The podium is consistently setback 3.4 metres along Eglinton Avenue West and 2.0 metres for a portion of Keele Street which provides for a generous public realm and sidewalk. This generally equated to 6.2 metres between the curb and building face along Eglinton Avenue West and 4.0 to 10.0 metres along Keele Street, while framing the abutting streets.

Guideline 3.2.1 – Floor Plate Size and Shape: Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.

- The tower element beginning at level 7 includes a slender floor plate that does not exceed 750 square metres.

Guideline 3.2.2 – Tower Placement: Place towers away from streets, parks, open space and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

- The proposed tower is stepped back from the base building on all sides, including 2.0 metres to the south, 3.0 metres to the east between 0.5 and 8.5 metres to the north and 3.0 metres to the west. These step-backs correspond to the adjacent rights-of-way,

including the public laneway to the north to ensure appropriate separation distances from potential future developments are maintained to reduce visual and physical impacts of the tower.

***Guideline 3.2.3 – Tower Separation:** Set back tall building towers 12.5 metres or more from the side and rear property lines or the centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or more, measured from the exterior walls of the buildings, excluding balconies.*

- As analysed in detail in Section 5.4 and as illustrated on **Figure 21** above, when measured at a right angle the proposed tower would provide for a minimum separation distance of 32 metres to the proposed 19-storey tower to the north. This includes an 8.5 metre tower setback to north property line, plus a 7.5 metre wide public laneway, plus a 9.0 metre 1858 Keele Street / pedestrian connection width, plus a 7.0 metre tower setback at 1860-1868 Keele Street. This configuration was intentionally designed to correspond to the location of the proposed building to the north at 1860-1868 Keele Street, which includes a tower element that is set back 12.5 metres from its west property line. Furthermore, the closer elements at the west end of the proposed tower would achieve a separation distance of 24.0 metres from the proposed tower to the north. However, only the corner of the buildings would interface with each other, and all proposed windows have been positioned diagonally to face northwest to further mitigate potential privacy concerns. Accordingly, the west edge of the proposed tower will not interface with the proposed tower to the north and no windows will face each other. Therefore, the proposal will appropriately mitigate potential privacy concerns.

***Guideline 3.2.4 – Tower Orientation and Articulation:** Organize and articulate tall building towers to promote design excellence, innovation, and sustainability.*

- The tower has been designed with clean, straight lines, and angled balconies in a sawtooth pattern throughout the tower along with a light colour palette to provide visual interest and articulation. This innovative and unique design results in variation in tower step-backs and placement, which in our opinion, better addressed potential light, view and privacy and wind impacts than would a conventionally designed tower.

***Guideline 3.2.5 – Balconies:** Design balconies to maximize usability, comfort, and building performance, while minimizing negative impacts on the building mass, public realm, and natural environment.*

- Projecting balconies are provided for units throughout the building and are generally triangular in a sawtooth pattern to add variety to the design and limit impact on the building mass. As noted in the Pedestrian Wind Study prepared by SLR Consulting Ltd. and analysed in Section 5.4 above, subject to the inclusion of the recommended wind control measures, the proposed balconies will be usable and comfortable throughout the year.

***Guideline 3.3 – Tower Top:** Design the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds and the management of artificial sky glow.*

- Mechanical penthouse elements are set back from the building faces of the tower and feature a simple cladding that blends in with the building below.

***Guideline 4.1 – Streetscape and Landscape Design:** Provide high-quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks and open space.*

- See response to Guidelines 2.1, 2.2, 2.4 and 3.1.2 above.

***Guideline 4.2 – Sidewalk Zone:** Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements and activities related to the uses at grade.*

- See response to Guidelines 2.1, 2.2, 2.4 and 3.1.2 above.

***Guideline 4.3 – Pedestrian Level Wind Effects:** Locate, orient and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.*

- As noted in the Pedestrian Wind Study prepared by SLR Consulting Ltd. and analysed in Section 5.4 above, the proposed building has been located, oriented and designed to promote air circulation and natural ventilation and to minimize adverse wind conditions, subject to the inclusion of the recommended wind control measures.

Guideline 4.4 – Pedestrian Weather Protection: Ensure weather protection elements, such as overhangs and canopies, are well integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.

- All lobby and retail building entrances on the ground floor have been diagonally inset with cantilevering elements above to ensure weather protection, to differentiate them from the public realm at an appropriate scale and they have been positioned to maximize function and pedestrian comfort.

5.6 Housing

A Housing Issues Report (HIR) was prepared by Bousfields Inc. in support of the rezoning application. The Report examined the existing rental replacement units for 2634-2654 Eglinton Avenue West and 1856 Keele Street and addressed Section 111 of the *City of Toronto Act* as well as the City of Toronto Official Plan housing policies as they apply to the proposed redevelopment of the subject site.

The HIR indicated that the existing buildings on the subject site contained four dwelling units, including two 1-bedroom units and two 2-bedroom units, all four of which were occupied at the time of writing. All of the units were identified as having affordable rents, as defined in the Official Plan, and reported annually by the Canada Mortgage and Housing Corporation (CMHC).

The Report asserted that the proposal is consistent with the housing policies of the 2020 PPS and conforms to the housing policies of the 2019 Growth Plan. The proposal also conforms to the City of Toronto Official Plan, specifically the policies of Section 3.2.1 that relate to the provision of a range of housing options. In keeping with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan, the proposal includes 370 dwelling units, thereby adding new housing options to the City housing stock. In total, the development contemplates 179 (39%) 1-bedroom units, 154 (42%) 2-bedroom units, and 37 (10%) 3-bedroom units.

The HIR notes that the loss of four (4) rental dwelling units would not trigger the applicability of Official Plan Policy 3.2.1(6), which states that new development that would result in the loss of six (6) or more rental housing units requires the replacement of the existing rental units with "at least the same number, size and type" of rental housing units that are "similar to those in effect at the time the redevelopment application is made." However, given that the proposal will result in the removal of at least one (1) rental dwelling unit, the Applicant will commit to providing an appropriate tenant relocation and assistance plan, as required by Official Plan Policy 3.2.1(12).

The HIR concludes that a permit to demolish rental housing under Chapter 667 of the Toronto Municipal Code and/or a Rental Housing Demolition and Conversion Application are not required given that less than six (6) dwelling units with affordable rents currently exist on the subject site.

5.7 Transportation and Servicing

5.7.1 Transportation

A Transportation Impact Study was prepared by BA Group in support of the applications. Their key findings include the following:

Transportation Context

The Site is well served by a robust road network including major arterial roadways such as Keele Street and Eglinton Avenue West that will provide strong east-west and north-south connections to the wider City.

The site is well situated relative to existing transit services operated by the Toronto Transit Commission (TTC). Within an 800-metre radius of the Site, five (5) bus routes are attained from the Site. These bus routes provide a connection to the Line 2 Bloor-Danforth and Line 1 Yonge-University. The nearest transit stop is a local TTC bus (32 Eglinton West) located approximately 50 metres from the Site at the Eglinton Avenue West at Keele Street intersection.

In addition to the existing transit, there a number of transit improvements that will enhance the transit connectivity of the Site. The Site is located adjacent to the to the planned Keelesdale Station of the Eglinton Crosstown LRT which is currently under construction. Moreover, the planned Caledonia GO Station (as part of the Barrie GO line) is located within a 700-metre radius (approximately 10-minute walk). The close proximity to a planned GO station will enhance the transit context of the Site as it will provide an opportunity for residents / visitors of the Site to travel efficiently from Union Station to Allandale Waterfront Station in Barrie.

The level of transit accessibility provided in the area offers convenient non-automobile travel opportunities for both residents and visitors of the site. As such, the well integrated pedestrian network allows for fast, safe, convenient and reliable access to nearest existing TTC bus stops. The area will also provide excellent pedestrian connectivity to the planned major transit facilities, such as Keelesdale Station and Caledonia GO Station, and to other amenities and services, such as retail and employment.

The Site vicinity is served by a combination of road types (e.g. arterial, collector and local) where pedestrian sidewalks are provided. These sidewalks provide connection to a range of commercial, recreational and institutional uses (i.e. schools and community amenities) as well as public parks such as Keelesdale South Park and Coronation Park.

The location of the Site provides for a strong active transportation-oriented environment that encourages the use of non-automobile modes of travel. There is currently limited cycling infrastructure within 800 metres of the Site, however the existing bike lanes along Eglinton Avenue West will be improved and extended as part of the City of Toronto and Eglinton Connects plan. In addition to the Eglinton Avenue West bike lane expansion, there are a number of other cycling improvements including bike lanes, multi-use trails and on-street shared cycling connections proposed within an 800-metre radius of the Site that will provide strong connections to a number of other cycling routes within the neighbourhood and into the rest of the City. The following provides a brief summary of the proposed improvements to the area cycling network:

- A dedicated bikeway (currently underway) along Eglinton Avenue West from the existing bike lane along Eglinton Avenue West at Jane Street in the west to Yonge Street in the east;
- A dedicated bikeway along Trethewey Drive from Eglinton Avenue West in the south to Jane Street in the north;
- A study for a dedicated bikeway along Keele Street / Jane Street / Black Creek Drive / Culford Road from Eglinton Avenue West in the south to Steeles Avenue West in the north;
- A neighbourhood route along Croham Road from Bowie Avenue in the north to Eglinton Avenue West in the south.
- A neighbourhood route along Blackthorne Avenue / Haverson Boulevard / Silverthorn Avenue / Laughton Avenue, from Eglinton Avenue West in the north to Davenport Road in the south.
- A bike lane along Trethewey Drive from Keele Street in the south to Jane Street in the north.
- A bike lane along Eglinton Avenue West from Black Creek Drive in the west to Yonge Street in the east where it continues along Eglinton Avenue East.

- A trail along Black Creek Drive / Weston Road from Comay Road in the north to the existing bike lane along Davenport Road in the south.
- A trail along Eglinton Avenue West from Jane Street in the west to Black Creek Road in the east.
- A quiet route along Silverthorn Avenue from Cameron Avenue in the north to St.Clair Avenue West where it continues along Hounslow Heath Road and Laughton Avenue to Davenport Road.
- A quiet route along Clearview Heights / Beechborough Avenue / Castlefield Avenue from Trethewey Drive in the west to Roselawn Avenue in the east.

Within an 800-metre radius of the Site, there are no car-share and bike-share locations that are attainable.

Transportation Demand Management

A comprehensive TDM plan will be implemented to support the use of transit and active transportation while reducing the number of single-occupant vehicle trips during the peak hours.

Specific TDM strategies proposed include, but are not limited to:

- provision of a reduced parking supply;
- unbundling of parking from each new unit;
- provision of on-site bicycle parking in accordance with Toronto Green Standard V4;
- provide a subsidized annual bike share Toronto membership for one year;
- exploring an opportunity to provide a one-time pre-loaded PRESTO card per unit;
- exploring opportunity to provide transit information systems (i.e. real-time transit information displays and travel mode information packages);
- implement marketing programs geared towards the existing travel modes within the area; and
- provision of enhanced pedestrian and cycling connections to existing infrastructure.

Vehicle Parking Considerations

The Site is subject to Zoning by-law 569-2013 parking standards under 'Parking Zone A'. Application of Zoning Bylaw 569-2013 would result in a minimum parking requirement of zero (0) resident and five (5) resident visitor spaces. A total of nine (9) accessible parking spaces are also required under the Zoning By-law 569-2013 accessible parking requirements using the effective parking rates.

A total of 63 parking spaces, including 53 residential spaces, and 10 residential visitor / non-residential parking spaces are proposed in an underground three level parking garage to support the development. All (10) residential visitor / non-residential spaces are provided in the first level of the underground parking garage including one (1) accessible space. The residential spaces are provided in the remaining parking levels (P2-P3). Vehicular access to the underground parking garage is provided via Lane N Eglinton W Keele west off Keele Street.

The proposed parking supply of 63 spaces (including 53 residential and 10 non-residential spaces) meets the minimum requirements outlined above for Zoning By-law 89-2022 Parking Zone 'A'. Of the total parking supply, three (3) spaces will be barrier-free or accessible, which is less than the required nine (9) accessible parking spaces as per Zoning By-law 569-2013 using the effective parking spaces. It is proposed to modify the effective parking rates as per Zoning By-law 569-2013. The proposed effective parking rates are summarized as follows:

- Residents: 0.14 parking spaces per unit
- Residential Visitors: 0.02 parking spaces per unit
- Retail: 1.0 spaces / 100 m²

The vehicle parking provisions also meet the specifications required as per Toronto Green Standards Version 4.0, including provision of reduced single occupancy trips by at least 25 percent and electric vehicle infrastructure for residential (53 spaces) and non-residential uses (4 spaces).

The reduced accessible parking supply based on the proposed modified effective parking spaces is considered appropriate primarily based on the past residential and residential visitor parking approval trends being favourable of a low parking rate in comparison to the current effective parking spaces and aligns with the former accessible parking requirement.

The overall parking supply is appropriate for the area and is expected to accommodate the parking-related needs of the proposed development.

Bicycle Parking Considerations

Application of the bicycle parking standards outlined in Zoning By-law 839-2022 (amending Zoning By-law 569-2013) and the Toronto Green Standard Version 4.0 require a minimum provision of 417 bicycle parking spaces, including 333 long-term and 74 short-term spaces, and 10 publicly accessible spaces since the Site is located within 500 metres of a transit station.

The proposed on-site bicycle parking supply of 434 bicycle parking spaces (including 348 long-term spaces and 86 short-term spaces) meets and exceeds the minimum requirements for the proposed development.

Long-term bicycle parking is located on the P1-P2 levels of the underground parking garage, and on the mezzanine level within secure, weather-protected bicycle rooms and can be accessed via elevator or stairs. All short-term bicycle parking is provided outdoors at-grade along the frontage of Eglinton Avenue West and Keele Street.

The bicycle parking provisions also meet the specifications required as per Toronto Green Standards Version 4.0, including provision of electric bicycle infrastructure for required long-term residential bicycle parking (53 spaces), location of long-term and short-term bicycle parking, and provision of 10 additional publicly accessible bicycle parking within the public realm (e.g., along Eglinton Avenue West).

The overall bicycle parking supply is appropriate and is expected to accommodate the bicycle-related needs of the proposed development.

Loading Considerations

The Site is subject to the loading standards outlined in Zoning By-law 569-2013, which results in a minimum requirement of 1 Type 'G' loading space.

The current proposal incorporates one (1) Type 'G' loading space to support the loading activity related to the proposed building. Access to the loading space is proposed from the driveway extends west of Lane N Eglinton W Keele.

The proposed loading supply and loading area arrangements are functionally appropriate and will accommodate the loading demands of the Site as planned.

Multimodal Travel Demand Forecasting

The “first principles” methodology was utilized to capture the residential travel characteristics (person trips) in the AM and PM peak period. The resultant vehicular trip rates (0.17 and 0.13 for the AM and PM peak period, respectively) are comparable to proxy sites BA Group has surveyed (Average of 0.11 and 0.13 for the AM and PM peak period, respectively).

It is anticipated that the proposed development will generate approximately 130 and 95 two-way transit trips during the weekday morning and afternoon peak hours, respectively.

Pedestrian volumes have been generated for both primary pedestrian trips and transit-based trips. The site is anticipated to generate approximately 30 two-way primary pedestrian trips during the weekday morning and afternoon peak hours.

It is anticipated that the proposed development will generate approximately 5 two-way cycling trips during the weekday morning and afternoon peak hours.

Vehicle Traffic Volumes

Traffic growth in the Site vicinity has been considered based upon an evaluation of traffic volume changes related to:

- general corridor growth on the area arterial roads; and
- specific area development traffic (i.e. background development traffic).

Background developments comprise of approximately 773 residential units and 1,639 m² GFA of non-residential space.

The future implementation of the Eglinton Crosstown LRT is expected to lower vehicle traffic along the street network (negative growth rate through the arterial street corridors). Therefore, a conservative approach was taken for this analysis to not apply a growth rate to the study area.

Two scenarios were taken into consideration for the purpose of this analysis:

- Scenario 1 – maintains the public street network in its existing configuration; and
- Scenario 2 – converts the existing one-way northbound portion of Keele Street between Eglinton Avenue West and the existing public laneway to be two-way, permitting southbound movements onto Eglinton Avenue West.

The proposed development will generate approximately 65 and 50 net-new two-way vehicle trips during the weekday morning and afternoon peak hours, respectively.

Traffic Operations Analysis

Synchro Version 11.1 and the Highway Capacity Manual (HCM) methodology were used to analyze the study area intersections and site access points. All Synchro analyses performed conform to the requirements of the City of Toronto’s Guidelines for Using Synchro 11, January 15, 2021.

Under existing traffic conditions, all area signalized intersections for both scenarios operates at acceptable v/c ratios of 0.77 or better during the weekday morning peak hour and 0.81 or better during the weekday afternoon peak hour.

Under future background traffic conditions, with the addition of specific area development, all area signalized intersections for both scenarios will continue to operate at acceptable overall v/c ratios of 0.82 or better during the weekday morning and 0.86 or better during the weekday afternoon peak hour.

Under future total traffic conditions, with the addition of site traffic, all area signalized intersections for both scenarios will continue to operate at acceptable overall v/c ratios of 0.83 or better during the weekday morning and 0.86 or better during the weekday afternoon peak hour.

Traffic operations at all area unsignalized intersections are acceptable under all scenarios without any need for road improvements or mitigation measures. All movements will function at LOS A to LOS E in the future total scenario.

It should be noted that under scenario 2, the southbound movement at the Keele Street / Eglinton Avenue West intersection projects an acceptable LOS C to LOS D under future total conditions.

The site access from Lane N Eglinton W Keele onto Keele Street will function at a great level of service (LOS A to LOS B) for both scenarios under future total conditions.

Based on the foregoing, new site related vehicle traffic can be acceptably accommodated on the public area road network and at the site driveway.

5.7.2 Servicing

A Functional Servicing and Stormwater Management Report was prepared by IBI Group in support of the applications. Their key findings include the following:

Storm Sewer and Stormwater Management

The objectives of the City's WWFMG's can be met by implementing on-site measures. Storm flows shall be attenuated on-site and released to the municipal sewer at an appropriate discharge rate thus meeting the City's target for quantity control. The site will meet the City's target for quality control, and through the use of initial abstraction and water re-use methods, the site will meet the City's target for water balance.

Sanitary Sewers

As the site represents an overall decrease to both combined sewers within Eglinton Avenue West, the site complies with MECP F-5-5 and represents an overall improvement to the receiving municipal sewer system. It can therefore be deemed an appropriate conclusion that no municipal upgrades are required.

Water Supply

The existing 300 mm watermain within has sufficient capacity to support the proposed fire and domestic water demands for the proposed development without improvements to the system.

In summary, IBI Group concluded that the Zoning By-Law Amendment and Site Plan Application can be supported from a municipal site servicing perspective

5.8 Noise and Vibration

An Environmental Noise and Vibration Assessment was prepared by SLR Consulting (Canada) Ltd. in support of this application. The results of this study indicate that the proposed development is feasible on this site from a noise and vibration impact perspective. The assessment of the noise and vibration impacts expected around the proposed development is summarized as follows:

- Impacts of the environment on the proposed development can be adequately controlled with upgraded glazing, acoustic barriers, inclusion of ventilation and warning clause recommendations, and with mitigation measures potentially required for Keelestone LRT station sources, as detailed in Part 1 of the report.
- Impacts of the proposed development on itself are not anticipated and can be adequately controlled by following the design guidance outlined in Part 2 of the report
- Impacts of the proposed development on the surroundings are expected to meet the applicable guideline limits, and can be adequately controlled by following the design guidance outlined in Part 3 of the report.
- As glazing requirements were approximated based on the generic room, façade and glazing dimensions, the glazing requirements should be re-assessed and reviewed by an Acoustical Consultant once detailed floor plans (room dimensions) and façade plans become available.
- As the mechanical systems for the proposed development have not been designed in detail, the acoustical design should be reviewed by an acoustical consultant later in the site plan approval process, or as part of the final building design.
- Keelestone LRT station (associated with the Eglinton Crosstown LRT) was identified as a stationary source requiring further investigation. Based on previous noise studies by others of the Keelestone LRT Station, it is expected that sound levels would comply with applicable guideline limits at existing noise-sensitive receptors immediately surrounding the Station and bus terminal.
- No significant industrial vibration sources were identified within the surrounding area. The proposed development is in proximity to the future Eglinton Crosstown LRT. Based on previous studies, vibration levels exceeding applicable limits are not expected. Therefore, vibration impacts from industrial sources are not of concern.

5.9 Community Services and Facilities

A Community Services and Facilities Study (CS&F) has been prepared by Bousfields Inc. to evaluate the availability of community services and facilities in the area and is submitted under a separate cover. The study area for the CS&F has been defined by staff in the City's Strategic Initiatives Policy and Analysis (SIPA) section. The CS&F Study has found that the study area is served by a range of community services and facilities from the key service sectors that were surveyed.

As illustrated in the Demographic Profile, the Beechborough-Greenbrook and Keelesdale-Eglinton West neighbourhoods have experienced a lower amount of population growth relative to the City of Toronto, with a total population increase of 2.97 percent recorded in the study area between 2011 and 2016. The neighbourhood populations are comprised largely of working age residents and families with children. As a result, there is a higher demand for community services and facilities within this population in comparison with other groups. A high population of families with children may signal the need for additional daycare space or schools now as well as in the future. Notwithstanding, it is important that the residents of this area continue to have access to various community services and facilities, which will require continued investment in existing resources and the addition of new resources where appropriate.

The existing schools within the study area have limited capacity to accommodate the future potential students resulting from the proposed development. However, we note that it has not been determined if potential students from this development will in fact attend the schools listed in the analysis. This level of detail will occur later in the application review process, when the TDSB, TCDSB, and French District School Board determine where prospective students will attend school.

There are 19 child care facilities and a total of 1,117 child care spaces within the study area. The proposed development is expected to produce demand with an estimated 35 children requiring childcare. Out of the 19 childcare facilities, 11 centres have at least one vacancy. Based on the data, it appears that the existing childcare facilities located within the study area may

accommodate the needs of the future children. It is worth noting that the number of available childcare spaces and/or the capacities of the centres that have been reported in this CS&F may change by the time the development has been approved and constructed. In addition, there may be additional home-based childcare services offered in the area that would not be captured by this analysis.

There are three public library branches located within the Study Area, including the Amesbury Park, Evelyn Gregory, and St Clair Silverthorn branches. Each branch offers many amenities, such as Wi-Fi access, computer workstations, equipment for persons with disabilities, seating, and adult literacy materials.

There are four publicly funded community recreation centres operated by the City of Toronto's Parks and Recreation Division within the Study Area, including Amesbury Community Centre, The New Generation Youth Recreation Centre, Chris Tonks Arena, and York Recreation Centre. The recreation centres in the study area provide several programs focusing on the arts, recreation, fitness, child care, sports, and social development. Additionally, there are 17 parks located in the Study Area that are operated by the City of Toronto's Parks and Recreation Division and offer a variety of community facilities, such as playgrounds, basketball and tennis courts, sports fields, outdoor fitness equipment, splash pads, and ball diamonds.

Finally, there are a total of 21 human services organizations available to the residents within the study area, some of which also serve people who reside outside of the study area. These organizations offer assistance with matters such as food insecurity, employment, hospice services, rehabilitation and counselling, recreation, housing accommodation, as well as settlement assistance and legal services.

Based on the existing and planned community services and facilities summarized in the CS&F, it is our opinion that many service sectors have some existing capacity to accommodate the estimated population increase resulting from the proposed development.



6

Conclusion

For the reasons contained in this report, we are of the opinion that the proposal is appropriate and desirable. The subject site is an ideal candidate for intensification with a tall building given its location within a Major Transit Station Area as defined by the Growth plan, the proposed Keele PMTSA, as well as its position relative to future higher-order transit infrastructure (e.g., Keele LRT station, Caledonia LRT station, and Caledonia GO station), and frontage along a Major Street (Eglinton Avenue West). Furthermore, the subject site's *Mixed Use Areas* designation, the existing and planned tall building context along Eglinton Avenue West and Keele Street, as well as the significant grade change along Eglinton Avenue West to the east, contributes to the subject site's position as an appropriate location for a tall building.

It is our opinion that the as-of-right zoning that presently applies to the subject site does not appropriately optimize a site that is located immediately adjacent to a higher order transit station, designated *Mixed Use Areas*, and at an appropriate separation distance from designated *Neighbourhoods*. Lands designated *Mixed Use Areas* along Eglinton Avenue and in proximity to the Keele LRT station must be optimized in order to meet and exceed the minimum density target for the PMTSA and introduce uses and dwelling units within walking distance of the station.

The proposal is in keeping with the intent and policy direction of the PPS, the Growth Plan for the Greater Golden Horseshoe, and the City of Toronto Official Plan, which among other matters, encourage the efficient use of land and support intensification on sites within the built-up urban areas that are well served by municipal infrastructure, including transit. The proposal is consistent with and conforms to planning policy and urban design frameworks set out in the PPS, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan, and the applicable urban design guidelines.

From a land use planning perspective, intensification on the subject site is supported by established policies which promote the intensification of underutilized sites within built-up urban areas, particularly in locations well served by existing municipal infrastructure, including higher order transit. In this regard, the subject site is located in a "strategic growth area" as defined by the Growth Plan and an "Avenue" as identified by the Official Plan and is, therefore, targeted for growth.

The proposal will contribute to the achievement of a multitude of planning objectives including combining a broad array of residential and retail uses. It will provide Torontonians with a new location from which to live, work, and shop in the same building, thereby giving people an opportunity to depend less on their cars. It will help to enhance the density of the area surrounding Eglinton Avenue West, which is planned for intensification.

As well, the proposal will result in an appropriate and desirable mixed-use form of intensification on an underutilized site. The proposed mix of uses will implement the overall planning objectives of the *Mixed Use Areas* designation, will conform to the *Mixed Use Areas* development criteria, and will create a balance of high-quality residential and retail uses. The proposed rezoning application is limited to development standards as the proposed uses are permitted by the Official Plan and the Zoning By-law. The development will result in the creation of new homes for Toronto's growing population through the provision of 370 new residential dwelling units at different unit sizes and price points.

From a built form and urban design perspective, the proposal is contextually appropriate and will be a high-quality addition to the area, in conformity with the built form policies of the Official Plan and in keeping with the City's Tall Building Design Guidelines. The proposed building height and massing will fit harmoniously within the context of existing and planned developments in the surrounding area, which includes approved buildings with heights of up to 41-storeys and proposed buildings with greater heights up to 49-storeys. Finally, the proposed building has been sited and oriented to provide for appropriate transitions to the surrounding low-rise commercial and residential dwellings to the north, east and west, and south and has been carefully designed to minimize potential built-form impacts, including shadowing, overlook, and privacy.

In our opinion, the proposed Zoning By-law Amendment and Site Plan applications are consistent with the Provincial Policy Statement and conforms with the Growth Plan and the City of Toronto Official Plan. For all of the foregoing reasons, we recommend approval of the requested Zoning By-law Amendment and Site Plan applications.

