



Planning & Urban Design Rationale

**2343 - 2363
Eglinton Avenue West**
City of Toronto

Prepared For
1764174 Ontario Inc.

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Job Number

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This Planning and Urban Design Rationale Report has been prepared in support of an application by 1764174 Ontario Inc. to amend the City-wide Zoning By-law 569-2013, as amended, with respect to the lands municipally known as 2343-2363 Eglinton Avenue West. The proposed rezoning application would permit the redevelopment of the subject site with a residential/mixed-use building having a height of 43-Storeys. The proposal contains 878 square metres of at-grade retail space in the form of two commercial units along the Eglinton Avenue West frontage with a total of 638 residential units.

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Introduction

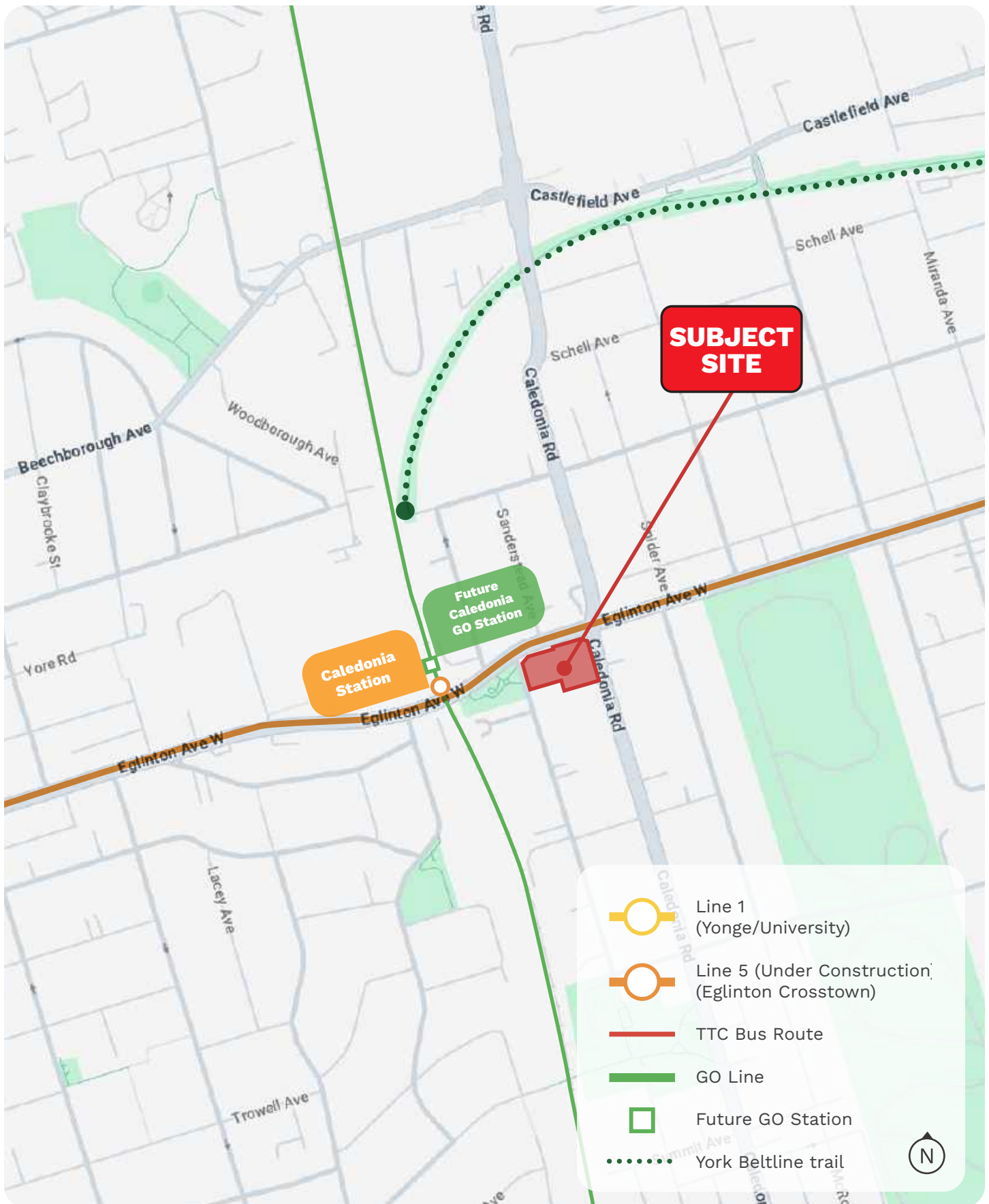


Figure 1 - Location Map

This Planning and Urban Design Rationale Report has been prepared in support of an application by 1764174 Ontario Inc. to amend the City-wide Zoning By-law 569-2013, as amended, with respect to the lands municipally known as 2343, 2349, 2351, 2353, 2357, 2359, 2361, and 2363 Eglinton Avenue West in the City of Toronto (the "site" or "subject site") (See **Figure 1**, Location Map). The site is an approximate 4,611.7 square metre (0.46 hectares) property located at the southwest corner of Eglinton Avenue West and Caledonia Road.

The proposed rezoning application would permit the redevelopment of the subject site with a residential/mixed-use building having a height of 43 - storeys (133.5 metres to the roof plus a 5.0 metre mechanical penthouse) inclusive of a 6-storey (20.1 metres) base building that extends to 12-storeys (39.3 metres) along the east frontage of the subject site. The proposal contains 878 square metres of at-grade retail space in the form of two commercial units along the Eglinton Avenue West frontage and a total of 638 residential units. The building will contain approximately 46,841 square metres of gross floor area ("GFA"), resulting in a density of 10.5 floor space index ("FSI"), hereinafter referred to as the "proposal".

The subject site is currently occupied by a 1-storey Shoppers Drug Mart with a Canada Post (2355 Eglinton Avenue West) and an associated surface parking lot. Given its location along an *Avenue* and its proximity to "frequent transit" surface, the subject site is underutilized and offers an excellent opportunity to create a transit-supportive development that optimizes existing and future infrastructure by focusing intensification at an appropriate location.

From a land use perspective, the site is designated *Mixed Use Areas* by the City of Toronto Official Plan, which are areas that are intended to absorb most of the City's anticipated growth in retail, office and service employment, as well as much of the new housing. The proposal is permitted within the

Mixed Use Areas designation and it will contribute to the achievement of numerous policy directions that promote intensification and the creation of complete communities. It has access to 'frequent transit service', and is located along an Avenue in accordance with the City of Toronto Official Plan, and is therefore located within a 'strategic growth area' pursuant to the new Provincial Planning Statement (2024). Accordingly, the proposal is supportive of provincial policies that encourage a range of housing choices within built-up urban areas, particularly in areas that are well served by municipal infrastructure, including public transit, community services and facilities.

From a built form and urban design perspective, the Proposal will result in a contextually appropriate building that frames Gilbert Avenue, Eglinton Avenue West, and Caledonia Road with good proportion. It will fit in with the existing and approved built form along Eglinton Avenue West and will provide an appropriate height transition to the existing, approved and proposed buildings to the east and west of the subject site. Furthermore, the Proposal conforms to the built form policies of the Official Plan and it contains appropriate setbacks and separation distances from adjacent properties to ensure appropriate privacy conditions and sunlight on adjacent sidewalks.

In our opinion, the proposed Zoning By-law Amendment is consistent with the 2024 Provincial Planning Statement, represents good and appropriate land use planning and urban design, and reflects an important opportunity to redevelop an underutilized site with new housing and grade-related retail uses, which will increase housing choices in the area, support the development of complete communities and higher order transit infrastructure in the immediate area. Accordingly, this report recommends that the Zoning By-law Amendment application should be approved.



Site & Surroundings

2.1 Subject Site

The subject site is located on the south side of Eglinton Avenue West, approximately 150 metres east of the future Eglinton Crosstown Caledonia LRT Station and Caledonia GO Station, in the Caledonia-Fairbank neighbourhood of the former City of York. The subject site is comprised of an assembly of 6 parcels, municipally known as 2343, 2349, 2351, 2353, 2357, 2359, 2361, and 2363 Eglinton Avenue West.

The subject site spans an entire block length along Eglinton Avenue West with a frontage of approximately 86.5 metres, a depth of approximately 63.0 metres along Caledonia Road, and a depth of approximately 44.7 metres along Gilbert Avenue, resulting in a site area of approximately 4,611.7 square metres (0.46 hectares).

The subject site is currently occupied by a 1-storey Shoppers Drug Mart, which includes a Canada Post (2355 Eglinton Avenue West), and surface parking to the west and south of the building. The building is setback approximately 6.3 metres from the east property line, 22.7 metres to the south property line, 37.0 metres to the west property line, and built directly to the north property line (see **Figure 2**, Aerial Photograph).

With respect to vehicular access, there are three curb cuts, located on Eglinton Avenue West, Caledonia Road and Gilbert Avenue. Ingress/egress accesses are provided along Gilbert Avenue and Caledonia Road and a restricted exit-only access is provided on Eglinton Avenue West.



Figure 2 - Aerial Photo - Site Context



Aerial view of the subject site, looking southwest



Subject site, looking south from the north side of Eglinton Avenue West



Subject site, looking northwest from Caledonia Road



Subject site, looking east from Gilbert Avenue

With respect to site grading, the subject site is generally flat but slopes approximately 1.0 metres from west to east.

With respect to vegetation, there are no trees along the Eglinton Avenue West frontage located within the public right-of-way. There are planting areas along the front façade of the building along Eglinton Avenue West, and a landscape strip framing the northwest edge of the parking area providing a buffer from Eglinton Avenue West. Along Caledonia Road, there are four planter boxes located within the private right-of-way.

2.2 Surrounding Context

The subject site is located in the Caledonia-Fairbank neighbourhood, which is generally bounded by Eglinton Avenue West to the north, the Canadian National Railway (CNR) line to the west, Dufferin Street to the east and Rogers Road to the south. This area is characterized by low-to-mid-rise mixed-use buildings along Eglinton Avenue West, low-rise residential neighbourhoods to the north and south, and smaller pockets of industrial properties along the CNR line with Prospect Cemetery running north-south between Eglinton Avenue West and Rogers Road and continuing south to St. Clair Avenue West.

Beyond the Caledonia-Fairbank neighbourhood to the north and west, the area features a mix of uses and building types along Eglinton Avenue West including low-, mid-, and high-rise buildings, an apartment tower neighbourhood at Eglinton Avenue West and Gabian Way, and a low-rise commercial plaza known as Westside Mall. Beyond Eglinton Avenue West the area features a range of low-rise dwelling types with the Caledonia-Castlefield employment area further north between Dufferin Street and Keele Street.

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 and the Caledonia GO station. As noted above, the subject site is in proximity to the Caledonia Eglinton Crosstown LRT/GO station, which will be an intermodal station providing access to the Eglinton Crosstown LRT and the Barrie GO line, providing higher order transit access along Eglinton Avenue to Kennedy Road in the east, downtown Toronto and Barrie to the south and north respectively, and connections to other key transit systems, including Line 1 (Yonge-University) of the TTC subway, the UP Express, and the several GO Transit lines.

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. The tallest buildings in the vicinity are generally located immediately next to transit improvements and include a number of tall buildings under review with heights of up to 60-storeys (2400 Eglinton Avenue West).

Legend

- Line 1 (Yonge/University)
- Line 5 (Under Construction) (Eglinton Crosstown)
- TTC Bus Route
- GO Line
- Future GO Station
- York Beltline trail

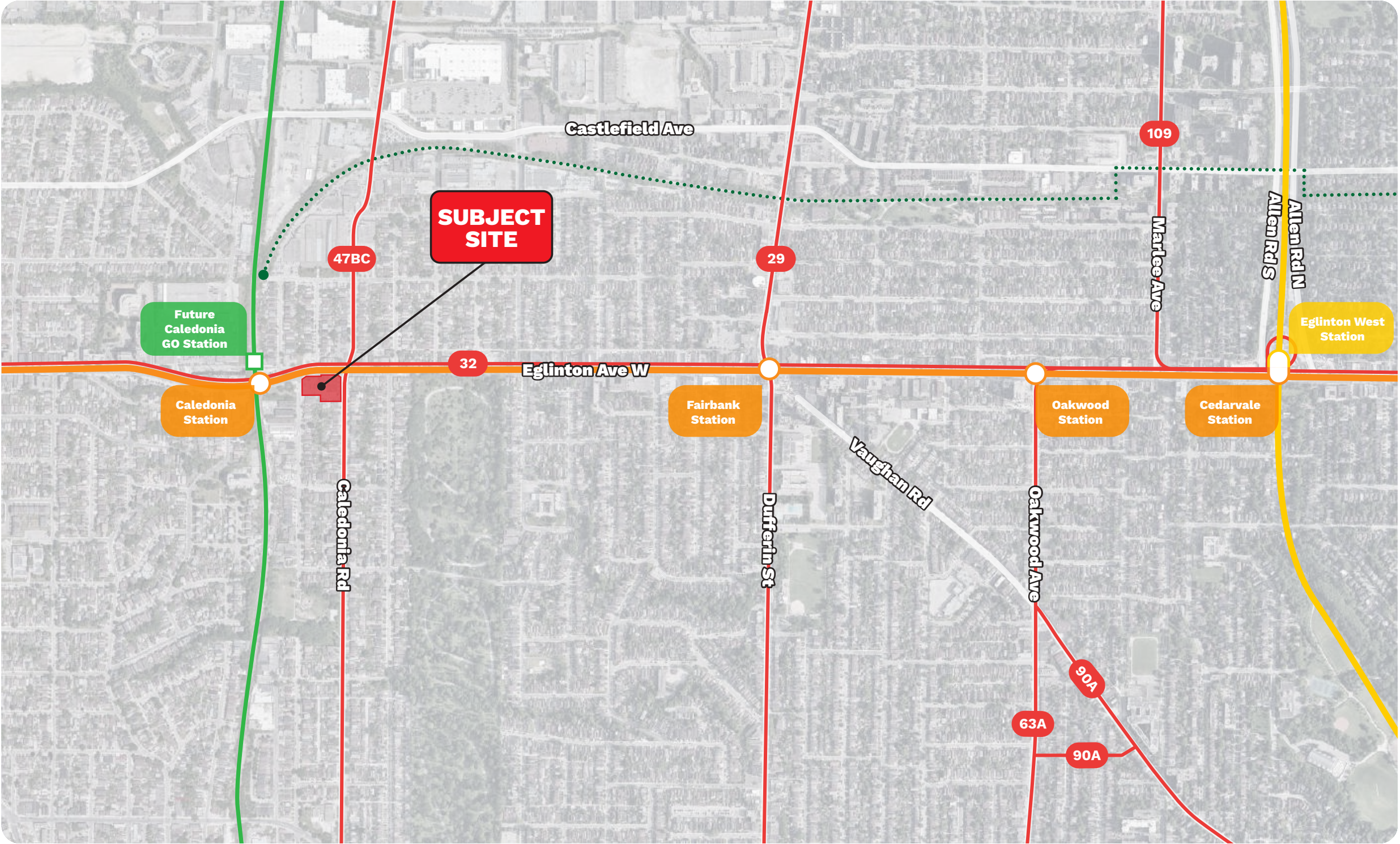


Figure 3 - Aerial Photo - Area Context

Within the immediate area context (1000 metre radius), which is generally comprised of Castlefield Avenue to the north, Dufferin Street to the east, Eglinton Avenue West to the south and Keele Street to the west, there has been significant development activity, including several proposed, under appeal, approved, under construction, or recently constructed buildings with heights ranging up to 60-storeys. These developments are outlined in **Table 1** below.

Table 1: Development Activity within a 1000 metre radius

Address	Use	Height (storeys)	Height excl. MPH (metres)	Status
2400 Eglinton Avenue West (OPA)	Mixed Use	24 to 60	85.0 – 214.5*	Under Review**
2485 Eglinton Avenue West	Mixed Use	45	143.6	Under Appeal
250 Bowie & 670-680 Caledonia Road	Mixed-Use	3 to 55-storeys	20.2 – 190.15	Under Review
2343 Eglinton Avenue West	Mixed Use	43	133.5	Subject Site
2400 Eglinton Avenue West (Phase 1)	Mixed Use	35	111.3	Approved as per By-law 1215-2024
2402-2418 Dufferin Street & 4-10 Ramsden Road	Mixed Use	34	110.8	OLT Approved in Principle
2636-2654 Eglinton Avenue West	Mixed Use	33	106.1	Under Appeal
1875 – 1901 Eglinton Avenue West, 137 Kirknewton Road & 156 Dynevor Road	Mixed Use	32	104.15	Under Review
1860 – 1868 Keele Street	Mixed Use	18	60.3	Approved as per By-law 756-2023
1886 – 1920 Eglinton Avenue West	Mixed Use	8	30.5	Approved
2116 Eglinton Avenue West	Mixed Use	8	25.5	Approved as per By-law 842-2022
9 Croham Road	Mixed Use	8	29.0	Recently Built
1924 – 1928 Eglinton Avenue West	Mixed Use	8	30.48	Recently Built
494 – 498 Gilbert Avenue	Non-residential	6	26.4	Approved

*Metric height unavailable. Standard floor-to-ceiling heights assumed. 4.5 metre ground floor and 3.5 metre floors above.

** OPA 740 (approved in June 2024), establishes blocks, streets, parks, and other matters but does not include maximum building heights, which will be established through site-specific rezoning applications for the future phases of 2400 Eglinton Avenue West

2.3 Immediate Context

Generally, the subject site's immediate surroundings are mixed in terms of built form and use. The evolving context along Eglinton Avenue West has been characterized by mid-rise buildings, interspersed by low-rise dwellings and 1- to 2-storey commercial buildings. Whereas further to the north and south, towards the interior of the neighbourhood, development is comprised of low-rise residential uses and employment uses.

To the **west** of the subject site, on the west side of the Gilbert Avenue, is the Eglinton Gilbert Parkette fronting Eglinton Avenue West. To the south of the parkette are two 3-storey rental apartment buildings (500 and 502 Gilbert Avenue) and a number of one-storey commercial uses on Gilbert Avenue abutting the CNR line to the west. Included among these properties is an under-construction 6-storey self-storage facility at 494 to 498 Gilbert Avenue.



Aerial view looking at the rail corridor, 500 & 502 Gilbert Avenue and 494 – 498 Gilbert Avenue



Eglinton Gilbert Parkette located adjacent to the subject site



Looking south down Gilbert Avenue, with 500 and 502 Gilbert Avenue, and 494-498 Gilbert Avenue in the background

Further west, on the west side of the CNR line, are 1- and 2-storey commercial and light industrial buildings that are at a lower elevation and setback from Eglinton Avenue West by a driveway that is part of the street's right-of-way.

Further west, on the south side of Eglinton Avenue West, is a block bounded by Venn Crescent to the south that features low-rise buildings with commercial and light industrial uses along Eglinton Avenue West and residential single-detached and semi-detached dwellings along Venn Crescent. The elevation of Venn Crescent is significantly higher than Eglinton Avenue West and the dwellings appear to sit above the buildings on Eglinton Avenue West.

There are two active development applications for these lands with a rezoning application for seven 4-storey townhouse units at 2421 Eglinton Avenue West and an official plan amendment (OPA) and rezoning application for a 45-storey mixed use building with 500 units at 2485 Eglinton Avenue West. Both proposals are currently under review. Further west, Eglinton Avenue West consists of low-rise commercial and mixed-use buildings along the major street with low-rise dwellings further south.

Northwest of the subject site, on the west side of Croham Road, is a two-storey commercial building containing retail uses (2 and 4 Croham Road) and a vacant lot which is being used for the construction of the future GO Station. Further north on Croham Road are low-rise dwellings, including, single-detached, semi-detached, and low-rise apartments.



Commercial and light industrial buildings just west of the CNR line



A series of low-rise light-industrial buildings fronting Eglinton Avenue West in the foreground and detached houses along Venn Crescent in the background



Aerial view of 2 and 4 Croham Road



2 and 4 Croham Road in the foreground and low-rise buildings in the background

Beyond the CNR rail, is the recently completed Caledonia Station along the Eglinton Crosstown. To the rear of which is a commercial retail area known as Westside Mall, containing a Canadian Tire store and FreshCo grocery store as anchors and smaller retail stores and services, with a large central surface parking area (2320 to 2400 Eglinton Avenue West). Westside Mall is subject to an Official Plan Amendment application for the comprehensive redevelopment of the site while Phase 1, at the southwest corner of the site, was rezoned to permit a 35-storey mixed use tower featuring 397 dwelling units and 1,300 square metres of non-residential GFA (2400 Eglinton Avenue West). The Official Plan Amendment would permit the phased development of towers with heights of up to 60-storeys, a new road network and on-site parkland dedication.

Farther west of Westside Mall is a 16-storey and 20-storey mixed-use and residential apartment building (2468-2470 Eglinton Avenue West), with an associated rear surface and underground parking lot, and an 18-storey apartment building (33 Gabian Way) and 2-storey townhouse blocks (1 – 31 Gabian Way) accessed from Gabian Way. Further west and north the area features low- and mid-rise residential and mixed use building on Eglinton Avenue West and low-rise residential neighbourhoods beyond.



Caledonia Station on Line 5 – Eglinton Crosstown



Westside Mall located at 2320 – 2400 Eglinton Avenue West



Apartment buildings located at 2468 -2470 Eglinton Avenue West in the background.

To the **north** of the subject site, on the north side of the Eglinton Avenue West, is a main street commercial area fronting Eglinton Avenue West and Caledonia Road consisting of 2-storey buildings, with the exception of 2236 Eglinton Avenue West which is 1-storey in height, containing retail at grade and a mix of office and residential units on the upper floors (600 Caledonia Road, 2236-2266 Eglinton Avenue West). The 2-storey mixed use buildings have a consistent streetwall and are setback approximately 5 metres from the curb but have varying setbacks as 2266 Eglinton Avenue has a more northerly front lot line.

Farther north is a low-density residential neighbourhood consisting primarily of 1- and 2-storey single-detached dwellings, with some semi-detached houses and three-storey rental apartments. At 250 Bowie Avenue, is a recently proposed development to 9 buildings ranging from 3- to 55-storeys in height, comprising 2,390 residential units with a residential GFA of 155,421 square metres, and non-residential uses including an employment GFA of 22,496 square metres and a community space with a GFA of 981 square metres.

Farther north is the Castlefield Caledonia employment area.

Also north of the subject site is a recently-constructed 8-storey mixed-use building ("The Fairbank") with 141 dwelling units and 822 square metres of non-residential GFA (2270-2280 and 2296 Eglinton Avenue West).



Commercial/Mixed Use buildings at 2236 – 2266 Eglinton Avenue West



2270-2280 and 2296 Eglinton Avenue West located immediately northwest of the subject site



Aerial view of the properties to the north of the subject site

To the northeast of the subject site, at the northeast corner of Caledonia Road and Eglinton Avenue West, is a 2-storey mixed use building with an eating establishment on the ground floor and residential uses above with a rear surface parking area (2216 Eglinton Avenue West). Further east is a vacant lot (2212 Eglinton Avenue West) while the remainder of the block is occupied by two-storey mixed use buildings with commercial uses on the ground floor with entrances to Eglinton Avenue West (2204 – 2174 Eglinton Avenue West). To the north of this commercial block is a 2-storey office building (10 – 12 Snider Avenue) with an east-west laneway that runs behind the commercial block and continues east to Shortt Street just west of Dufferin Street.

Further east the character of Eglinton Avenue West includes a mix of low-rise residential, commercial, office, and mixed-use buildings with low-rise residential building types, primarily detached dwellings.

To the **east** of the subject site, on the east side of Caledonia Road is a low-density residential neighbourhood characterized by one- and two-storey single-detached dwellings and two-storey semi-detached houses fronting onto Eglinton Avenue West and onto Caledonia Road and McRoberts Avenue south of Eglinton Avenue West. Specifically, 2313 and 2315 Eglinton Avenue West is a 2-storey semi-detached dwelling that fronts directly onto Eglinton Avenue West with a detached garage at the rear of 2215 Eglinton Avenue West with direct access to Caledonia Road. The dwelling is separated from the semi-detached dwelling to the east by a shared driveway which is approximately 2.0 metres in width. The shared driveway provides access to the rear of 2313 and 2311 Eglinton Avenue West. Further west, the remainder of the block includes similar semi-detached dwellings with shared driveways that provide access to parking at the rear. 2293 Eglinton Avenue West, at the intersection with McRoberts Avenue, has a detached garage that fronts onto McRoberts Avenue. Further south, the area features low-rise detached dwellings consisting primarily of single-detached dwellings.



2216 Eglinton Avenue West in the foreground and low rise commercial uses in the background



Aerial view looking east down Eglinton Avenue West

Farther to the east, east of McRoberts Avenue, is the Prospect Cemetery. Prospect Cemetery is approximately 42 hectares in size, with a frontage of approximately 213 metres on Eglinton Avenue West and continues south to St. Clair Avenue West.

Immediately **south** of the subject site is a 2-½-storey detached house with an internal garage (515 Gilbert Avenue) and a 2-storey detached house with a front parking pad (570 Caledonia Road). 515 Gilbert Avenue is setback approximately 5.5 metres from Gilbert Avenue, 15 metres from the rear lot line, 0.5 metres from the south side lot line, and 0.6 metres to the north lot line that is shared with the subject site and features a retaining wall to address the grade change. 570 Caledonia Road is setback approximately 2.6 metres from the front lot line, 0.5 metres to the south interior lot line, 22.7 metres to the rear lot line, and 0.3 metres to the north interior lot line that is shared with the subject site.

Farther south is a low-density residential neighbourhood predominantly comprised of 1- and 2-storey single-detached dwellings with some semi-detached houses, a 4-storey rental apartment building at 531 Caledonia Road, a 3-storey apartment building at 478 Caledonia Road, and a 4-storey apartment building at 480 Caledonia Road. Farther south is the Bert Robinson Park accessed from Gilbert Avenue and Caledonia Road. Beginning just south of the subject site, the topography slopes to the south with a significant grade change.



Detached house at 515 Gilbert Avenue



Detached house at 570 Caledonia Road



Aerial view of the residential neighbourhood to the south of the subject site.

2.4 Transportation Context

Road Network

Eglinton Avenue West is an east-west oriented road that extends between Highway 401 and Yonge Street. As classified by the City of Toronto's Road Classification System Map, Eglinton Avenue West is a Major Arterial with a planned right-of-way width of 27.0 metres. Its current right-of-way width is 20.0 metres. Eglinton Avenue West has a four-lane cross-section in the vicinity of the subject site with a left-turn lane to the southbound lanes of Caledonia Road adjacent to the subject site. Sidewalks are provided on both sides of the street and no parking is permitted adjacent to the subject site while parking is permitted on both sides of the street east of Caledonia Road during certain hours outside the morning and afternoon rush hours.

Caledonia Road is a Minor Arterial as classified by the City of Toronto's Road Classification System Map with a planned right-of-way width of 20.0 metres and an existing right-of-way width of approximately 20.0 metres. The street has a two-lane cross section with a left-turn lane to westbound Eglinton Avenue West abutting the subject site and sidewalks on both sides of the street. No street parking is permitted at any time.

Gilbert Avenue is a Local Road as classified by the City of Toronto's Road Classification System Map with an existing right-of-way width of approximately 20.0 metres. The street has a two-lane cross section abutting the subject site and sidewalks on both sides of the street. Street parking is permitted on the east side of the street for 1-hour increments, Monday – Friday between the hours of 8 a.m. and 6 p.m.

Transit Network

Planned Higher Order Transit – Eglinton Crosstown LRT & GO Expansion

The subject site is located approximately 140 metres east from the Caledonia LRT station on the Eglinton Crosstown LRT which is under construction and soon to be completed and operational. Additionally, the site is located approximately 140 metres from the Caledonia GO Station which is also under construction. Caledonia station will provide direct access to the Eglinton Crosstown LRT, GO Barrie Line and a connection to multiple existing high-order transit routes including Line 1 (Yonge-University), GO Kitchener Line and the Union-Person Express (see **Figure 4** – Caledonia LRT Station). Caledonia GO and LRT stations will be one of the few interchange stations across the City that will offer regional to municipal transit interchange options.

The Eglinton Crosstown LRT is a 19-kilometre, 25-stop light rail line that will operate between Mount Dennis station in the west and Kennedy station in the east and as noted above, will connect to the Eglinton West and Eglinton TTC subway station on Line 1 (Yonge-University), as well as several GO Transit routes.

Approximately 10 kilometres of the line will be tunneled underground between Keele Street and Brentcliffe Road; beyond Brentcliffe Road, the LRT will continue east to the Kennedy subway station within an at-grade right-of-way separated from traffic.

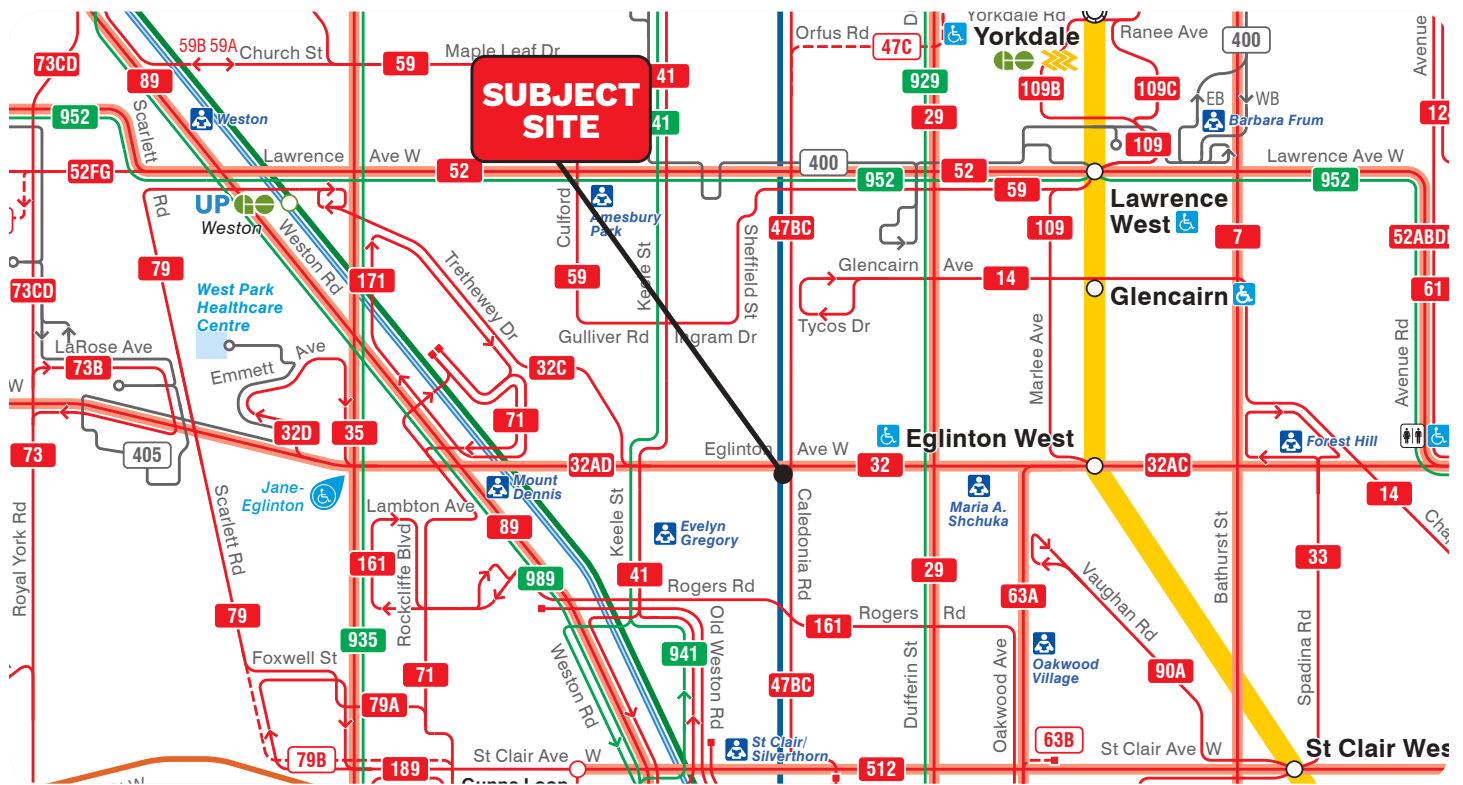
Funded by the Provincial government through Metrolinx, the Eglinton-Crosstown LRT is a key part of a 10-year investment of \$8.4 billion to enhance transit in Toronto.



Figure 4 - Caledonia LRT Station

Existing Public Transportation Network

From a public transit perspective, the subject site has access to existing higher-order transit and excellent access to planned higher-order transit and surface transit services (see **Figure 5 – TTC Transit Map**).



In particular, the subject site is located within approximately 2 kilometres, an approximate 8-minute cycle (30-minute walk), from the Eglinton West subway station on Line 1 (Yonge-University), which is located on the north side of Eglinton Avenue West between William R. Allen Road.

Eglinton West subway station provides northbound and southbound subway service along Line 1 (Yonge-University) with connections to Line 2 (Bloor-Danforth) and Line 4 (Sheppard). The Eglinton West subway station also includes a TTC bus terminal which includes connections along several local bus routes. Moreover, the Eglinton West station will also serve the future Crosstown LRT (Cedarvale station).

In addition to Eglinton West subway station, the subject site is also located adjacent to TTC stops providing local service to the subway station. In particular, TTC stop 2334 (eastbound) and 2335 (westbound), are located at the northeast corner of the subject site at the Eglinton Avenue West and Caledonia Road intersection, and TTC stop 716 (southbound) and 715 (northbound), are located just northeast of the subject site at the Eglinton Avenue West and Caledonia Road intersection. The following surface transit routes are accessible from the site via the aforementioned TTC stops:

- 32 Eglinton West: The route generally operates in an east-west direction along Eglinton Avenue between the area of Eglinton Avenue West and Renforth Drive at the border with Mississauga and Eglinton subway station on Line 1 of the TTC. The

route also includes a connection to the Eglinton West subway station of Line 1. Accessible service is provided on the route and both Eglinton and Eglinton West stations are accessible subway stations. 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 as well as Pearson International Airport 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). Accessible service is provided on the route.
- 47 Lansdowne: The route operates between the area of Lansdowne Avenue and Queen Street West and Yorkdale station on Line 1 in the vicinity of the Allen Road and Highway 401, generally in a north-south direction. It also serves Lansdowne station on Line 2. Accessible service is provided on the route and both Yorkdale and Lansdowne station are accessible subway stations. 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.

Cycling Network

The subject site is served by cycling infrastructure. The Beltline Trail, which is located approximately 240 metres north of the subject site at the intersection of Croham Road and Bowie Avenue, serves as an east-west (eventually north-south) Multi Use trail. The Beltline trail travels east then turns southeast and connects to the Lower Don River Trail which connects to the waterfront and the Martin Goodman Trail. The trail provides a connection to more expansive cycling networks including multiple dedicated Bikeways and Signed Routes (see **Figure 5 – Cycling Map**).

The closest Bike Share Toronto station is located on the northwest corner of the subject site at the intersection of Eglinton Avenue West and Gilbert Avenue. This docking station contains a total of 18 docks. Another docking station, which contains a total of 19 docks, is located approximately 400 metres east of the subject site near the intersection of Eglinton Avenue West and Ronald Avenue. There

is another docking station nearby including one at Eglinton Avenue West and Venn Crescent that is approximately 500 metres west of the subject site, which has 18 docking stations.

On May 22, 2024 City Council adopted the eglintonToday Phase 1 Complete Street project which spans Eglinton Avenue West between Bicknell Avenue to the west and Mount Pleasant Road to the east. Among other things, Council authorized the installation of roadway improvements and new cycle tracks along Eglinton Avenue West. The portion of Eglinton Avenue West in the vicinity of the subject site, has a planned improvement that includes two westbound lanes, one eastbound lane and one-way cycle tracks on the north and south side of the road. The entire length of Eglinton Avenue West between Bicknell Avenue and Mount Pleasant Road will have one-way cycle tracks on either side of the road once completed.



Figure 6 - Cycling Map



3

Proposal

3.1 Description of the Proposal

The proposal represents an opportunity to redevelop an underutilized site with a mixed use transit-oriented development with an overall height of 43-storeys, which is in keeping with the emerging planned context in the area. The proposal would support planned/under development higher-order transit services in the Eglinton West area, particularly the future Caledonia station on the Eglinton Crosstown LRT as well as the GO line expansion network.

As described in detail below, the proposal contemplates a mixed use/residential building with an overall height of 43-storeys (133.5 metres, including an 5.0-metre mechanical penthouse) inclusive of a 6-storey (20.1 metres) base building. The base building extends to 12-storeys (39.3 metres) along the east frontage of the subject site. The building will contain approximately 46,841 square metres of GFA, including 878 square metres of non-residential GFA, 45,963 square metres of residential GFA, and 638 residential units, resulting in a density of 10.5 FSI. The proposal will include public realm and landscape improvements along Eglinton Avenue West, Caledonia Road and Gilbert Avenue to ensure that the envisioned greenway public realm improvement along Eglinton Avenue West is achieved.

Base Building – Streetwall (Levels 1-6)

The proposed 6-storey (20.1 metre) streetwall is oriented east-west and stretches along the entirety of the subject site's frontage on Eglinton Avenue West.

Along Eglinton Avenue West, the base building at grade is set back a minimum of approximately 0.6 metres from the north (front) lot line abutting Eglinton Avenue West and will provide for a total curb-to-building face minimum setback of approximately 4.3 metres. Within the 4.3 metre

setback, the front yard of the base building and public boulevard will be enhanced with a tree-lined promenade featuring a 3.5-metre-wide pedestrian clearway and retail frontages at-grade. The middle portion of the base building is setback 13.7 metres from the north lot line where the clearway opens to a pedestrian oriented feature courtyard and contains passive seating areas and improved softscape areas.

From the west lot line, the base building will be set back a minimum of 4.5 metres, and will provide a total curb-to-building face minimum setback of approximately 8.8 metres. The Gilbert Road frontage will include patios framing the residential units at grade and a public boulevard that will be enhanced with a tree-lined promenade and 2.1-metre-wide pedestrian clearway.

The west portion of the base building is setback from the south (rear) lot line by a minimum of 8.5 metres. Within the rear setback there is a east-west oriented 4.5-metre wide driveway providing access to the building and separation from the properties to the rear as well as a 2.5 metre landscaped buffer along the south lot line.

The ground floor is proposed to have a floor-to-ceiling height of approximately 4.5 metres and will be comprised of two retail uses along the Eglinton Avenue West frontage, a main residential lobby, loading and servicing areas, residential units and long-term bike parking. There are two entrances to the building, one pedestrian access directly from the feature courtyard along Eglinton Avenue West and another entrance from the drive aisle located to the south side of the building.

Levels 2-6 are entirely residential while maintaining a similar floorplate and setbacks, with a total of 33-36 residential units per floor.

Base Building – East Wing (Levels 1-12)

The proposed 12-storey (39.3 metre) mid-rise building stretches along the entirety of the site's frontage on Caledonia Road and is oriented north-south, forming a wing shaped massing.

Along Caledonia Road at-grade, the eastern wing is set back a minimum of 0.5 metres from the east (side) lot line and will provide for a total curb-to-building face minimum setback of approximately 4.8 metres. Within the 4.8 metre setback, the side yard of the eastern wing and public boulevard will be enhanced with a tree-lined promenade featuring a 2.1-metre-wide pedestrian clearway and patios framing the residential units at grade, activating the eastern frontage.

Level 7 of the east wing provides additional stepbacks of 3.0 metres from the north, 3.0 metres from the east and 5.0 metres from the south and 2.4 metres from the west, resulting in overall setbacks of 3.6 metres from Eglinton Avenue West, 3.5 metres from the east lot line, and 12.5 metres from the south lot line to provide outdoor amenity space and to create a visual break between the base building and the floors above. Level 7 contains 664 square metres of indoor amenity space connected to 1,356 square metres of outdoor amenity space on the roof of Level 7. Levels 8-12 are entirely residential while maintaining a similar floorplate and setbacks, with a total of 11 residential units on each floor.

Tower (Levels 7 - 43)

At Level 7, the tower provides additional stepbacks of 3.0 metres to the north, 4.2 metres to the east, 5.0 metres to the south, and 3.0 metres to the west from the base building below. This results in overall setbacks of 3.6 metres from the north lot line abutting Eglinton Avenue West, 7.5 metres from the west lot line abutting Gilbert Avenue, and 12.5 metres from the south lot line. The tower is separated from the east wing by a total of 30.6 metres. The additional stepbacks provide an area for outdoor amenity space and create a visual break between the base building and the tower above. Level 7 is used exclusively for amenity space and includes 580 square metres of indoor amenity connected to the shared aforementioned 1,356 square metres of outdoor amenity space.

The tower element (Levels 7-43) is generally sited in the west side of the base building to allow for appropriate setbacks and separation distances from adjacent properties to the south and mitigate privacy concerns on the adjacent east wing.

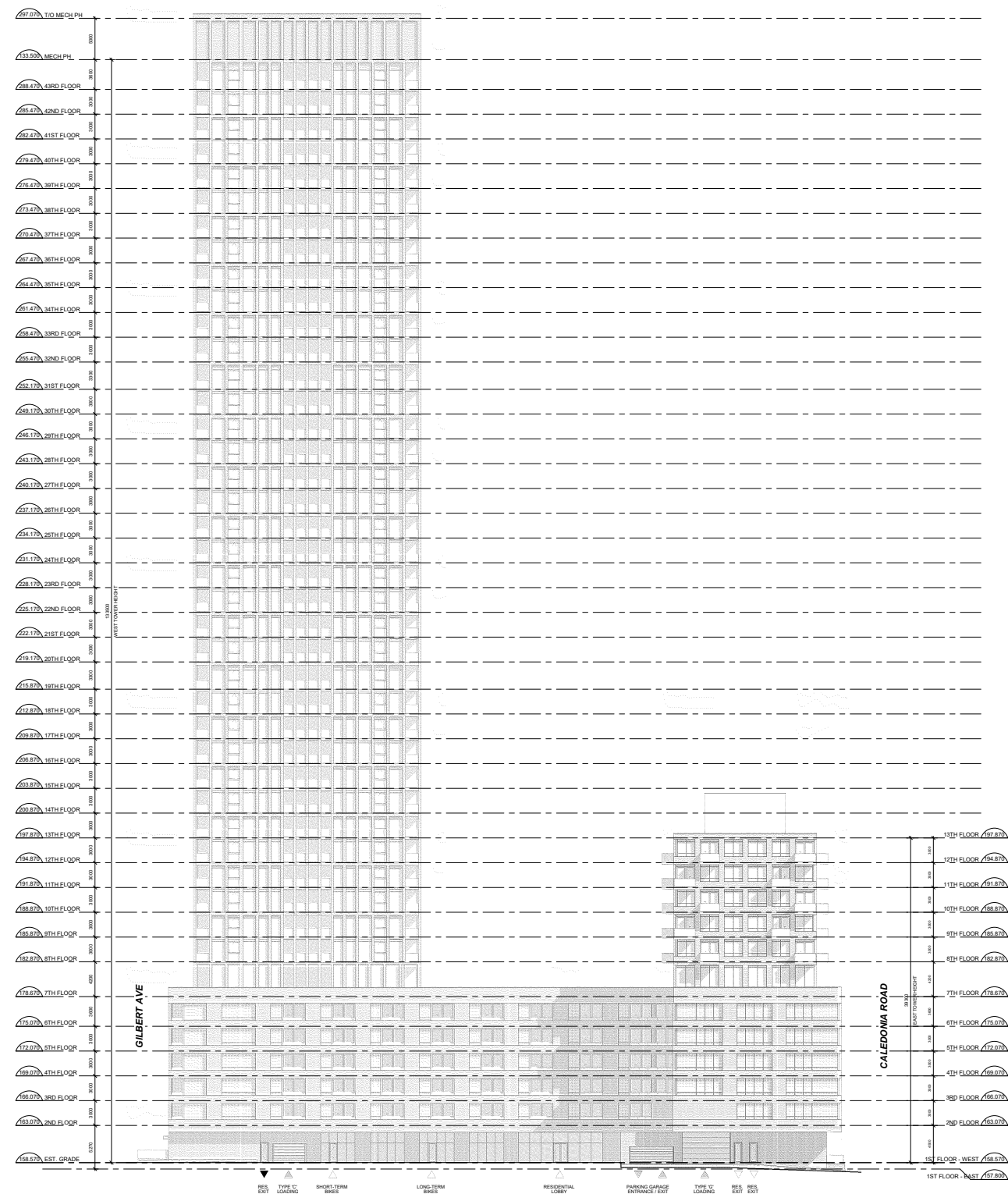
The tower is square in shape with a length of 28.2 metres and a width of 27.6 metres, resulting in a tower floor plate size of 778.3 square metres gross construction area ("GCA"). With respect to programming, Levels 8-43 of the building are comprised only of residential dwelling units, in a mix of unit types. Lastly, the mechanical penthouse will have a height of 5.0 metres.

Overall, the building will employ a base-tower configuration with a clear delineation between building elements.

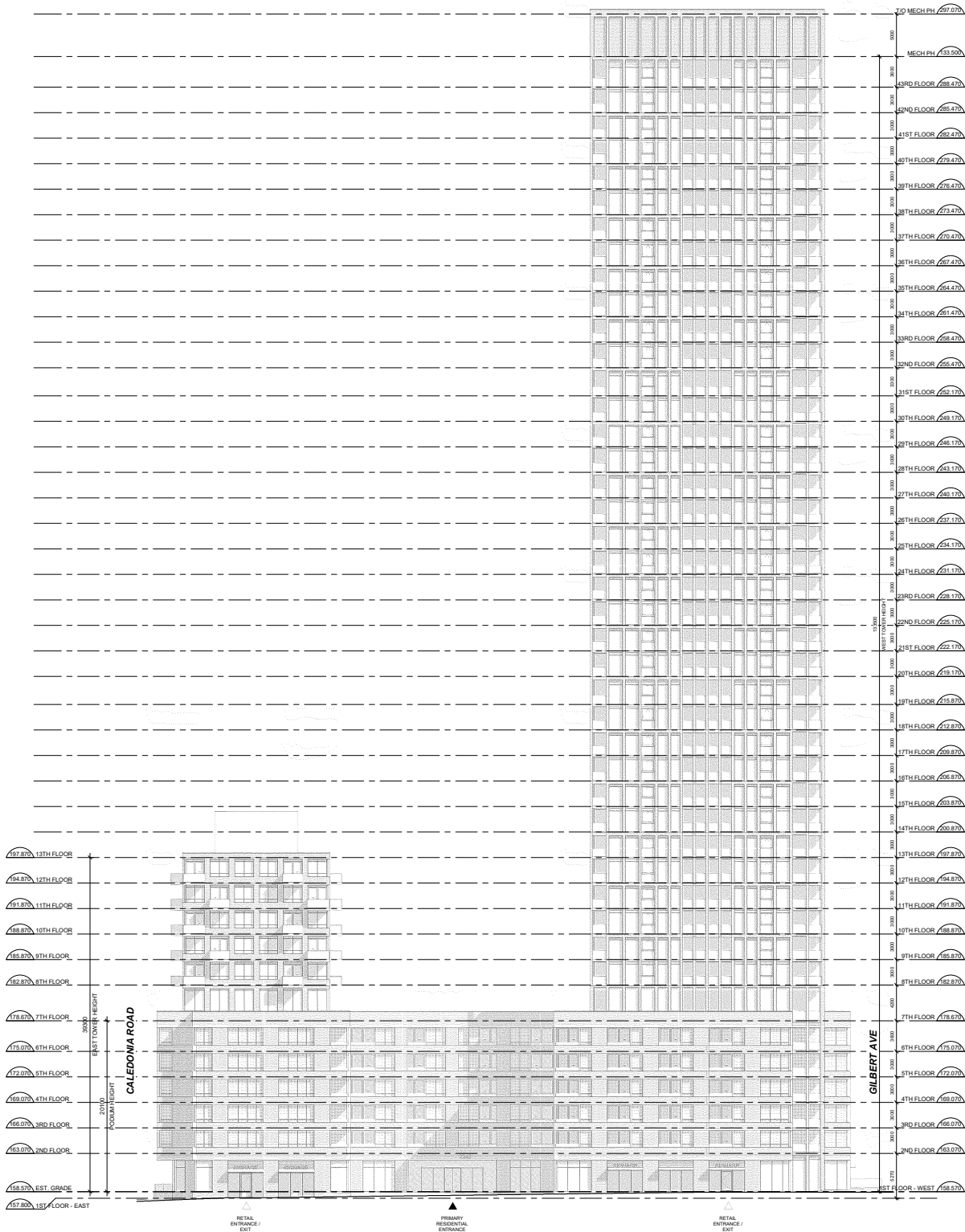
Figure 9 - Elevations

Prepared by (Prepared by RAW Design Inc.)

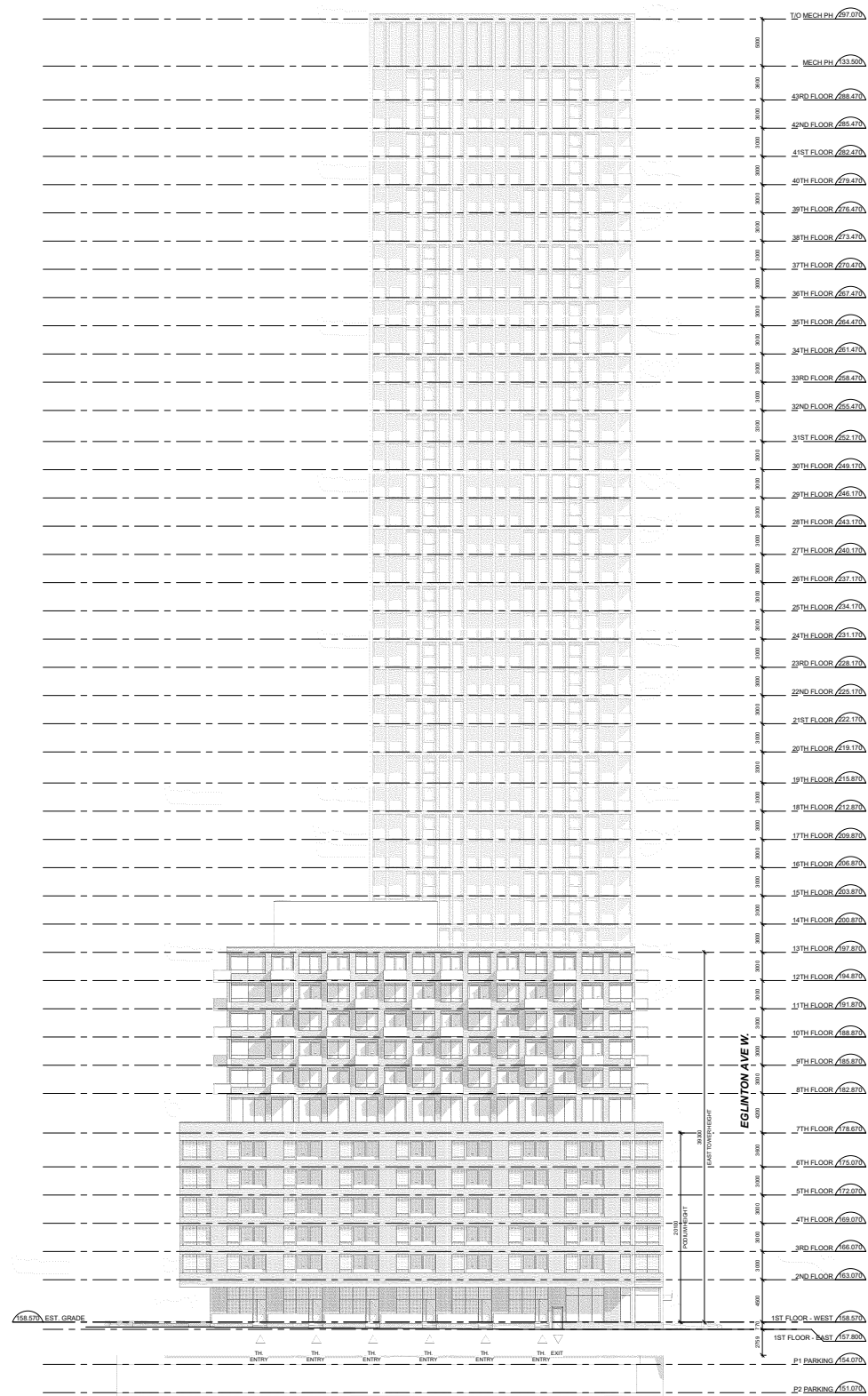
South



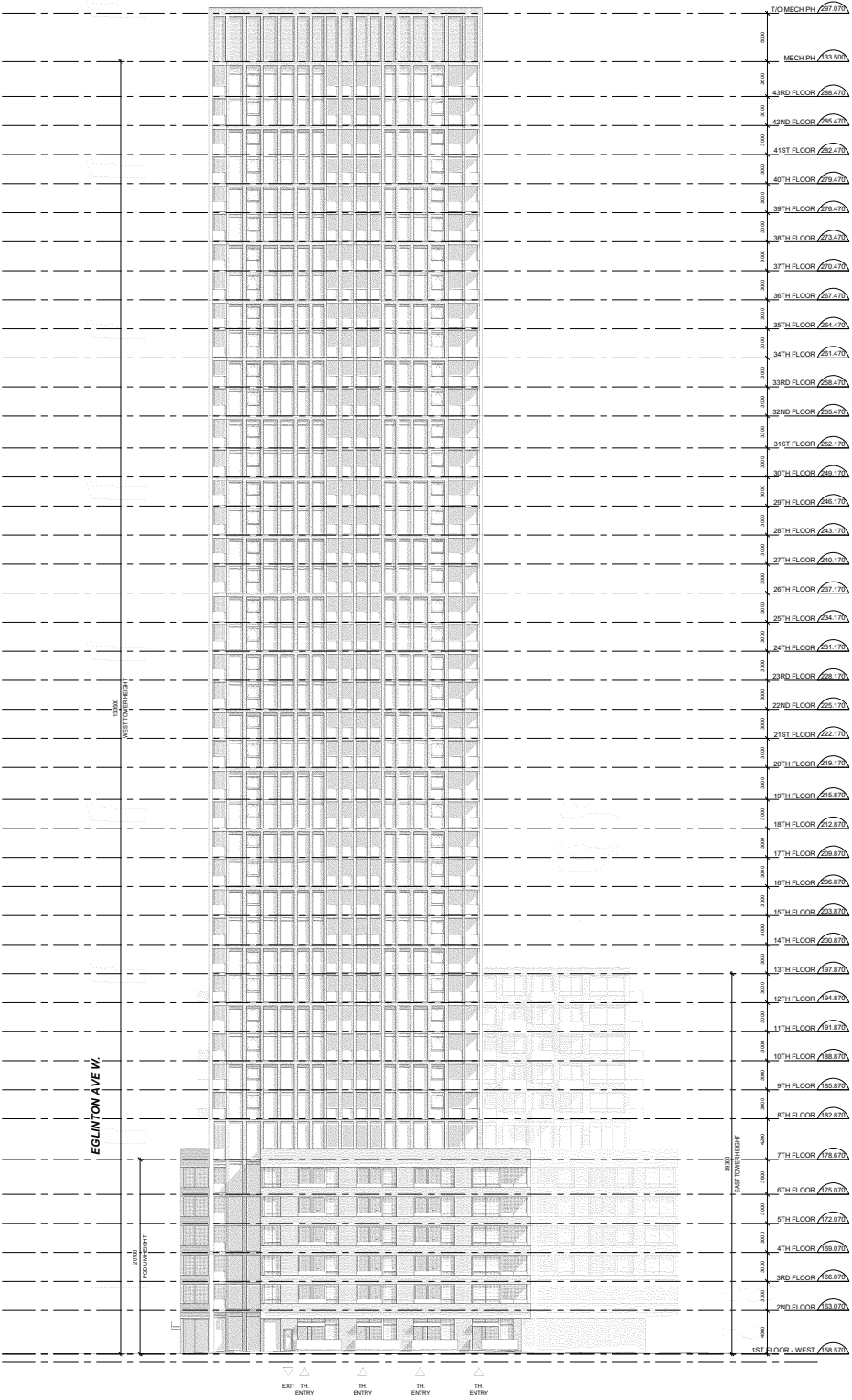
North



East



North



Public Realm

With respect to the public realm, the proposal contemplates public realm improvements along Eglinton Avenue West in order to achieve the envisioned revitalized streetscape along the Avenue. In this respect, at grade, the streetwall is set back a minimum of approximately 0.6 metres from the north lot line, providing a total curb-to- building face setback of approximately 4.3 metres. A deeper setback of 13.7 metres is provided centrally from Eglinton Avenue West to ‘break up’ the massing and provide opportunity for a refreshed pedestrian experience. The area within this setback will be programmed as a ‘feature courtyard’ with refreshed unit pavers, softscaping, tree planting, benches, and informal seating arrangements.

Along Eglinton Avenue West, a pedestrian clearway will be created featuring a row of trees and soft scaping shielding the 3.5-metre-wide concrete sidewalk from Eglinton. To the south of the clearway at grade, the front façade will incorporate retail frontages, further activating the street (see **Figure 12 – Landscape Plan**).

The east frontage along Caledonia Road will be activated through a series of patios located at grade, and a pedestrian clearway which is separated from Caledonia Road by a 1.2 metre strip of soft scaping and a row of trees. Similarly, along the west frontage (Gilbert Avenue), a series of patios are located at grade, and a pedestrian clearway which is separated by a row of trees.

At grade, the northwest corner is setback a minimum of 3.7 metres from Eglinton Avenue West and Gilbert Avenue creating an inset ‘sculptural seating nook’. The nook will provide an enhanced garden with seating features and will include permanent art displays (see **Figure 12 – Landscape Plan**).

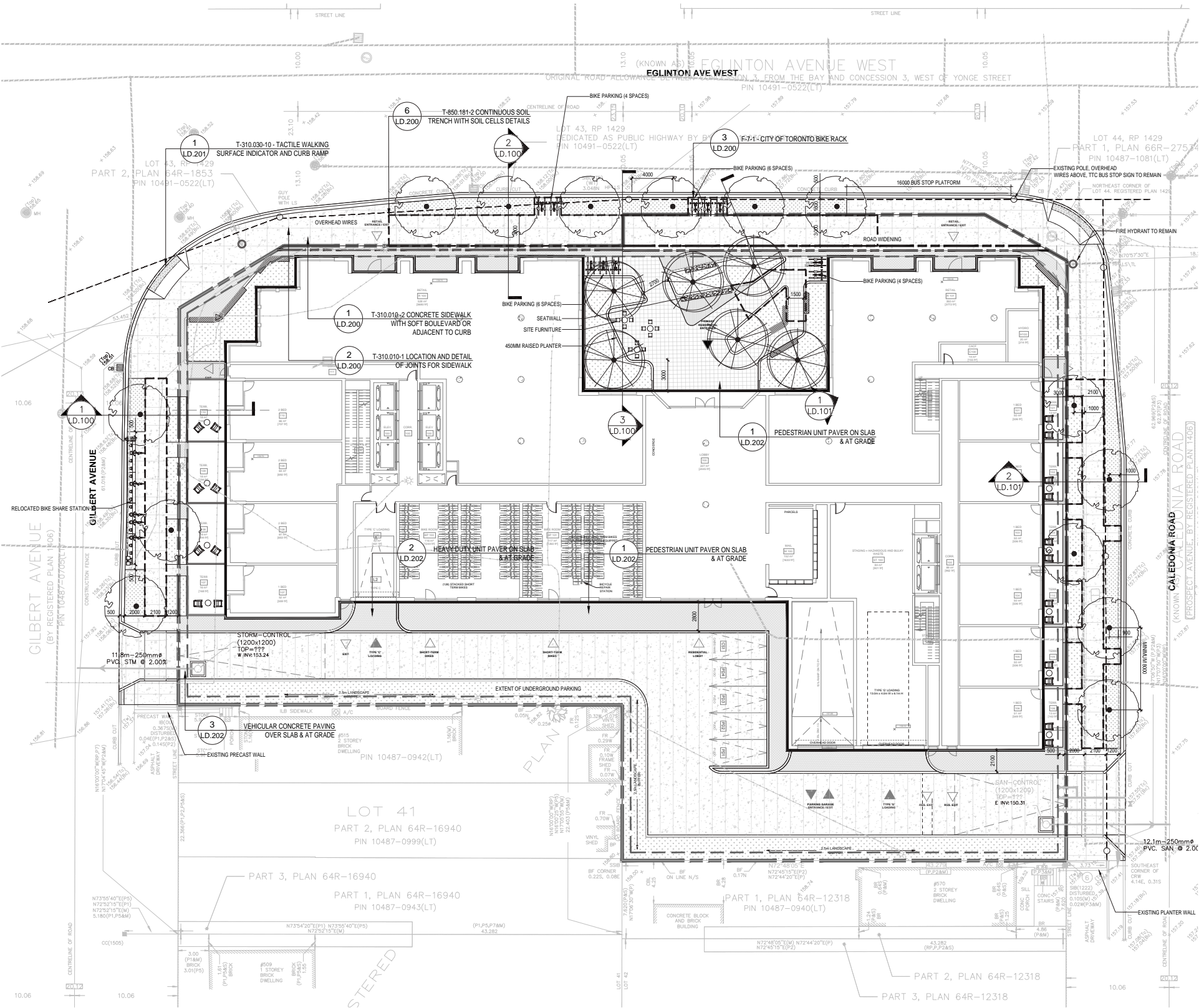


Figure 10 - Landscape Plan (Prepared by STUDIO tla)

Unit Distribution and Amenity Space

The proposal will include a total of 638 residential units. The unit mix will provide a range of housing options, consisting of 348 one-bedroom units (54.5%), 225 two-bedroom units (35.3%), and 65 three-bedroom units (10.2%).

With respect to amenity space, a total of 2,690 square metres of amenity space is proposed, including 1,359 square metres of indoor amenity space and 1,356 square metres of outdoor amenity space. This equates to a minimum of 4.2 square metres of amenity space per dwelling unit, comprised of approximately 2.1 square metres of indoor amenity space per dwelling unit and 2.1 square metres of outdoor amenity space per unit.

Amenity space is provided on Level 7 of the building. On Level 7, a total of 1,244 square metres of indoor amenity space is provided, comprised of 580 square metres in the tower and 664 square metres in the east wing. 1,356 square metres of adjoining outdoor amenity space spans the entirety of the outdoor area on Level 7.

Furthermore, the proposal incorporates a series of inset balconies, both within the base building and tower element.

Parking, Access, and Loading

Vehicular parking for the site is proposed to be accommodated within a 2-level below-grade parking garage, accessed from the rear driveway intersecting Caledonia Road, at the southeastern portion of the subject site. The proposal will provide for a total of 184 parking spaces, comprised of 168 residential spaces, 11 non-residential spaces, and 5 pick-up/drop-off spaces.

The proposal will provide a total of 714 bicycle parking spaces, of which 576 spaces will be long-term residential spaces, 128 will be short-term residential spaces, and 10 spaces will be publicly accessible spaces. The residential bicycle parking spaces are proposed to be located on Level P1 and Level 1.

The proposal will provide one Type "G" and one Type "C" loading space which are to be located at grade internal to the base building. The Type "G" loading space will be accessed off the rear lane from Caledonia Road and the Type "C" spaces will be accessed off of Gilbert Avenue.

3.2 Key Statistics

Below is a summary of key proposal statistics:

Site Area	4,611.7 m ²
Total Gross Floor Area	46841 m ²
Density	10.5 FSI
Total Units	638 units (100%)
One-Bedroom	348 (54.5%)
Two-Bedroom	225 (35.3%)
Three-Bedroom	65 (10.2%)
Amenity Space	2,690 m² (4.2 m²/unit)
Indoor Amenity Space	1,331 m ² (2.1 m ² /unit)
Outdoor Amenity Space	1,359 m ² (2.1 m ² /unit)
Vehicular Parking Spaces	184 spaces
Residential	168 spaces
Retail	11 spaces
Pick-Up/Drop-Off	5 spaces
Bicycle Parking Spaces	714 spaces
Loading Spaces	1 Type "G" 1 Type "C"

3.3 Required Approvals

In our opinion, the proposal conforms with the City of Toronto Official Plan and is permitted by the applicable *Mixed Use Areas* designation in the Official Plan. There is no applicable Secondary Plan. Accordingly, an Official Plan Amendment is not required.

The proposal requires an amendment to the City-Wide Zoning By-law No. 569-2013, as amended, in order to increase the permitted height and to revise other development regulations as necessary to accommodate the proposal.

A Site Plan Approval application will also be required and will be submitted at a later stage.



Policy & Regulatory Context

As set out below, it is our opinion that the proposed residential development is supportive of the policy directions set out in the Provincial Policy Statement, the Metrolinx 2041 Regional Transportation Plan, and the City of Toronto Official Plan, all of which promote and encourage intensification within built-up urban areas, particularly in proximity to higher order transit infrastructure.

4.1 Planning Act

The purpose of the *Planning Act* is outlined in Section 1.1 and includes the following:

- to promote sustainable economic development in a healthy natural environment;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and coordination among various interests; and
- to recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 of the *Planning Act* sets out matters of provincial interest which municipal councils shall have regard for, among other matters, in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the proposal are (f): the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (h): the orderly development of safe and healthy communities (j): the adequate provision of a full range of housing (p): the appropriate location for growth and development (q): the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (r): the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 2.1(1) requires that when approval authorities or the Tribunal make a decision under the *Planning Act* that relates to a planning matter, it shall have regard to:

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) (Policy Statements and Provincial Plans) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

- a. shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and
- b. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement 2024 ("PPS") came into effect on October 20, 2024 and replaces the Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

The new PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. 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 6.1 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 2020 PPS and 2019 Growth Plan, the PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

"...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians." (our emphasis)

One of the key policy directions that continues to be expressed in the PPS is to build complete communities with a mix of housing options and promoting efficient development and land use patterns.

Policy 1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(a) provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households.

Policy 2.2.1(b) provides that this should also be done by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3 (see below).

Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the PPS contains policies related to Settlement Areas. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, "strategic growth areas", including "major transit station areas". Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.4 includes policies related to "strategic growth areas", "major transit station areas" and "frequent transit corridors", all of which are relevant to the subject site.

The PPS defines "strategic growth areas" as areas within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form. The PPS further provides that "strategic growth areas" include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted postsecondary institutions and other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), 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 or higher order transit corridors may also be identified as strategic growth areas. The subject site is located within a "strategic growth area" as it is located within the proposed Caledonia PMTSA, located along a major road that is identified as an *Avenue* in the Official Plan (Eglinton Avenue West), and currently occupied by a single-storey commercial building with surface parking.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. Policy 2.4.1.2 directs that, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and to support affordable, accessible, and equitable housing.

Policy 2.4.1.3 provides that planning authorities should, among other things, identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form, and support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

With respect to major transit station areas, Policy 2.4.2.1 directs planning authorities to delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under Section 26 of the *Planning Act*, adding that the delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

In this regard, the subject site is located within a "major transit station area" as defined by the PPS. The PPS 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; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a "transit station". In turn, "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, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way".

The subject site is located within walking distance of two higher-order transit stations, Caledonia GO station and Caledonia station on the Eglinton Crosstown LRT, which are located approximately 140 metres west of the subject site. The Caledonia GO and LRT stations will be one of the few regional and local transit interchange stations in the City providing direct connections to Union Station and beyond. Further, as directed by Policy 2.4.2.1 of the PPS, the City of Toronto has delineated the boundaries of a number of protected major transit station areas and the subject site is located within the proposed Protected Major Transit Station Area boundaries for Caledonia LRT Station (SASP 674) in Official Plan Amendment 570, as discussed in greater detail in Section 4.7 of this report.

Policy 2.4.2.2 of the PPS provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: 200 residents and jobs combined per hectare for those that are served by subways; 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by commuter or regional rail. In this regard, SASP 674 identifies a minimum population and employment target of 160 residents and jobs combined per hectare.

Moreover, the implementation Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

Policy 2.4.2.3 encourages planning authorities to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets; and supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

Policy 2.4.2.6 states that all “major transit station areas” should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible: connections to local and regional transit services to support transit service integration; infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and commuter pick-up/drop-off areas.

With respect to frequent transit corridors, which are defined as corridors with 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, Policy 2.4.3.1 directs planning authorities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate. In this regard, the eastbound and westbound bus stops at the intersection of Caledonia Road and Eglinton Avenue West, including the stop adjacent to the subject site, are served by the 32 Eglinton West bus route, that runs at a service frequency of every 10 minutes.

With respect to land use compatibility, Policy 3.5.1 provides that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Policy 3.5.2 adds that where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Additionally, Policy 2.8.1.3 provides that on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing or planned employment areas.

Lands designated *General Employment Areas* are located on the west side of Gilbert Avenue on the south side of Eglinton Avenue West are located within 300 metres of the subject site. Accordingly, a Compatibility Mitigation Study and Air Quality, Odour and Dust Study have been prepared in support of the proposal and are summarized in Section 5.11 of this rationale.

Section 2.9 of the PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Chapter 3 of the PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the Growth Plan, 2019, place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

The need to make good use of existing infrastructure is emphasized by Policy 3.1.2, which provides that, before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the Provincial Planning Statement.

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposal and the requested Zoning By-law Amendment are consistent with the PPS, specifically the policies relating to residential intensification and the efficient use of land and infrastructure, in proximity to higher-order transit.

4.3 Bill 185

On April 10, 2024, the Province of Ontario introduced Bill 185, the Cutting Red Tape to Build More Homes Act. The bill repealed a number of legislative changes, including the five-year phase in of development charge increases introduced in Bill 23, as well as the refund provisions introduced in Bill 109, and included several new additional policies to increase housing supply and construction in Ontario. Bill 185 received Royal Assent on June 6, 2024.

One of the most significant legislative changes by Bill 185 is the elimination of the requirement for municipalities to refund application fees for zoning amendments, combined zoning / official plan amendments, and site plan applications if a decision on the application was not made within a specified period. In addition, Bill 185 removes municipalities' authority to require applicants to consult with the municipality prior to the submission of an official plan amendment, rezoning or site plan application. Applicants may bring a motion to the Tribunal at any time during pre-consultation for a determination as to whether the requirements for a complete application are reasonable or have been met. Where an applicant makes an application without consulting the municipality, a complete application motion could be brought once the application fee is paid.

Another significant legislative change is the removal of appeal rights for Official Plan amendments and zoning by-law amendments (including municipally initiated amendments). The legislation limits the right to appeal the approval of official plan and zoning by-law amendments to public bodies, the Minister of Municipal Affairs and Housing, and other specified persons, such as infrastructure providers. Applicants still have the right to appeal official plan and zoning amendment applications that council refuses or does not consider within the statutory time periods. Third-party appeals that had been filed prior to Bill 185, and for which no hearing on the merits had been scheduled before April 10, 2024, are deemed to have been dismissed as of June 6, 2024.

Additional notable changes include prohibiting parking minimums in protected major transit station areas and in areas where minimum densities are required by official plans or provincial policies, lapsing of site plan approvals and subdivisions approvals after a certain period of time being no less than three years, introducing new appeal rights for applicants seeking changes to settlement area boundaries, exempting publicly-assisted universities from the *Planning Act*, and introducing a new power for the Minister to make regulations that exempt certain school facilities, long-term care homes and hospitals from the *Planning Act*. Bill 185 also eliminates Community Infrastructure and Housing Accelerator (CIHA) orders and introduces new Minister's Zoning Order (MZO) criteria to be used by the Minister in considering requests for MZOs, which require that a proposed MZO either have municipal support or deliver on a provincial priority.

4.4 Metrolinx Regional Transportation Plan

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 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 1, the RTP recommends completing regional transit projects that are now In Delivery or In Development, while also modifying some projects from The Big Move to reflect more up-to-date information. The RTP also indicates that the Eglinton Crosstown LRT and other LRT, BRT and subway projects will be the foundation of the future Frequent Rapid Transit Network, together with GO RER. In this respect, Map 4: Existing and In Delivery regional rail and rapid transit projects identifies the Crosstown Eglinton LRT as an existing and in delivery regional rail and rapid transit and the area around Caledonia GO station as a Mobility Hub (see **Figure 13**, Map 4 of the RTP).

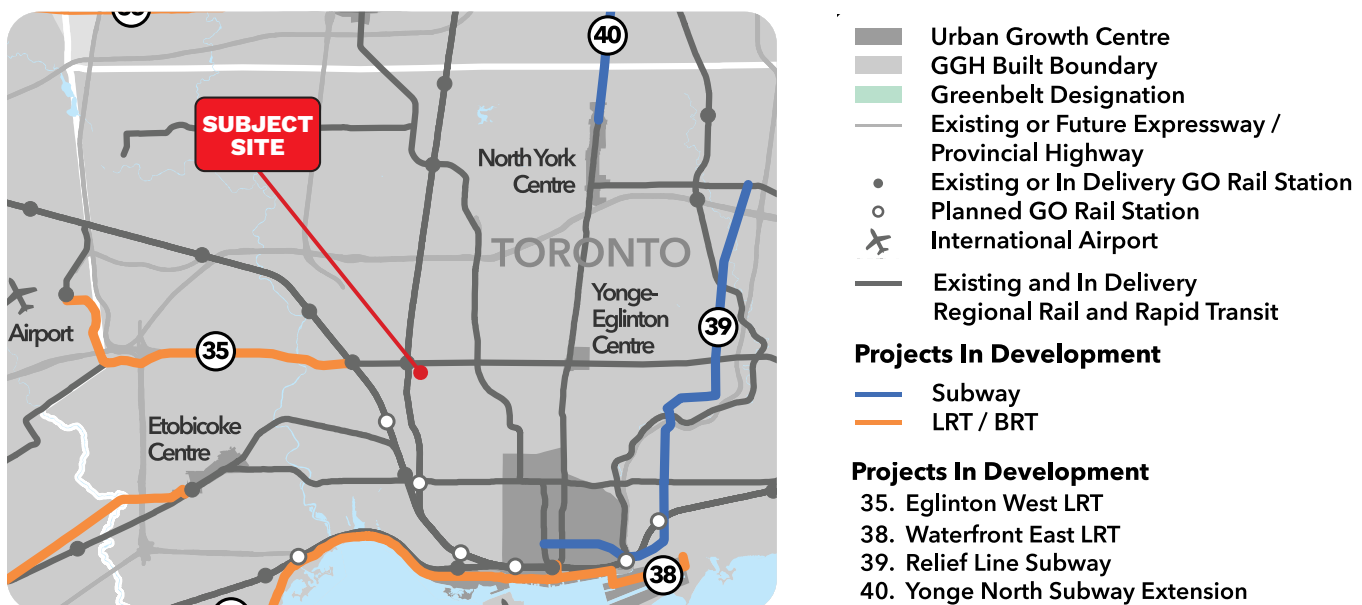


Figure 11 - Metrolinx RTP - Map 4

With respect to Strategy 4, the 2041 RTP identifies several strategies to integrate transportation and land use planning, including:

- making investment in transit projects contingent on transit-supportive planning being in place;
- focusing development at mobility hubs and major transit station areas along priority transit corridors identified in the Growth Plan;
- evaluating financial and policy-based incentives and disincentives to support transit-oriented development;
- planning and designing communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;
- embedding TDM in land use planning and development; and
- rethinking the future of parking.

A key component of Strategy 4 is creating a system of connected mobility hubs. As identified in the 2041 RTP, Mobility Hubs remain an important planning concept. They are “major transit station areas” at key intersection points on the frequent rapid transit network. Mobility hubs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

Under the Province’s previous Regional Transportation Plan, *The Big Move*, Metrolinx prepared *Mobility Hub Guidelines for the Greater Toronto and Hamilton Area* (2011), to be used as a tool for all parties to address the existing and anticipated opportunities and challenges of integrating transportation and development functions at these important locations. The 2041 RTP indicates that the Mobility Hub Guidelines will be updated to reflect new provincial policy including updates to the Growth Plan.

The current Mobility Hub Guidelines are intended to provide “guidance and inspiration on developing mobility hub plans and incorporating mobility hub objectives into other planning activities” and to serve as a tool and resource for Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations and other public agencies.

The Mobility Hub Guidelines identify a number of zones around a mobility hub within which to consider transportation and land use decisions, including a primary zone within approximately 250 metres (a 2-1/2 minute walk) of the station, a secondary zone within approximately 500 metres (a 5-minute walk) and a tertiary zone within 800 metres (a 10-minute walk). The subject site would be located within the primary zone of the Eglinton West mobility hub.

Within the primary zone, the guidelines indicate that the highest intensity and greatest mix of uses should be encouraged within this zone to promote transit ridership and create a vibrant, mixed use activity node.

4.5 City of Toronto Official Plan

The guidelines also include suggested density and mode share targets within mobility hubs. For hubs where the predominant transit mode serving the mobility hub are LRT, transit-supportive densities of 200-400 residents and jobs per hectare are suggested, with a suggested transit mode share of 30-50%. The predominant transit mode refers to the highest-order transit mode serving the mobility hub. In most cases, other rapid transit modes will be present at a mobility hub. The guidelines note that, while density targets do not compound with multiple rapid transit modes, it should be recognized that, with multiple transit modes, a higher density target could be considered.

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, and most recently Chapter 1 was amended by Official Plan Amendment 718 ("OPA 718").

Planning Priorities

On April 17, 2024, City Council adopted OPA 718 which deleted and replaced Chapter 1 of the Official Plan. Key planning priorities identified in the Council-adopted Chapter 1 (the "new Chapter 1") include advancing reconciliation, taking action on climate change and its impacts, addressing housing demand, and removing barriers.

With respect to addressing housing demand, Section 1.2 of the Plan acknowledges that there is immense pressure on housing and recognizes the need to "[look] beyond the height and look of buildings and toward making the best use of space to enable more housing where it is needed the most." The Official Plan further clarifies that opportunities for new housing supply will be distributed "in all neighbourhoods and ensure that they include a mix of housing types and affordability."

With respect to climate change, Section 1.2 of the Plan also states that "the City of Toronto recognizes the importance of acknowledging the connection between housing, transportation, and addressing climate change".

Growth Management Policies

Policy 5.6(1) provides that the Official 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 Official 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.

The following is a brief summary of the relevant official plan criteria that applies to the subject site:

The subject site is designated *Mixed Uses Areas* on Map 17 (Land Use Plan) of the Official Plan. In addition, Eglinton Avenue West is identified as an *Avenue* on Map 2 (Urban Structure), and has a planned ROW width of 27 metres, according to Map 3 (Right-of-Way Widths Associated with Existing Major Streets). With respect to higher order transit, Eglinton Avenue West is identified as a Transit Corridor (Expansion Element), representing the Eglinton Crosstown LRT, while the existing Barrie GO Line is identified with the future Caledonia GO station identified as an Expansion Element (Map 4, Higher Order Transit Corridors. With respect to surface transit, Eglinton Avenue West is also identified as a Transit Priority Segment (Expansion Elements) on Map 5 (Enhanced Surface Transit Priority Network) of the Official Plan.

The growth management policies of the Official Plan direct growth to identified areas on Map 2 (Urban Structure), which include *Centres, Avenues, Employment Areas* and the *Downtown and Central Waterfront*, where transit services and other infrastructure are available. In this regard, the subject site fronts on Eglinton Avenue West which is identified as an *Avenue* (see **Figure 12**).

Chapter 2 of the Official Plan (Shaping the City) outlines the City's 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 3.65 million residents and 1.98 million jobs by the year 2051. The marginal note regarding Toronto's growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

"The City of Toronto is forecast to grow to 3.65 million residents and 1.98 million jobs by the year 2051. The Provincial Growth Plan forecast represents 831,000 additional residents and 371,000 additional jobs after 2016. This Plan takes the current Growth Plan forecast as a minimum expectation. 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, corridors, and other manners of intensification."

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). The Official 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. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres. The mixed use Avenues will emphasize residential growth, while the Employment Areas will focus on job intensification. (Our emphasis).

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

“Bus and streetcar routes provide transit services across most parts of the City as complements to, and extensions of, the higher-order transit network. The majority of transit trips in the city involve a ride on a bus or streetcar. Recognizing their importance, the network of bus and streetcar routes will be enhanced to improve service reliability and travel times by reducing interference from other road traffic through the implementation of transit priority measures, and by improving operational efficiency and rider convenience by such means as providing more frequent service.”

As noted above, while Eglinton Avenue West currently provides frequent transit with the 32 Eglinton bus route, the future Caledonia stations on the Eglinton Crosstown LRT and the Barrie GO line will provide higher order transit in proximity to the subject site.

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.

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.

Policy 2.2.3(4) provides that, in addition to the policies in Chapter Four for lands that are designated *Mixed Use Areas*, any new development will also address the larger context and examine the implications for the applicable segment of the *Avenue* and consider, among other matters, impacts of incremental development in terms of scale and intensity and potential adverse impacts to adjacent *Neighbourhoods* or *Apartment Neighbourhoods*.

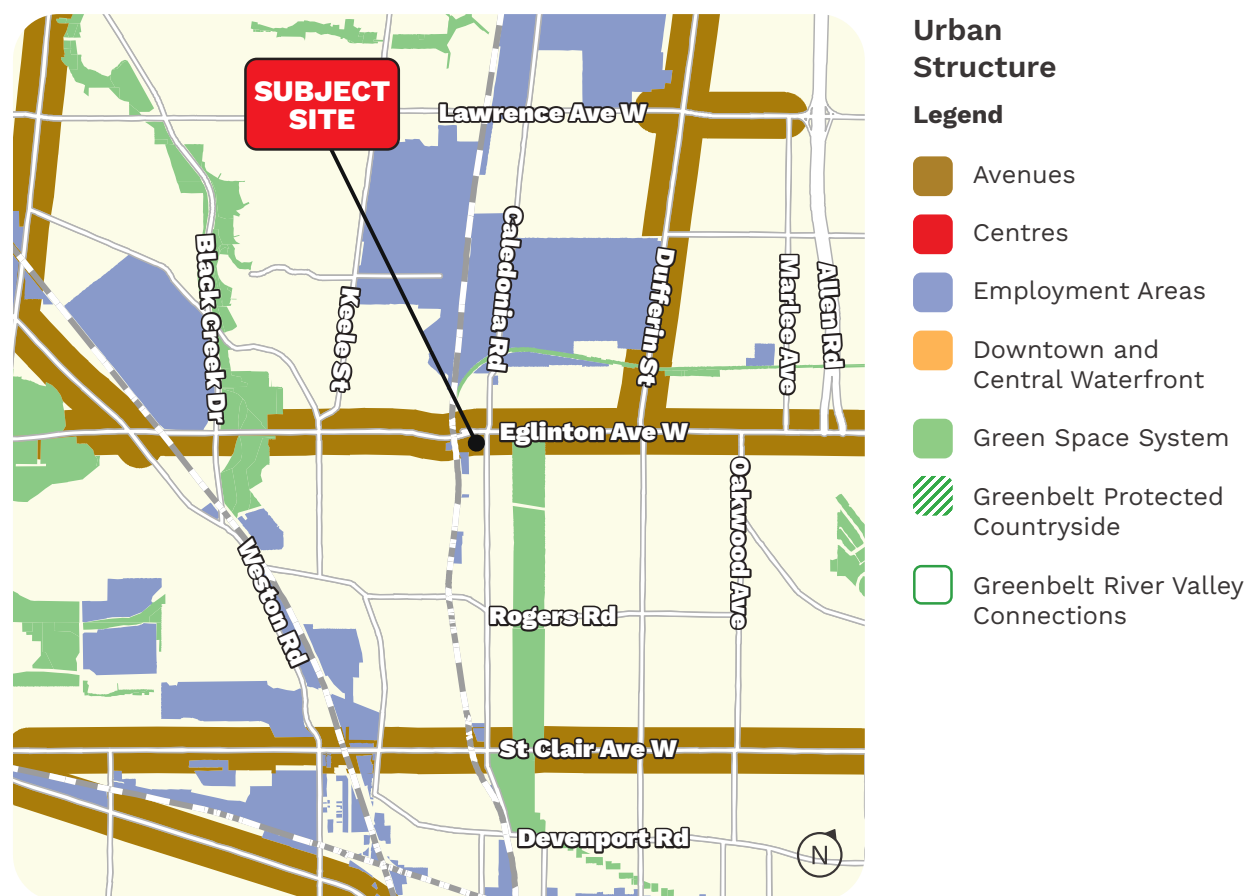


Figure 12 - Toronto Official Plan Map 2 - Urban Structure

Transportation Policies

From a transportation perspective, the subject site is located approximately 140 metres (1.5 to 2-minute walk) east from the Caledonia GO and Caledonia LRT station on the Eglinton Crosstown LRT, which is identified along a Transit Corridor and Transit Priority Segment on Map 4 (Higher Order Transit Corridors) and 5 (Enhanced Surface Transit Network) respectively. (see **Figures 13** and **14**).

The introductory text in 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 inter-regional 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."

Policy 2.4(4) directs that planning for new development in targeted growth areas be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development will be assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy.

Following therefrom, Policy 2.4(8) provides that, for sites in areas well served by transit (such as locations around higher-order transit stations), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.

Policy 2.4(14) directs that an urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages, abilities and means, by among other things:

- ensuring safe, accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade; and
- prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets.

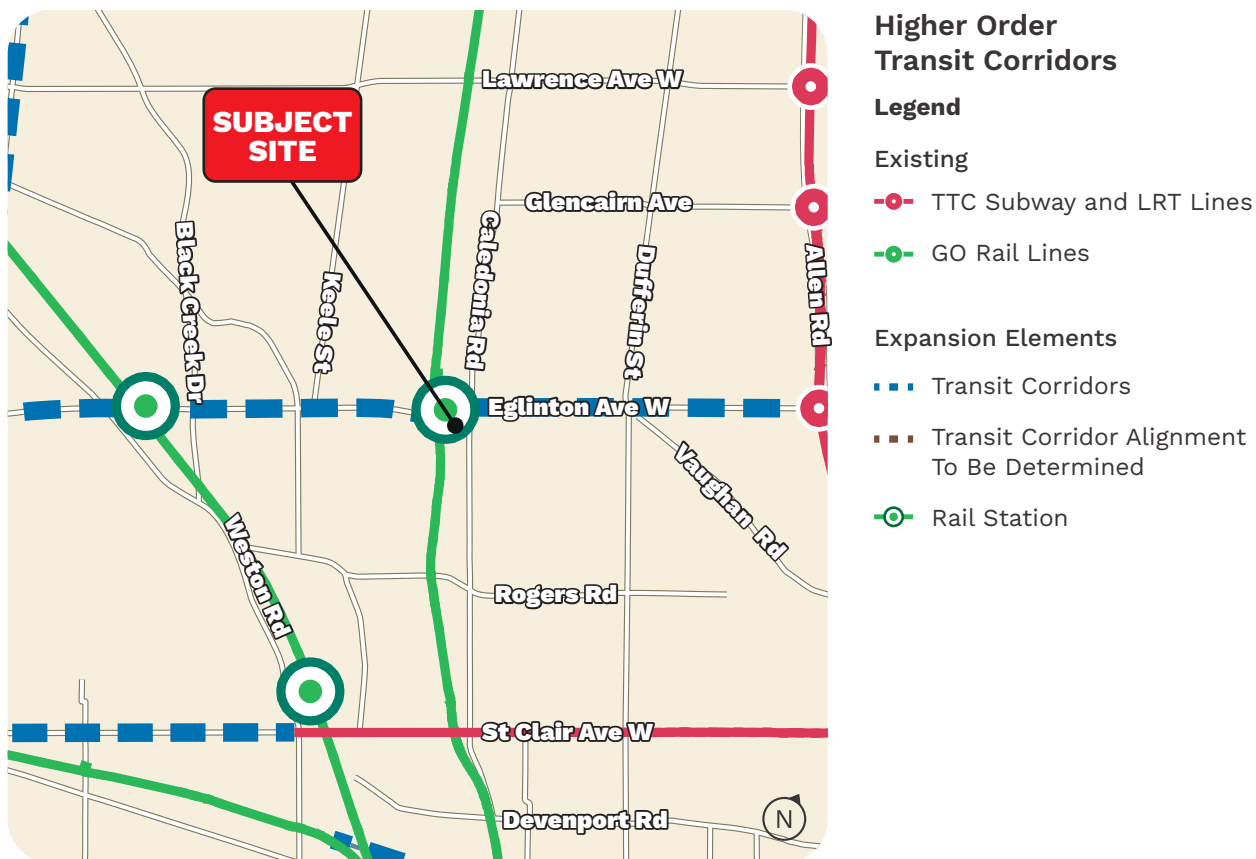


Figure 13 - Toronto Official Plan Map 4 - Higher Order Transit Corridors

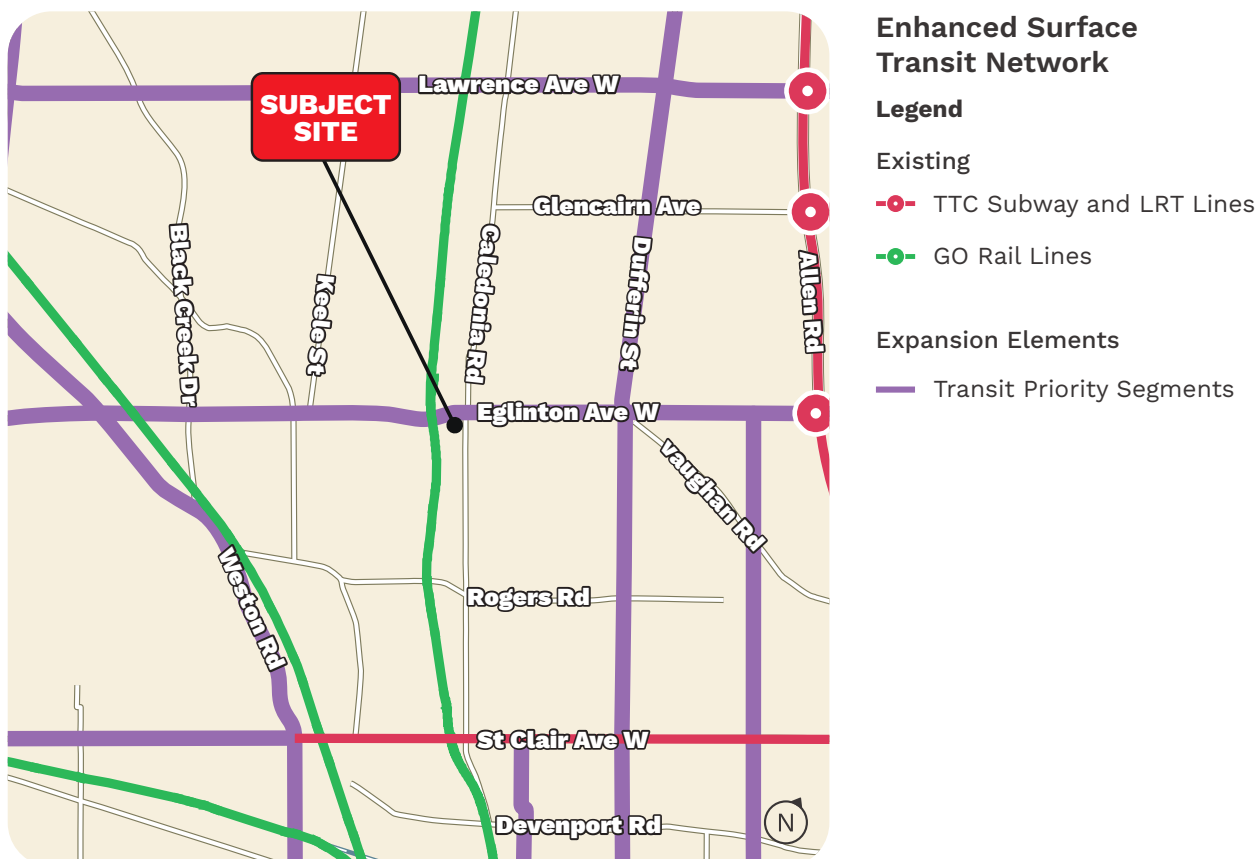


Figure 14 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

Healthy Neighbourhoods Policies

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development in *Centres*, along the *Avenues* and in other strategic locations, to help preserve the shape and feel of established *Neighbourhoods*. As it relates to the *Avenues* designation which applies to the subject site, the introductory text to Section 2.3.1, recognizes that:

“Established neighbourhoods will benefit from directing growth to the Downtown, the Centres and the Avenues by enjoying better transit service, greater housing choices, increased shopping opportunities, an improved pedestrian environment and other advantages that these growth areas provide. Accessibility to transit service varies considerably across the City, creating challenges to meeting the objective of reducing reliance on the private automobile. Transit accessibility for our neighbourhoods can be improved by investing in transit service along the Avenues as well as along the major streets that serve the neighbourhoods.”

Policy 2.3.1(3) requires that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* be compatible with those *Neighbourhoods*; provide a gradual transition of scale and density as necessary to achieve the objectives of the Official Plan; maintain adequate light and privacy for residents in *Neighbourhoods*; orient and screen lighting and amenity areas and access to underground and structured parking to minimize impacts on adjacent land in *Neighbourhoods*; locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land 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*. In this regard, the nearest properties designated *Neighbourhoods* are located just south of the subject site fronting onto Caledonia Road and Gilbert Avenue.

Policy 2.3.1(4) states that intensification adjacent to *Neighbourhoods* will be controlled to protect them from negative impacts. It goes on to state that where significant intensification is proposed adjacent to a *Neighbourhood*, Council will determine whether or not a Secondary Plan, area specific zoning by-law or area specific policy, following an *Avenue Study*.

Land Use Policies

Map 17 of the Official Plan (Land Use Plan) designates the subject site as *Mixed Use Areas* (see **Figure 15** – Toronto Official Plan Map 17, Land Use Plan). Adjacent lands to the north, east, and west are also designated *Mixed Use Area*. The lands to the south are designated *Neighbourhoods*.

The preamble to Chapter 4, Land Use Designations, provides that four land use designations – *Neighbourhoods*, *Apartment Neighbourhoods*, *Parks and Open Space* and *Utility Corridors* – reinforce existing physical character while the remaining 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. The introductory text in Section 4.5 states that the intent of the designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. In particular, the intent is that:

“Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night”.

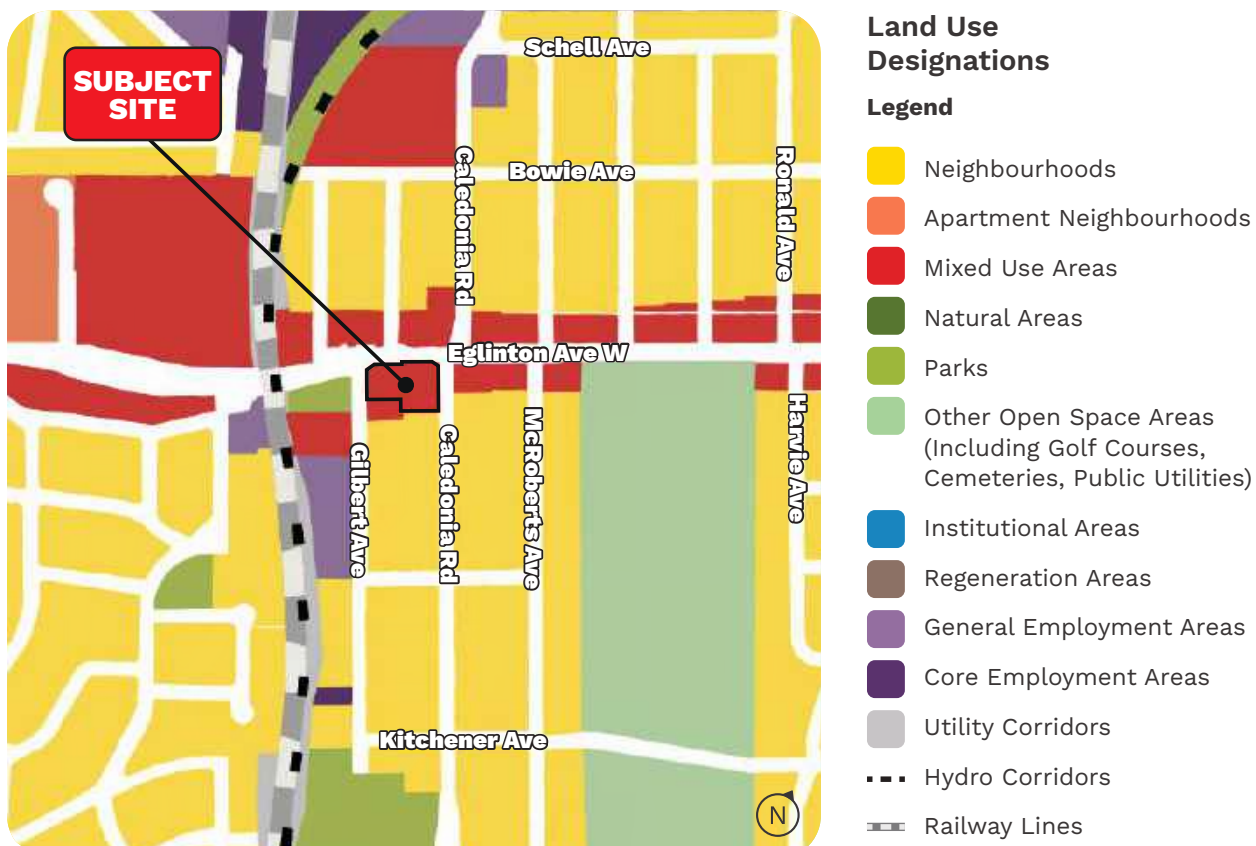


Figure 15 - Toronto Official Plan Map 17 - Land Use

The introductory text of Section 4.5 states that *Mixed Use Areas* are intended to absorb the anticipated increase of retail, office and service employment, as well as much of the new housing. It goes on further indicating that office and retail uses will continue to be paramount in the *Financial District*, but much of the new development along the *Avenues* will have a residential emphasis.

Policy 4.5(2) sets out a number of criteria for development within the *Mixed Use Areas* designation, 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 new jobs and homes for Toronto's growing population on underutilized lands in the *Avenues* and elsewhere, creating and sustaining employment opportunities for all Torontonians;
- 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 setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- locating and massing new buildings to adequately limit shadows 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 to maintain sunlight and comfortable wind conditions for pedestrians;
- 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; and
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Public Realm Policies

The Official Plan contains policies that emphasize the public realm as the fundamental organizing element of the city and its neighbourhoods, acknowledging its important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. The public realm is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level.

Section 3.1.1 sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) states that the public realm is comprised of all public and private spaces to which the public has access.

Policy 3.1.1(2) states that the public realm will, among other things, provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) further indicates that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations and contribute to a high quality of life for people of all ages and abilities.

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; and serving as community destinations and public gathering places.

Policy 3.1.1(13) states that the design of sidewalks and boulevards will 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) indicates that design measures that promote pedestrian safety and security will be applied to streetscapes, lanes, parks and other public and private open spaces. Policy 3.1.1(16) states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority of all development.

Built Form Policies

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.

In putting forward policies to guide built form, the Plan states that the scale and massing of buildings should be conceived not only in terms of individual building sites and programs, but also in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the city. The Plan recognizes that, as intensification occurs, there is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas of Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

Section 3.1.3 sets out provides principles that speak to the relationship between the location and organization of development, its massing and the interface between the building and the public realm.

Policy 3.1.3(1) directs that development will be located and organized to fit with its existing and planned context and to frame and support adjacent streets, lanes, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street with consistent front yard setbacks;
- locating main building entrances on the prominent building facades so that they front onto a public street, park or open space and are 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 space 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, while Policy 3.1.2(3) directs that development will 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, among other things:

- using shared service areas where possible within development blocks including public lanes, shared private driveways and service courts;
- 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; and
- limiting new surface parking and vehicle access between the front face of a building and the public street or sidewalk.

Policy 3.1.3(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edge 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.

Policy 3.1.3(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In this regard, Policy 3.1.3(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

Policy 3.1.3(9) provides that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the facade 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) requires that 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, including sustainable design elements which may include landscaping, permeable paving materials and street furniture;
- co-ordinated 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; and
- landscaped open space within the development site.

Policy 3.13(11) encourages new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.3(13) provides that outdoor amenity spaces should:

- be located at or above grade;
- have access to daylight and access to direct sunlight, where possible;
- provide comfortable wind, shadow and noise conditions;
- be located away from and physically separated from loading and servicing areas;
- have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
- accommodate existing and mature tree growth; and
- promote use in all seasons.

Built Form – Building Type Policies

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, it is our opinion that the subject site can appropriately accommodate a tall building and a mid-rise building.

The Official Plan provides that mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. Further, midrise buildings may vary in height between 4 and 11 storeys for residential uses. Mid-rise buildings can help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street and that mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.

Policy 3.1.4 (4) indicates that mid-rise buildings will be designed to:

- have heights generally no greater than the width of the right-of-way that it fronts onto;
- maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and
- allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

Policy 3.1.4(5) adds that mid-rise buildings on corner sites with different right-of-way widths will have building heights along each street edge that relate to their corresponding right-of-way width.

Further, Policy 3.1.4(6) provides that mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

The Official Plan states that tall buildings are the most intensive form of growth and come with both opportunities and challenges. 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 allows for the appropriate design criteria to be met.

With respect to tall buildings, Policy 3.1.4(7) provides that tall buildings are generally greater in height than the width of the adjacent right-of-way.

Policy 3.1.4(8) states that buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole. For the base portion, Policy 3.1.4(9) provides that it should respect and reinforce good street proportion and pedestrian scale, and be lined with active, grade-related uses.

For the tower portion, Policy 3.1.4(10) directs that it 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.

Policy 3.1.4(11) indicates that the objectives in Policy 3.1.4(10) should be achieved by:

- 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 floor plates 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.

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

Housing Policies

The 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)). A full range of housing includes:

"... ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock."

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

Compatibility Policies

The Compatibility/Mitigation policies of the Official Plan (2.2.4(5) to 2.2.4(13)) focus on protecting *Employment Areas* and the major facilities and corridors that serve those areas.

Policy 2.2.4(5) provides that sensitive land uses, including residential uses, where permitted or

4.6 Eglinton Connects Planning Study (Official Plan Amendment No. 253)

proposed outside of and adjacent to or near to *Employment Areas* or within the influence area of major facilities, should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from *Employment Areas* and/or major facilities as necessary to:

- prevent or mitigate adverse effects from noise, vibration, and emissions, including dust and odour;
- minimize risk to public health and safety;
- prevent or mitigate negative impacts and minimize the risk of complaints;
- ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the sensitive land uses, including residential uses; and,
- permit *Employment Areas* to be developed for their intended purpose.

Policies 2.2.4(6) to 2.2.4(10) describe the details of a Compatibility /Mitigation study and other actions to address the items provided in 2.2.4(5).

The subject site is located in proximity to Employment Areas with lands designated *General Employment Areas* located on Gilbert Avenue to the southwest of the subject site.

In 2014, City Council approved the Eglinton Connects Planning Study with respect to certain lands abutting Eglinton Avenue West and Eglinton Avenue East between Jane Street and Kennedy Road. Among other things, the Council approval contained Official Plan Amendments, Zoning By-law Amendment, and set of Urban Design Guidelines for Eglinton Avenue, corresponding to the study. Elements of the Eglinton Connects Planning Study were appealed to the Ontario Municipal Board (now known as the Ontario Land Tribunal) but have since concluded.

Eglinton Connects was implemented through a variety of changes to planning policy, zoning, guidelines and directions including numerous Site and Area Specific Policies, land-use designation changes along the corridor from *Neighbourhoods* to *Mixed Use Areas*, and amendment to the City's comprehensive Zoning By-law.

With respect to the subject site, the corresponding City initiated amendments redesignated the subject site to *Mixed Use Areas* and introduced site specific zoning permission to allow for mid-rise buildings with a maximum height of 25.5 metres.

4.7 Official Plan Amendment No. 570

On July 19, 2022, City Council brought forward Official Plan Amendments that included Major Transit Station Areas /Protected Major Transit Station Areas, including Official Plan Amendment 570 which introduces new Site and Area Specific Policies for 57 PMTSAs, corresponding to existing and planned subway, light-rail transit and GO stations across the City. The SASPs introduced contain minimum population and employment density targets for each of the identified PMTSAs.

As it relates to the subject site, draft OPA 570 introduces SASP 674, which applies to Caledonia station PMTSA and encompasses the subject site. SASP 674 provides that existing and new development within the PMTSA are to be planned for a minimum population and employment target of 160 residents and jobs combined per hectare. In addition, a minimum density of 2.0 FSI is specified for the subject site (see **Figure 18**).

OPA 570 is currently with the Ministry of Municipal Affairs and Housing for consideration and is awaiting approval.

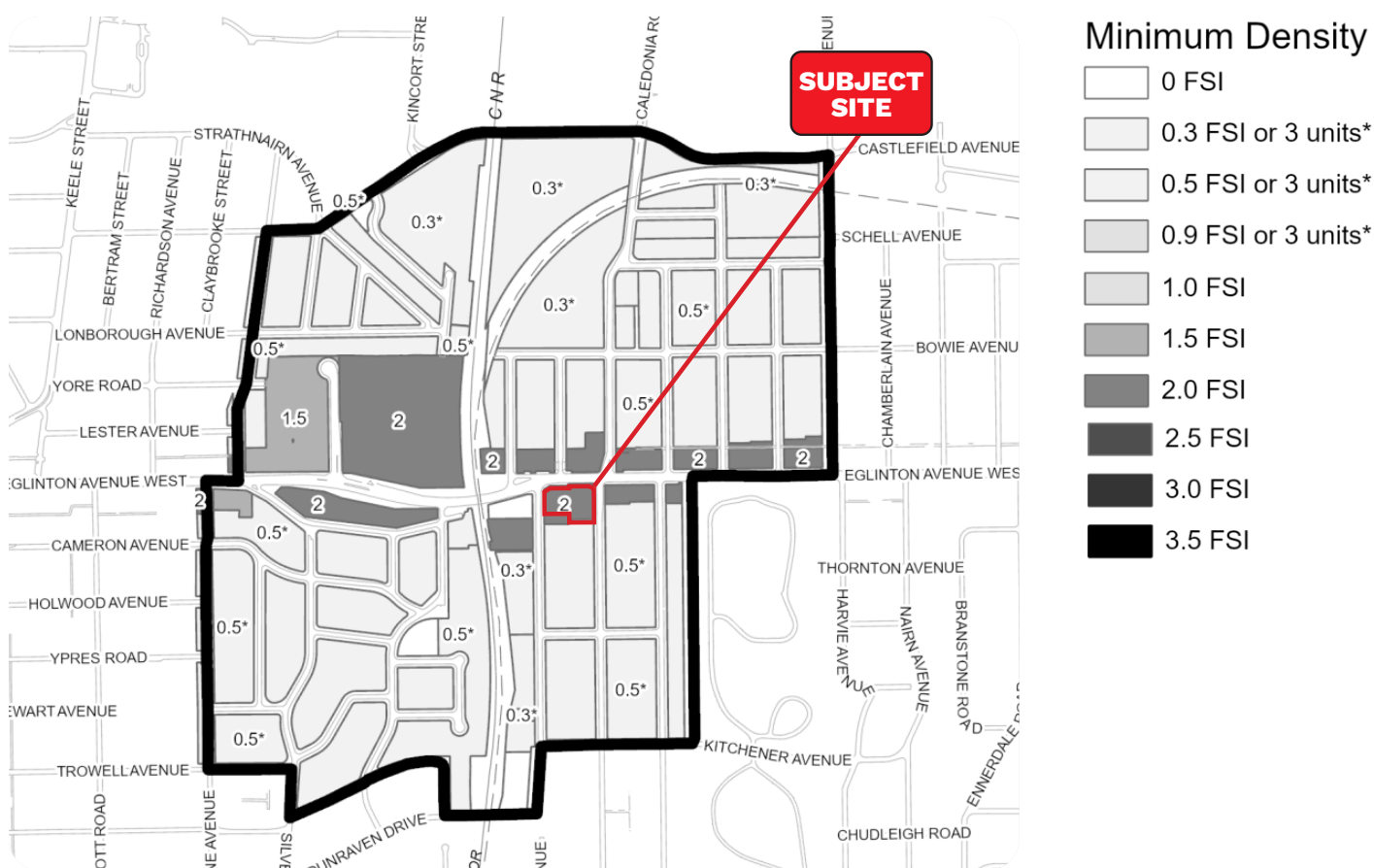


Figure 16 - Draft SASP 674 Map 2, Minimum Densities, Caledonia subway station PMTSA

4.8 Zoning

The City-wide Zoning By-law No. 569-2013, as amended, was enacted by City Council on May 9, 2013. It was appealed to the OMB in its entirety; however, substantial portions of the by-law have now been approved by the OLT (previously OMB) and are in full force and effect.

The subject site is split zoned CR (Commercial Residential) SS2 (x2628) and RM (Residential Multiple) (f1 2.0; u4; d0.8) (x252) by the City-wide Zoning By-law 569-2013 with a maximum permitted height of 25.5 metres on the majority of the site. (see **Figure 17** and **Figure 18**).

The CR (Commercial Residential) zone permits a wide range of residential and non-residential uses including dwelling units in apartment buildings, townhouses, and mixed use buildings. A wide range of additional uses are permitted with conditions, including, among others, day nurseries, retail stores and recreation uses. There is no maximum permitted density.

The CR zone includes the following regulations:

- a maximum front yard setback of 3.0 metres;
- a minimum rear yard setback of 7.5 metres;
- a minimum side yard setback of 5.5 metres where there is windows or openings and 0.0 metres where there is no windows or openings; and

The RM Zone permits a range of residential uses including apartment uses. A wide range of additional uses are also permitted with conditions.

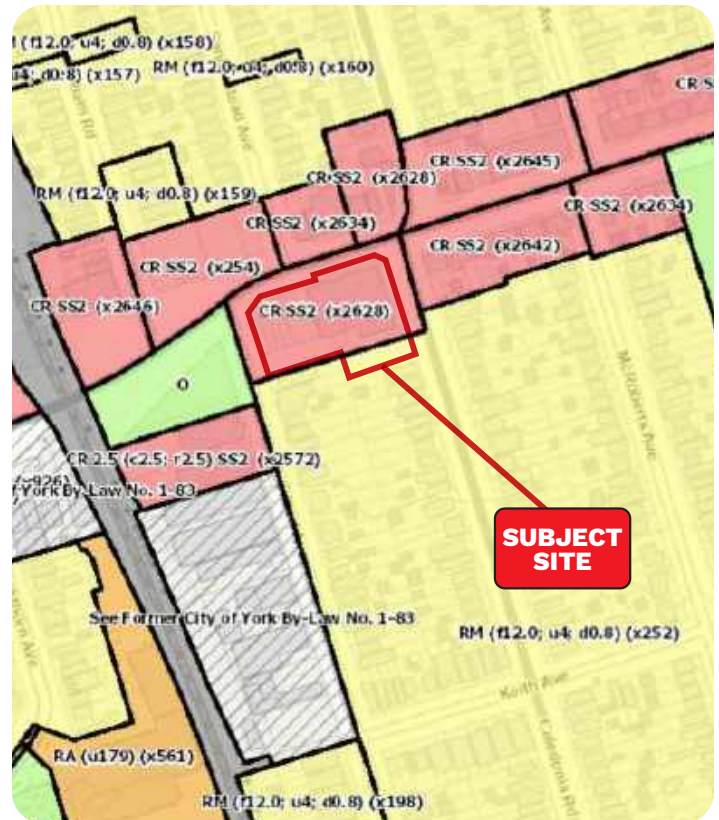


Figure 17 - By-law 569-2013 - Zoning

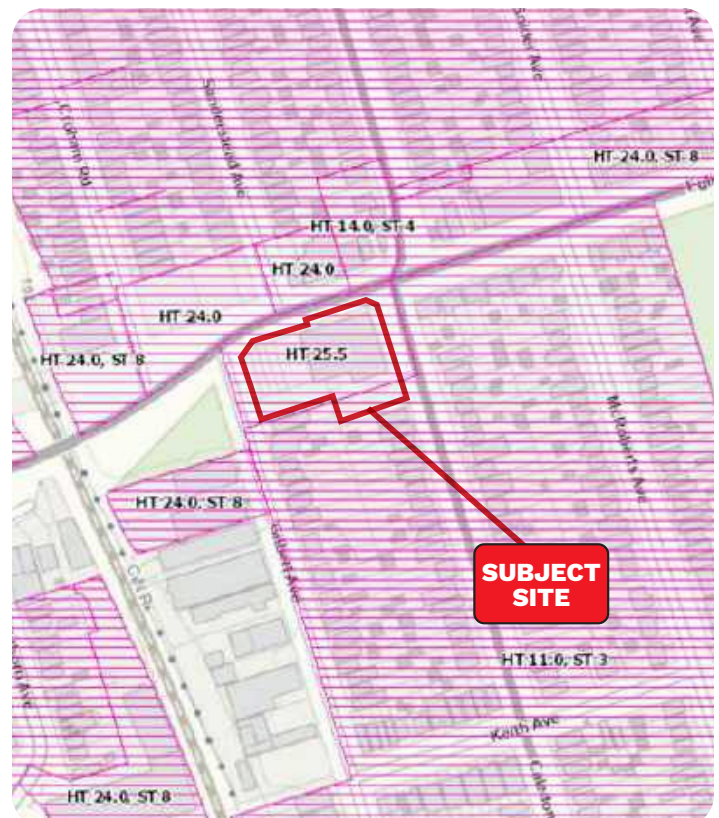


Figure 18 - By-law 569-2013 - Heights

4.9 City-Wide Tall Building Design Guidelines

Exception 2628 provides the following site specific provisions:

- The maximum height of a building or structure is 25.5 metres;
- Up to a height of 13.5 metres, at least 75% of the main wall along Eglinton Avenue must be setback between 1.6 metres and 2.1 metres from the front lot line, and all of the main wall of the building facing a lot line abutting Eglinton Avenue (Caledonia Road and Gilbert Avenue in this case) must be setback between 1.6 metres and 7.1 metres from the front lot line; and
- Any part of a building above 13.5 metres abutting Eglinton Avenue, must have a step-back of at least 1.5 metres from the below.
- dwelling units are permitted in an apartment building and a mixed-use building.

Prevailing By-laws and sections that continue to apply to the subject site include Sections 16(358) and 16(220) of the former City of York Zoning By-law 1-83 but are not relevant to the subject site as they apply to lands on the north side of Eglinton Avenue West.

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 Tall Building Design Guidelines include sections related to site context, site organization, tall building massing and the pedestrian realm. Among other matters, the Guidelines recommend that residential tower floor plates be limited to 750 square metres and that tall building towers be setback 12.5 metres from side and rear property lines or the centre line of an abutting lane. A minimum separation distance of 25 metres between towers (excluding balconies) is also recommended.

The design of the proposal has been evaluated with respect to the Tall Building Design Guidelines, as discussed in Section 5.5 below.

4.10 Avenues and Mid-Rise Buildings Study

In March, 2016, City Planning staff issued a report on Mid-Rise Building Performance Standards Monitoring, followed by an addendum report in April 2016.

Section 3 of the Avenues and Mid-Rise Buildings Study (the "Mid-Rise Guidelines") provides a series of Performance Standards that are intended to guide the design of mid-rise buildings along *Avenues*. As the subject site is situated along Eglinton Avenue West, an *Avenue* as identified on Map 2 of the Official Plan, the performance standards were considered to evaluate the overall design objectives of the proposed mid-rise building. The Performance Standards are guided by the objective to create healthy, livable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. In that respect, they are designed to ensure that *Avenues* are developed in an appropriate and context-sensitive manner. The Guidelines' key provisions include the following:

- Buildings are moderate in height and should be no taller than the width of the Avenue right-of-way;
- The minimum ground floor height should be 4.5 metres to facilitate retail uses at grade;
- Building should provide an appropriate transition in scale to adjacent neighbourhoods, taking into account a 45-degree angular plane;
- Building frontages exceeding 60 metres should be articulated to ensure that facades are not overly long;
- Buildings should reflect design excellence and green building innovation, utilizing high-quality materials; and
- Sidewalks should be wide enough to include and support trees, generate a lively pedestrian culture and ensure accessibility for all.

The Performance Standards recognize that exceptions may sometimes be warranted and that at times a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. As the proposal includes a building typology that is of a mid-rise building, we have applied the guidelines in evaluating the proposed built form and urban design in Section 5 of this report.

4.11 Mid Rise Building Design Guidelines (2024)

In December 2022, City Council directed Staff to review the City's urban design guidelines as part of the 2023 Housing Action Plan, in order to support the City in achieving or exceeding the provincial housing target of 285,000 new homes over the next 10 years. After reviewing numerous status reports, proposals reports and different iterations of draft updated performance standards in the two years which followed, on December 5, 2024, Planning and Housing Committee considered and adopted an updated set of guidelines titled Mid-Rise Building Design Guidelines (2024). The updated Mid-Rise Building Design Guidelines recognize that:

"Mid-rise building design is evolving in response to climate action and sustainable design practices, incorporating innovations such as mass timber and prefabricated construction. As energy efficiency, carbon footprint reduction, and optimized building layouts become increasingly essential, these factors are reshaping the approach to mid-rise form and function.

"Technological advancements and the economic benefits of sustainable construction have also led to simpler, more efficient building forms. This shift supports both environmental goals and streamlined construction processes, contributing to more resilient and adaptable urban developments.

"Across decades, mid-rise buildings have played a significant role in shaping Toronto's urban fabric. These buildings offer an ideal scale for urban streets—tall enough to create a sense of urban density, but low enough to allow access to sunlight and views of the sky. Mid-rise buildings support vibrant pedestrian environments with active ground-floor uses, such as shops, restaurants, and services. They also contribute to a more sustainable future for the city."

Three purposes for the Mid-Rise Building Design Guidelines (2024) are outlined, including:

- identifying strategies to enhance the quality of the living environment through improved spatial relationships, design, and materials;
- establishing a balance between protecting the quality of public realm spaces and heritage features while allowing for appropriate infill development and intensification; and
- providing guidance to citizens and stakeholders, particularly land developers, planners, urban designers, architects, and landscape architects, and City staff in the creation and evaluation of development proposals.

The updated Guidelines provide that the Mid-Rise Building Design Guidelines are intended to be read together with, and to implement, the relevant Official Plan policies, applicable Zoning By-laws, Heritage Conservation District Plans, area-specific Urban Design Guidelines and the Toronto Green Standard, as well as other applicable regulations, policies and guidelines. The Guidelines apply to the design, review and approval of new mid-rise developments. The Guidelines will be applied through the evaluation of development proposals and design alternatives in Official Plan Amendments, Zoning By-law Amendments, Plans of Subdivision and Site Plan Approval applications.

Similar to the 2010 Guidelines, the updated document provides that the Guidelines are intended to provide a degree of certainty and clarity of common interpretation; however, as guidelines, they should also be afforded some flexibility in application, particularly when looked at cumulatively and be balanced against broad city building objectives. It is recognized that, in some cases, not all guidelines can be met in full; however, a development may be acceptable when it achieves the objectives of the Official Plan. The Guidelines should be weighed across the board with other City guidelines to determine whether a development application has successfully met the overall intent of the applicable guidelines, policies and the Official Plan.

As compared to the 2010 Guidelines, the Mid-Rise Building Design Guidelines (2024) include several key changes, as noted below:

- increasing the maximum height for mid-rise buildings from 11 storeys to 14 storeys (45 metres) adjacent to streets with a 45-metre right-of-way width;
- providing consideration for additional height, taller than the adjacent right-of-way widths, on deep sites;
- removing both the front and rear angular plane requirements and, accordingly, simplifying building massing through the removal of mandatory stepping;
- introducing or revising certain setback and stepback requirements to ensure buildings continue to be articulated and different elements continue to be defined;
- reducing or increasing side yard setbacks based on the context;
- increasing flexibility in building massing by promoting a performance-based approach rather than prescriptive standards, helping simplify built form with increased gross floor area and opportunities for additional residential units; and
- introducing enhanced public realm objectives, including guidance for wide sidewalk zones, prioritizing new tree planting and preserving existing mature trees.

These changes are intended to simplify construction while making buildings more economical to construct. The Guidelines encourage a mid-rise form that supports intensification through flexible massing, without compromising access to sunlight, sky view and pedestrian comfort along adjacent sidewalks and public spaces.

The proposed urban design and built form for the proposal and particularly the mid-rise element fronting onto Caledonia Road is evaluated with respect to the Mid-Rise Building Design Guidelines (2024) in **Section 5.7** of this report.

4.12 Growing Up: Planning for Children in New Vertical Communities

In 2015, City Planning staff initiated a study entitled "Growing Up: Planning for Children in New Vertical Communities". The study explored how new multi-unit residential buildings and "vertical neighbourhoods" can better accommodate the needs of households with children. 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 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.

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.

The proposal is in keeping with the Growing Up Guidelines and provides 225 two-bedroom and two-bedroom plus den units (35.2%) and 65 three-bedroom and three-bedroom plus den units (10.1%).

4.13 Pet-Friendly Design Guidelines for High Density Communities

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 guidelines and 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 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.

A photograph of two women in a professional setting, likely an office or design studio. They are looking down at a large sheet of paper or a model. In the foreground, there is a blurred architectural model with several white rectangular blocks. The image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

Mixed Use intensification on the subject site is appropriate, desirable and in keeping with the policy framework set out in the Provincial Planning Statement (2024), and the City of Toronto Official Plan, both of which support intensification on sites which are well-served by municipal infrastructure, particularly existing and planned higher-order transit. The proposal will redevelop the subject site with an appropriately scaled transit-supportive development, reduce the reliance on automobiles, and bolster the viability of businesses along Eglinton Avenue West. The subject site is positioned within a prominent “vista terminus” viewed from Caledonia LRT station, providing an opportunity for design excellence and shaping the future of the skyline along Eglinton Avenue West.

The subject site is located in an area that is extremely well-served by existing higher-order transit and would fall within the definition of a

“major transit station area” by virtue of its proximity to the Caledonia GO station and the Caledonia LRT station. In this respect, the subject site is within 140 metres walking distance of both the Caledonia GO and LRT stations (an approximate 2-minute walk), being one of the few regional and local transit interchange stations in the City. The 2024 PPS directs that the boundaries of major transit station areas are to be delineated in a transit-supportive manner that maximizes the number of potential transit users that are within walking distance of the station. Within the Council adopted OPA 570, the subject site falls within the delineated Caledonia PMTSA. As noted earlier, SASP 674 plans for a minimum population and employment target of 160 residents and jobs combined per hectare and specifies a minimum density of 2.0 FSI for the subject site.



Looking east from Eglinton Avenue West

Accordingly, the subject site is located within a "strategic growth area" as defined by the 2024 PPS. These areas are to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

Moreover, the proposal implements emerging Provincial policies, which place a greater emphasis on increasing the supply and availability of housing to residents in the largest and fastest-growing municipalities (such as the City of Toronto). In this respect, the 2024 PPS policies emphasize increasing the housing supply. The provision of additional housing units on the subject site will respond to the local needs and demand and provide for an appropriate range and mix of housing options. Additionally, on May 10, 2023, Toronto City Council adopted a housing pledge to achieve or exceed the Provincial housing target of 285,000 new homes by 2031. This housing target represents a 23 percent increase in Toronto's housing supply within 10 years. To meet this target, 31,050 new homes per year must be completed, which is approximately double the average number of units built annually between 2017 to 2021. The proposed level of intensification of the subject site will assist the City in meeting this goal.

From an Official Plan perspective, strong policy support is expressed for new housing on the subject site. Moreover, support is expressed for intensified development with minimum density requirements intended to minimize inbound commuting and expand the range of housing opportunities. Significant growth on lands designated *Mixed Use Areas* is anticipated on a city-wide basis, as corresponding policies in the Official Plan recognise that *Mixed Use Areas* are one of the four land use designations to distribute most of the increased jobs and population anticipated by the Plans growth strategy. More specifically, *Mixed Use Areas* are intended to "achieve a multitude of planning objectives by combining a broad array of [uses]... [and] will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing."

Furthermore, the Official Plan provides 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", which includes the area around Caledonia GO and LRT Station. It further provides that "the integration of transportation and land use planning is critical to achieving the overall aim of increasing access to opportunities throughout the City". For sites in areas such as this which are well served by transit, Policy 2.4(8) of the Official Plan provides for intensified development, with minimum density requirements (along with limits on parking).

Within the policy context outlined above, it is our opinion that the subject site is underutilized in its current form. Mixed Use intensification on the subject site will more efficiently utilize the site and will optimize the use of land and infrastructure by providing new housing and an improved public realm in a transit-supportive compact built form. In this regard, mixed use intensification on the subject site can take advantage of the existing services and Open Space along Eglinton Avenue West, while contributing to broader revitalization efforts expressed in the Eglinton Connects, a City initiated planning study.

Furthermore, intensification on the subject site would support transit ridership, assist in reinforcing the role of the Caledonia/Eglinton node as a core area for the concentration of activity along Eglinton Avenue West, and allow future residents to take advantage of the array of shops, services, restaurants and other facilities in the surrounding area and, in turn, provide additional population-based support to bolster the investment in higher-order transit.

5.2 Land Use

From a strategic perspective, planning for nodal intensification around key GO/LRT stations provides significant potential for integrating land use and transportation planning objectives. In contrast to most “intensification corridors”, nodal intensification has the ability to achieve significantly higher transit modal splits and, accordingly, has tremendous potential to “optimize” and make efficient use of costly transit infrastructure, while structuring urban intensification in a manner that focuses on a compact area in proximity to “higher order transit” facilities.

The proposal provides for the optimization of land and infrastructure in accordance with the policy direction set out in the 2024 PPS and the Official Plan. In our opinion, optimizing the use of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built-form relationships.

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 to reduce demands on nature and improves the liveability of the urban region by reducing the pace at which the countryside is urbanized; preserving high-quality agricultural lands; reducing reliance on the private automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources.

Based on the foregoing, it is our opinion that intensification is appropriate on the subject site, as contemplated by the proposal.

In our opinion, the proposed residential/mixed-use building is in keeping with the land use permissions of the *Mixed Use Areas* designation under the City of Toronto Official Plan, which permits a broad range of residential and commercial uses in single-use or mixed-use buildings.

The introductory text in Section 4.5 of the Official Plan states that the intent of the *Mixed Use Areas* designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. The objective of the Official Plan in intensifying *Mixed Use Areas* is that of reurbanization. It is anticipated that residents will be able to live, work and shop in the same area, giving people an opportunity to depend less on their cars and creating districts along transit routes that are animated, attractive and safe during the day and at night.

In this regard, the proposed grade-related commercial and residential uses will contribute to the achievement of the overall planning objectives of the *Mixed Use Areas* designation and the development criteria set out in Policy 4.5(2). Specifically, the proposal will introduce high-quality residential units along the secondary frontages and modern retail space along the primary frontage in extremely close proximity to higher order transit investments and in close proximity to existing surface transit so as to reduce automobile dependency. In turn, bolstering the viability of existing and emerging transit services, broadening the mix and range of housing available in the neighborhood, and meeting the needs of the local community by providing new jobs and homes for Toronto’s growing population on an underutilized site.

Moreover, by introducing additional housing along the Eglinton West corridor, the proposal will foster a strong live-work relationship and provide population support to area businesses, bolstering their viability. Modern retail units, with a high degree of glazing, will foster an active street edge and promote an animated condition along the corridor. In this respect, the retail space has been designed to accommodate a variety of tenants, promoting a finer-grain rhythm and 'mainstreet' feel along Eglinton Avenue West as objectified by the City of Toronto.

The proposal will also be located and massed to adequately limit shadow impacts on nearby *Neighbourhoods* and green spaces, will frame the edges of Eglinton Avenue West at a good proportion and comfortable pedestrian scale, and will include high-quality outdoor and indoor amenity space for residents. As well, the proposal will provide for significant improvements to the public realm, including multiple revitalized areas along all street frontages, and will internalize and screen all service and functional areas from the public realm.

In addition to the development criteria for *Mixed Use Areas*, Policy 2.3.1(3) of the Official Plan provides that development within *Mixed Use Areas* adjacent or close to *Neighbourhoods* will be compatible, provide transition and stepping down, maintain adequate light and privacy for residents in *Neighbourhoods*, orient lighting, amenity areas and access to underground in a way that minimizes impacts on residential areas. As set out in the forthcoming sections, the proposal conforms with this policy direction, maintaining regard for the *Neighbourhoods* designated lands to the south.

As noted above, the Eglinton Connects Planning Study, was a reurbanization exercise intended to transform Eglinton Avenue Corridor. In this respect, the Final Report of the Planning Study provided that:

"The Eglinton West Planning and Streetscape Study follows the vision articulated by the 2014 Eglinton Connects Planning Study that established the initiative for the first phase of Crosstown LRT corridor. Through the Eglinton Connects Planning Study, Eglinton Avenue was identified as becoming Toronto's central east-west Avenue - a green, beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger city and the region."

The report opined that the amendments to the official plan and zoning by-law, along with the other implementing documents of the Eglinton Connects Planning Study, would implement the objective of revitalizing and enhancing the Eglinton Avenue West corridor and result in a vibrant, mixed-use, pedestrian-oriented main street with beautiful streetscapes, high quality architecture, compatible development, economic prosperity all within convenient access to significant higher order transit investments.

While amendments to the zoning by-law are sought by this application (including an increase to the maximum building height, maximum density, and a revised rear transition strategy, among other matters), it is our opinion that the vision and broad land use intent of the Eglinton Connects Study is maintained and implemented by the proposal. The amendments will provide for a building that is consistent with the pattern of development along Eglinton Avenue West that has emerged in the time since the planning study was prepared. The Proposal is consistent with contemporary urban design guidance with respect to tall buildings and is appropriate given the subject site's locational attributes and the emerging context.

Land Use Compatibility

A Comptability Mitigation Study and Air Quality, Odour and Dust Study has been prepared by SLR Consulting (Canada) Ltd. in support of this application. With respect to land use compatibility, the study concludes that with the inclusion of the at receptor mitigation, the Proposal is anticipated to be compatible with the surrounding land uses and will not affect the ability of industrial facilities to obtain or maintain compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines. The requirements of the MECP Guideline D-6 and Regulation 419/05 are met.

5.3 Housing

Redevelopment of the subject site will result in new housing supply on an underutilized site in a compact and urban form that supports the wider policy objectives of the Provincial Planning Statement and the Official Plan. More specifically, the proposal will both enhance and add to the existing housing stock in the area by introducing 638 new units in conformity with the intent of Policies 3.2.1(1) and 3.2.1(2) of the Official Plan. The proposal will also have appropriate regard for the broad aims of the Growing Up Guidelines.

The existing housing stock within the Caledonia-Fairbank neighbourhood is predominately comprised of house form, ground-related dwelling types. In 2016, 46% of dwellings units in this neighbourhood were identified as being single-detached and 24% of dwelling units were identified as being semi-detached, row house and duplex in form. 25% of dwellings were identified as being located in apartment buildings below 5 storeys in height and just 5% of dwellings were identified as being located in apartment buildings above 5 storeys in height.

This is in contrast to the average distribution of dwelling types on a city-wide basis, where a larger diversity in housing types exist, and in particular, where dwelling units within single-detached and other low-scale housing forms occupy a lower proportion of the housing stock and dwelling units within apartment buildings occupy a greater proportion of the housing stock.

The proposal will include a total of 638 dwelling units, including 348 one-bedroom and one-bedroom plus den units (54.5%), 225 two-bedroom and two-bedroom plus den units (35.2%) and 65 three-bedroom and three-bedroom plus den units (10.1%). This results in a provision of 45.4% of the dwelling units as “family-sized” units, which exceeds the recommendations of the Growing Up Guidelines which suggest that a minimum of 25% of units should be family sized units. Additionally, the provision of 35.2% and 10.1% two-bedroom and three-bedroom units, respectively, exceeds the recommendations set out in the Growing Up Guidelines.

In addition to conforming with the housing policies of the 2024 PPS (Section 2.2), the proposal conforms to Policy 3.2.1(2) of the Official Plan by providing new housing supply through intensification and infill. The proposal also conforms with Policy 3.2.1(1) of the Official Plan, by contributing towards a full range of housing in terms of form, to meet the current and future needs of residents. In this regard, the proposal will introduce dwelling units in an apartment style building to the Caledonia-Fairbank neighbourhood, which is a less prevalent dwelling type in the area. The proposal will also include a range of unit types as described above, to accommodate a variety of housing options, including housing suitable for young professionals, families with children and seniors who may be looking to downsize from larger, family size dwellings while remaining in the community.

5.4 Height, Massing and Density

In our opinion, and as noted in **Section 5.1** above, the subject site is an appropriate location for residential/mixed-use intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for a tall building with a height of 43 storeys (133.5 metres plus a 5.0-metre mechanical penthouse) and a mid-rise building with a height of 12 storeys (39.3 metres), given its:

- overall size (4,611.7 square metres), frontage on three streets, depth and configuration;
- frontage on Eglinton Avenue West, which is classified as a Major Arterial Roadway by the City's Road Classification System;
- proximity to a variety of surface transit options, including existing "frequent transit" service in the form of the 32 (Eglinton West) and 47 (Lansdowne) bus routes;
- proximity to under-construction higher-order transit including Caledonia LRT station and Caledonia GO station, being one of the few regional and local transit interchange stations in the City;
- ability to provide appropriate setbacks and separation distances to abutting lands, and its position on an entire City block;
- frontage on a segment of Eglinton Avenue West with a right-of-way width between 20.0 and 26.0 metres, providing for a building with good proportion, in tandem with the proposed setbacks on the front façade;
- frontage on a segment of Eglinton Avenue West identified as an *Avenue* by the Official Plan;
- *Mixed Use Areas* designation in the Official Plan;
- as-of-right zoning permissions, which allow for a permitted height of 25.5 metres; and

- position and "fit" within the urban structure along the Eglinton West Corridor and its relationship to other existing, approved and proposed buildings in the area, which range up to 60 storeys in height.

The Block Context Plan prepared by Bousfields Inc., and submitted in support of this application provides a comprehensive analysis of the suitability of the subject site for a tall building. It further illustrates how the proposed height and massing are appropriate given the site's location, size, and configuration, and how it relates to the existing, approved, and proposed built form in the area. Section 5.5 of this report provides a summary of the Block Context Plan.

In this respect, it is our opinion that the proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.4 of the Official Plan.

In terms of **height**, it is our opinion that the proposed 43-storey (133.5 metres, excluding the mechanical penthouse) building is appropriate and would represent a compatible contribution to the urban structure and built form in this area.

With respect to the broad urban structure, the development of a tall building on the subject site would be in keeping with the existing pattern of nodal intensification surrounding the Caledonia GO station mobility hub as well as nodal intensification along the Eglinton Crosstown LRT (Line 5) extending east-west along Eglinton Avenue. The proposed scale and form of intensification would also be consistent with the existing and planned tall building heights at Eglinton Crosstown LRT stations, where heights peak directly at the station accesses, and generally decrease away from the station.

Heights in the Caledonia station node are the greatest (both existing, approved and proposed) around the station area and include the development of Westside Mall (2400 Eglinton Avenue West). Westside Mall is an existing retail plaza that is the subject of a comprehensive Official Plan Amendment and block specific Zoning By-law amendments. The development includes a total of eight towers that are 24-, 24-, 29-, 34-, 34-, 35-, 50- and 60 storeys in height.

Additionally, to the north of the subject site, at 250 Bowie Avenue, is a proposal that contemplates 12 buildings that are 6-, 10-, 10-, 11-, 11-, 11-, 23-, 32-, 37-, 40- and 55-storeys. This application demonstrates an emerging context of tall buildings surrounding the Caledonia GO and LRT stations.

While the height ranges slightly decrease away from the station along Eglinton Avenue West, with proposed heights of 45-storeys (2485 Eglinton Avenue West) a new nodal pattern of transit-supportive high-rise developments has been emerging along the Crosstown LRT stations on Eglinton Avenue West. In the vicinity of the subject site, high-rise mixed-use urban contexts have emerged around Caledonia station, with approved and proposed heights of up to 60 storeys.

Given this context, the proposed 43-storey height (133.5 metres excluding the mechanical penthouse) is in keeping with the pattern of existing, proposed and approved heights around the Caledonia LRT and GO station, providing a clear transition in height from Westside Mall, as shown in **Figure 18 - Height Map**.

The proposed scale and form of intensification on the subject site would be consistent with the existing and planned tall building heights around the Caledonia GO and LRT stations and within the *Mixed Use Areas* along Eglinton Avenue West. Recognizing the land use and transportation planning benefits associated with nodal intensification, the Official Plan permits intensification and increased densities in areas served by existing and planned transit upgrades, including the Caledonia Protected Major Transit Station Area where the subject site is located. Additionally, it is important to note that Caledonia Station is one of the few stations across the City that includes regional and local higher order transit interchange stations. This unique location with the availability of regional and local higher order transit further supports the intensification objectives of the Province and the City. The proposal represents an appropriate level of intensification to optimize the investment in infrastructure, especially transit.

Within the immediate context, it is our opinion that the proposed building height of 43-storeys (133.5 metres excluding the mechanical penthouse) would fit harmoniously within the above-noted pattern of existing and approved heights in the vicinity of the subject site. Particularly, the proposed 43-storey height fits within the pattern of existing and approved heights around the Caledonia LRT and GO stations.

Given the subject site's location along Eglinton Avenue West, the proposed height of 43-storeys will contribute to a variation of heights, while still providing a stepping down of heights towards the low-rise residential uses, south of the subject site, without incorporating the overly rigid applications of transition in scale that are sought in less urban and more uniform contexts.

More specifically, along Eglinton Avenue West, between Glenhaven Street to the west, and Ronald Avenue to the east, the proposed 43-storey building fits within the emerging built form context, offering a gradual and varied transition to the low-rise neighbourhoods to the rear and a gradual reduction



Figure 19 - Height Map

in height from what will be established as the apex at Caledonia station. The proposed building height of 43 storeys provides a gradual stepping down from the potential apex of 60-storeys at Westside Mall. Proposed heights gradually decrease from 2400 Eglinton Avenue West, including the proposed 45-storeys at 2485 Eglinton Avenue West. As illustrated, this creates a gradual reduction in height that undulates rather than applying a strict decrease along Eglinton Avenue West as distance from Caledonia station.

As illustrated, the proposed height of 43-storeys would fit within the area context and surrounding planned context for area of Caledonia Station. The proposal will provide for a variation of heights to enhance the skyline along Eglinton Avenue West while maintaining a general decrease in height, transitioning away from the station core.

In terms of massing, it is our opinion that the scale of the proposal conforms with the built form policies of the Official Plan, and is in keeping with the intent and principles of the Tall Building Guidelines and promotes the achievement of planning policy direction supporting intensification. The design of the proposed building will fit harmoniously with the existing and planned built form context. The proposed building will employ a podium-tower configuration that provides for a comfortable street wall condition along Eglinton Avenue West, in addition to an appropriately sized and oriented tower that has minimal built form and visual massing impacts on the public realm. In this regard, the proposed building will be comprised of two distinct elements: a 6-storey base building and a 37-storey tower element.

The base building will be 6-storeys (20.1 metres) in height and will be articulated with a combination of setbacks and stepbacks that provide for an appropriate streetwall condition and comfortable public realm along Eglinton Avenue West. In particular, the base building will be set back from Eglinton Avenue West by a minimum of 0.6 metres at-grade, resulting in a total curb to building face

setback of approximately 4.3 metres. Centrally, the base building will be setback 13.7 metres at-grade, resulting in a total curb to building face setback of 14.0 metres and the enhanced pedestrian courtyard at the main entrance of the base building. It is our opinion that the setback at-grade, will provide for a sufficiently wide and comfortable landscaped street edge featuring a row of trees and seasonal planting. Moreover, the setback will achieve the envisioned greenway per the Council adopted Eglinton Connects planning study.

Moreover, the base building will provide for a consistent streetwall condition along Eglinton Avenue East, with the exception of the inset portion located along the building face and will not have any north-facing projecting balconies which encroach into the proposed front yard setback. While the proposed base building height is greater than then equivalent to 80% of the right-of-way width of Eglinton Avenue West (i.e., 16 metres), it is a result of a greater height requirement on Level 1 and the mezzanine level to accommodate the internal loading spaces.

With respect to the side faces of the base building, the base building will employ a 6-storey (20.1 metre) height that will setback 0.5 metres and 4.5 metres from the east and west property lines, respectively. With respect to the rear face of the base building, it will be set back a minimum of 7.5 metres from the rear property line. The rear face of the base building will provide access to the underground parking garage, Type "G" loading space, Type "C" loading space, and the secondary residential lobby entrance. The 7.5 metre setback will provide an appropriate transition to the low-rise dwellings immediately south of the subject site.

As such, it is our opinion that the 6-storey base building is appropriately situated on the site and will provide sufficient setbacks and separation distances between adjacent lot lines and buildings that will reduce visual massing impacts and provide for a comfortable pedestrian environment.

The proposed mid-rise element (Levels 7 to 12) will be sited along the east side of the base building, lining the east property line in a north-south orientation. The mid-rise element will be clearly defined through the provision of a 3.0-metre setback from the base building at the north and east and a 5.0-metre setback at the rear. The mid-rise element would have overall setbacks of 3.6 metres from the north lot line abutting Eglinton Avenue West, 3.5-metres from the east lot line abutting Caledonia Road, and 12.5 metres from the rear lot line.

The proposed tower element (Levels 7 to 43) will be sited on the west portion of the base building and will be clearly defined through setbacks from the base building, including a 3.0-metre setback to the north, a 3.0 metre setback to the west, and a 5.0 metre setback to the south, resulting in a total setback of 3.6 metres from the north lot line abutting Eglinton Avenue West, 7.5 metres from the west lot line abutting Gilbert Avenue, and 12.5 metres from the south lot line. The tower portion will have a total separation distance from the mid-rise element of 30.6 metres.

The proposed tower element would have a floor plate size of 778.3 square metres of gross construction area (GCA). As described in further detail in Section 5.5 below, the proposed tower element appropriately addresses appropriate setbacks and separation distances from adjacent lot lines and buildings.

In our opinion, the proposed density of 10.5 FSI is appropriate and desirable for the subject site. There is clear policy direction to optimize density on sites suitable for intensification. The most appropriate density should, in our opinion, be reflective of the existing and planned development context, urban structure considerations, the applicable urban design guidelines and the resulting built form. The proposed density of 10.5 FSI provides for a built form which has minimal impacts on adjacent land uses and respects City policies and guidelines for infill development while assisting in the achievement of the minimum density target of 160 people and jobs per hectare for the Caledonia PMTSA.

In our opinion, it is important and appropriate from a planning policy perspective to optimize the use of land and infrastructure on the subject site given its proximity to the Caledonia LRT station, Caledonia GO and its resulting location within the Caledonia PMTSA. The Caledonia GO and LRT stations being one of the few stations across the City will offer regional and municipal transit interchange options, thereby making the subject site an appropriate location to support the proposed density of 10.5 FSI.

As well, it is noted that the Official Plan does not generally include density limitations and specifically do 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". 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 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 services. As detailed in the following sections, the proposal has no unacceptable built-form impacts, represents good urban design, and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.5 Block Context Plan

A Block Context Plan ("BCP") was prepared by Bousfields Inc. to illustrate and analyze how the physical form of the proposed development fits within the existing and planned context and to evaluate the proposal within the urban design and built form policy framework of the Official Plan and applicable urban design guidelines. The Study Area is generally defined as the lands along Eglinton Avenue West between the Barrie GO Line and Snider Avenue/McRoberts Avenue.

The BCP reviews the surrounding existing and proposed land uses, street network and built form, and demonstrates that the proposed development would fit well with the surrounding context and would result in appropriate built form relationships to adjacent buildings and properties. It also identifies additional conceptual redevelopment sites ("soft sites") within the block and adjacent blocks that may develop in a manner generally consistent with the urban design principles and built form approach proposed on the subject site. The built form principles used in the BCP are consistent with the City's policy framework and in our opinion, are widely accepted as appropriate standards in urban design practice.

Based on the applicable criteria, the BCP illustrates a mid-rise building (9 Croham Road) at the northeast corner of Eglinton Avenue East and Croham Road as well as three potential development sites fronting onto Eglinton Avenue West with heights anticipated to range from 8 to 12-storeys.

Based on the conclusions of the BCP, it is our opinion that the proposal would fit harmoniously within the future built form context and would not create any adverse built form impacts on surrounding properties.

5.6 Built Form Impacts

In our opinion, the proposal is compatible with the existing and planned built form context and will have no unacceptable built form impacts, in terms of light, view and privacy ("LVP"), nor will it have undue shadow or wind impacts.

As noted in **Section 5.2** above, the development criteria applying to the *Mixed Use Areas* designation have a particular focus on built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, 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 lower-scale *Neighbourhoods*, while Policy 4.5.2(d) requires buildings to be located and massed to "adequately limit" shadow impacts on adjacent *Neighbourhoods*. As well, Policy 2.3.1 provides that development within *Mixed Use Areas* adjacent to *Neighbourhoods* will, among other matters, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan, through the stepping down of buildings towards and setbacks from those *Neighbourhoods*, and maintain adequate light and privacy for residents in those *Neighbourhoods*.

In this regard, the subject site is located along the Eglinton Avenue West Corridor, which has been planned for intensification through OPA 253, By-law 1030-2014, and By-law 1031-2014 which respectively redesignated the subject site from *Neighbourhoods* to *Mixed Use Areas* and rezoned the subject site to permit building heights up to 25.5 metres as-of-right.

Lands to the immediate north and east of the subject site are designated *Mixed Use Areas* and lands to the west are designated *Parks*. Lands to the immediate south fronting Caledonia Road and Gilbert Avenue are designated *Neighbourhoods*. Notwithstanding the foregoing, as set out in **Section 5.5** above, both the “as-of-right” zoning permissions for these *Neighbourhoods* lands along Caledonia Road (as a result of the adoption of the Major Street planning instruments OPA 727 and By-law 608-2024) and elsewhere (as a result of the Multiplex planning instruments OPA 649 and By-law 474-2023) and the development potential of these lands (through future site-specific applications) provide for a more intensified form of development, which differs from that typically seen in a ‘lower-scale’ *Neighbourhood* in the sense intended by the Official Plan’s *Neighbourhood* protection policies. In this respect, while the proposal does adequately limit built form impacts on these lands, having regard for their existing use for single-detached dwellings, it is important to note that their planned context is for a more intensified form of development.

Lands to the immediate south of the subject site, fronting onto Gilbert Avenue, are also designated *Neighbourhoods*. The planned context for these lands, unlike the *Neighbourhoods* along Caledonia Road which front onto a Major Street, remains a lower-scale and generally stable *Neighbourhood* with additional permissions for multiplexes as noted above. In our opinion, the proposal, through the application of setbacks and stepbacks set out in the Tall Building Guidelines, will provide an appropriate interface with, and appropriate transition in scale to, the adjacent *Neighbourhoods* designated lands to the south.

Based on the foregoing, it is our opinion that the proposed building height and massing is appropriate in relation to the closest *Neighbourhoods* designations, particularly in view of the location of the site along an *Avenue* and proximity to the “higher-order transit” and “frequent transit”. It is our opinion that the proposal would not have any unacceptable built form impacts.

Light, View, Privacy

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings. In this regard, the City, through its Official Plan policies, zoning and applicable urban design guidelines, seeks to ensure that development appropriately limits its impact on the pedestrian realm and the surrounding area, including adjacent properties, parks and low-rise neighbourhoods, specifically with regards to adequate sunlight. As a matter of good urban design practice, a minimum distance of 11 metres is generally used as an appropriate separation distance between the main windows for mid-rise buildings and the podiums of tall buildings.

The minimum separation distance set out in the CR (*Commercial Residential*) zone in By-law 569-2013 is 11.0-metres between openings in dwelling unit main walls, and 5.5 metres between main walls if there are no openings to dwelling units in one of the walls. What this means is that the City’s zoning standards require a privacy separation between two residential windows of 11.0 metres, to be achieved by setbacks on both sides of a property line; a minimum 5.5-metre setback from a property line for access to daylight and an additional minimum 5.5-metre setback for view and privacy. This separation distance requirement between main walls is reduced from 11.0 metres to 5.5 metres if there are no openings to dwelling units in one of those main walls.

For tower elements, the City-wide Tall Building Design Guidelines recommend a maximum floorplate of 750 square metres and a tower separation distance of 25 metres between tower faces and tower setbacks of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e., balconies are permitted within the setback zone).

The requested Zoning By-law Amendment application seeks to amend Zoning By-law 569-2013, and the applicable *Commercial Residential* zone category. As such, the proposed building has generally been designed to the above mentioned standards with respect to building separation distances and will provide appropriate setbacks and building orientation so as to achieve good light, view and privacy conditions for future residents. Furthermore, the building scale, height, orientation and massing on the subject site will result in acceptable sky view impacts from surrounding areas.

The proposal will be set back a minimum of 0.6 metres from the north lot line abutting Eglinton Avenue West on Levels 1-6. By virtue of the 20-metre right-of-way width of Eglinton Avenue West, north-facing windows on Levels 2-6 would have a minimum separation distance of a minimum of 25.0 metres from the existing south-facing windows of the buildings on the north side of Eglinton Avenue West. In our opinion, this separation distance is more than appropriate for a podium window-facing condition and is well in excess of the 11.0-metre standard.

To the west, the proposal will be set back a minimum of 4.5 metres from the west lot line at grade and on Levels 2-6. The existing park (Eglinton – Gilbert Parkette) to the immediate west at 504 Gilbert Avenue is built directly to its property lines. Therefore, by virtue of the 20-metre right-of-way width of Gilbert Avenue, west facing windows on Levels 1-6 would have a minimum separation distance of 24.5 metres. In our opinion, this separation distance is more than appropriate for a podium park-facing condition.

To the east, the proposal will be set back a minimum of 0.5 metres from the east lot line at grade and on Level 2-6. The existing home to the immediate west at 2315 – 2313 Eglinton Avenue West is built flush to its property lines. These properties on the south side of Eglinton Avenue West are zoned *Mixed Use Areas* and have development potential if assembled by a singular landowner. Therefore, by virtue of the 20-metre right-of-way width of Caledonia Road, this separation distance is more than appropriate for a podium window-facing condition and is well in excess of the 11.0-metre standard.

To the south, the proposal will be set back from the south lot line at grade by a minimum of 8.5 metres at the west portion of the building and 10.7 metres at the east portion of the building. The existing dwelling to the immediate south at 570 Caledonia Road is built 0.25 metres from its north property line. As noted above, future zoning permissions on these lands would permit a 6-storey building. By virtue of a setback greater than 7.5 metres, a window facing separation distance of greater than 11.0 metres can be achieved, which is acceptable. These properties on the south side of Eglinton Avenue West are zoned *Mixed Use Areas* and have development potential if assembled by a singular landowner. Therefore, by virtue of the 20-metre right-of-way width of Caledonia Road, this separation distance is more than appropriate for a podium window-facing condition and is well in excess of the 11.0-metre standard.

At the east portion of the subject site, the mid-rise element is stepped back between 2.4 metres and 5.0 metres from the podium and setback 3.6 metres to the north lot line, 3.5 metres to the east lot line, and 12.5 metres from the south lot line abutting lands designated *Neighbourhoods*. To the west, the mid-rise building features a 30.6-metre separation distance to the tower.

At the west portion of the subject site, the tower is separated from the mid-rise building by 30.6 metres, as noted above, and stepped back 3.0 metres or 5.0 metres from the podium. The tower is setback 3.6 metres from the north lot line, 7.5 metres from the west lot line, and 12.5 metres from the south lot line where it abuts *Neighbourhoods*. The tower features a floorplate area of 799 square metres.

As noted above, the proposal has been sited with an appropriate orientation and setbacks and separation distances that achieve good light, view and privacy conditions and will result in acceptable sky view impacts from surrounding areas.

Shadow Impacts

Official Plan Policy 3.1.3(5) requires that new development be located and massed to ensure access to sunlight and daylight in the public realm. Policy 3.1.4(10) further provides that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties and maximize access to sunlight and sky view from the public realm. Policy 3.2.3(3) requires that the effects of development on parks and open spaces, including additional shadows, "be minimized as necessary to preserve their utility". The policies specific to the *Mixed Use Areas* designation require buildings to be located and massed to adequately limit shadow impacts upon adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes (Policy 4.5(2)(d)).

During the spring and fall equinoxes, the proposal would produce minor incremental shadowing on the *Neighbourhoods* designated properties to the northwest of the subject site along Croham Road and Sanderstead Avenue in the morning hours to 12:18 p.m. and then Caledonia Road, Sanderstead Avenue, and Snider Avenue in the afternoon hours, generally at 1:18 p.m. to 3:18 p.m. At 4:18 p.m. until sunset, the net new shadows generally fall within the Eglinton Avenue West right-of-way which is designated *Mixed Use Areas*. Accordingly, the

proposal has been designed to limit shadow impacts and maximize access to sunlight on the surrounding *Neighbourhoods* designated properties.

With respect to shadowing on the nearby streets, in addition to the lands designated *Neighbourhoods* noted above, the proposal would produce shadows on the majority of the south side of Eglinton Avenue West abutting the subject site and portions of the north side of Eglinton Avenue West throughout the day, due to the 6-storey podium of the proposal. In the afternoon hours, the proposal produces minor incremental shadowing beginning at 1:18 p.m. during the equinoxes and into the afternoon hours.

With respect to shadowing on nearby *Parks*, the proposal will produce minor incremental shadowing on the northeast corner of the Eglinton-Gilbert Parkette at 9:18 a.m. at the fall and spring equinoxes and 9:18 and 10:18 a.m. on June 21. With respect to *Other Open Space Areas*, there are limited shadow impacts on portions of Prospect Cemetery at 5:18 p.m. and 6:18 p.m. during the spring and fall equinoxes and at 6:18 on June 21st.

While the proposal creates net new shadows as described above, a slim tower floorplate and generous separation distances have been included in the design of the proposal to limit the resultant incremental shadows that will quickly move off throughout the day to maximize sunlight on the public realm and *Neighbourhoods* and *Parks* which maintains skyview and preserves the utility of the *Parks*.

Additionally, while the proposal produces shadows on public streets, specifically Eglinton Avenue West abutting the subject site, similar shadows would be produced by any mid-rise development and are to be expected along an *Avenue* in the City in proximity to an MTSA. Accordingly, it is our opinion that the net new shadows are adequately limited and appropriate given the subject site's context.

Wind Impacts

Official Plan Policy 3.1.3(1)(f) requires new development to maintain comfortable wind conditions on the street and adjacent open spaces. Moreover, Policy 4.5.(2)(e) directs that new buildings are to be located and massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

A Pedestrian Wind Study has been prepared by SLR Consulting (Canada) Inc. to test the wind comfort conditions of the proposal. The quantitative analysis involves the construction of a physical model of the development and surrounding features that influence wind flow. The physical model is instrumented with probes and tested in a wind tunnel. Afterwards, the wind tunnel data are combined with regional meteorological data; this analysis is then compared to the relevant wind criteria and standards in order to determine how appropriate the wind conditions are for the intended pedestrian usage.

Based on the results of the Study, the following conclusions have been reached:

- On an annual basis, the wind safety criterion is generally met in all areas on and off the site. The exception is the central area of the Level 7 outdoor amenity terrace in the Proposed Configuration. Recommendations are provided.

- With the addition of the proposed development, wind conditions on site, including the main entrance, secondary entrances and exits, retail entrances, and individual unit entrances are generally appropriate for the intended use year-round. Recommendations are provided.
- On the outdoor amenity terraces, wind conditions are considered breezier than desired for the intended use. SLR will work with the design team to develop effective wind control features for the Site Plan Control phase.
- Wind conditions continue to be suitable for the intended use throughout the year on the surrounding sidewalks around the proposed development, in the Gilbert Parkette, and at the nearby transit stops.

The report makes a number of recommendations which will be considered and implemented into the proposal into future stages.

5.7 Urban Design

The subject site is currently underdeveloped with a one-storey commercial building occupied by Shoppers Drug Mart and a Canada Post branch with surface parking. The building currently occupying the subject site represents a built density of approximately 0.32 FSI and does not represent transit-supportive development for a site within 145 metres of a higher order transit station.

The form and intensity of development does not reflect the City's vision for this area of the City along Eglinton Avenue West. As properties further away from Eglinton Avenue West, such as properties to the immediate south of the subject site, are designated *Neighbourhoods* and are not planned for significant intensification, properties that are designated *Mixed Use Areas* and front on a major street can support future growth in a transit-supportive manner.

In our opinion, the size and the location of the subject site, which includes three street frontages and is within the proposed Caledonia PMTSA, is appropriate for a mixed use development featuring a 43-storey tall building and a 12-storey mid-rise building joined by a 6-storey podium.

In our opinion, the proposal conforms with the criteria for development in *Mixed Use Areas*, and with the general built form and urban design policies of the Official Plan, in particular, Policies 2.3.1(3), 2.3.1(4), 3.1.1(1), 3.1.1(2), 3.1.1(3), 3.1.1(6), 3.1.1(13), 3.1.1(14), 3.1.1(16), 3.1.3(1), 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(4), 3.1.4(5), 3.1.4(6), 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 particular, the proposal will:

- provides a compatible relationship to adjacent lands designated *Neighbourhoods* to the south with, among other things, appropriate rear yard setbacks (7.5 metres), separation distances (12.5 metres), and landscape buffers;
- provides a gradual transition to *Neighbourhoods* to the south with a 6-storey podium base that is setback 7.5 metres from the rear lot line abutting the *Neighbourhoods*. In addition, outdoor amenity areas located on the 6-storey podium will be similarly setback a minimum of 7.5 metres from *Neighbourhoods*;
- generally maintain light and privacy on the adjacent *Neighbourhoods* due to the orientation of shadows northwards and with appropriate setbacks, separation distance, and slim floorplates for towers;
- provide all parking underground (aside from pick-up/drop-off spaces) to minimize impacts on the safety and attractiveness of the public realm. These entrances, located on the south face of the proposed building and consolidated into two areas, will be screened from abutting *Neighbourhoods* with soft landscaping and fencing;
- provide vehicular accesses from Caledonia Road and Gilbert Avenue to allow for efficient movement through the subject site that minimizes internal manoeuvring and guides traffic towards Eglinton Avenue West;
- provide a comfortable, attractive, vibrant, safe and accessible setting for daily social interaction through several high-quality landscaping and open space improvements, including a landscaped courtyard at the north end of the subject site along Eglinton Avenue West;
- provide an attractive, safe, and comfortable sidewalk zones around the subject site, within which coordinated landscaping, tree planting, integrated street furnishings, and decorative hardscaping are incorporated;
- provide a massing that fits within the existing and planned context, with building elements that frame the edges of the public realm and street with good proportion, and a tower that fits harmoniously in the surrounding emerging context;

- respond appropriately to the existing and planned built form context, including *Parks* and *Neighbourhoods* adjacent and in proximity to the subject site, by focusing the taller heights at the west end of the subject site closer to the Caledonia LRT and GO stations and including a pedestrian-scaled 6-storey podium that is oriented to the street and setback a minimum of 7.5 metres to the rear;
- provide prominent and visible pedestrian entrances with the main pedestrian entrance in the middle of the building along Eglinton Avenue West with two retail entrances on either side;
- provide grade-related retail units and a residential lobby along Eglinton Avenue West and residential units with individual entrances at-grade on Caledonia Road and Gilbert Avenue along the eastern and western edges of the subject site. Both residential and non-residential uses at-grade will feature a large amount of glazing to provide views from the street;
- provide a unique building design that, through its scale, proportions, materiality, and rhythm of articulation creates a visually interesting focal point that fits well within its surrounding context. The north façade of the building, along Eglinton Avenue West, is stepped back to break up the massing along this elevation;
- provide high-quality, comfortable, and contiguous indoor and outdoor amenity spaces for residents;
- provide awnings and recessed entrances for weather protection;
- provide tower elements (a base, tower, and top) that have been designed to reduce visual and physical impacts, including those related to access to sunlight and sky view, the maintenance of privacy between residential uses, and shadow and wind impacts, on the public realm, through the incorporation of appropriate tower floorplates, separation and step-backs. Specifically, the tower is setback at least 3.0 metres from the podium, setback 12.5 metres from the south lot line, separated 30.6 metres from the mid-rise building to the east, and features a floorplate of 799 square metres; and
- incorporate mechanical penthouses into the design of the top of tower elements to contribute to the skyline within this portion of the city and along the Eglinton Avenue West corridor.

As the proposal includes both a tall building and a mid-rise building, we have considered both the tall building and mid-rise urban design guidelines. A detailed analysis is provided below.

City-wide Tall Building Design Guidelines

In our opinion, the design of the proposal, which includes a tall building, is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines, as set out below.

Guideline 1.1 Context Analysis: Evaluate the existing and planned context and demonstrate how the proposed tall building responds to the patterns, opportunities, and challenges within the surrounding area.

- The proposal responds to the patterns, opportunities, and challenges within the surrounding area by providing a mixed-use building with a tower and a mid-rise building that considers the existing and emerging built form character of the area, in particular ongoing and future intensification around nearby major intersections and transit stations.

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.

- The heights of the proposal, which includes a 43-storey tower atop of a 6-storey podium with a 12-storey mid-rise element, fits within the existing and planned height context which includes buildings that range up to 60 storeys at 2400 Eglinton Avenue West, existing heights to the northwest of the subject site at 9 Croham Road, Eglinton Gilbert Parkette to the west, and existing lower heights in proximity of the subject site including lands designated *Neighbourhoods* to the immediate south.
- As described in this report, the surrounding area has not experienced significant growth and development in recent years, but the planned context for this area anticipates significant changes in greater heights and densities owing in large part to significant investment and upgrading of public mass transit infrastructure including the planned Caledonia LRT station approximately 100 metres northwest of the subject site.

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 shadowing impacts are analyzed in detail in Section 5.6 above.

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 6-storey podium provides a base to the tall building at the west end of the subject site and the mid-rise building at the east end and is built to all three public streets of which the subject site has frontage. The podium generally provides for a continuous street frontage except along Eglinton Avenue West where the middle of the podium is stepped back into the site to break up the massing.

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 will feature a central residential lobby entrance on the Eglinton Avenue West elevation along with flanking retail entrances.

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 are located within the building on the ground floor or underground and accessed from the rear of the subject site which is screened from public streets and spaces.

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 areas occupy the entirety of the 7th floors of the mid-rise building and tall building in the proposal and are both contiguous with a rooftop outdoor amenity area above the podium.
- A landscaped courtyard is located along Eglinton Avenue West framing the main residential entrance to the building.

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 6-storey podium harmoniously fits with the 8-storey building to the northwest of the subject site (the Fairbank at 9 Croham Road) which features a 5-storey base along Eglinton Avenue West.
- With the exception of the Fairbank, the surrounding area features one- and two-storey low-rise buildings and does not reflect the vision of Eglinton Avenue West and the Caledonia LRT PMTSA. Accordingly, the 6-storey podium reflects an approximate 1:1 ratio with the existing right-of-way of Eglinton Avenue West adjacent to the subject site which provides a pedestrian-scaled base for the proposal.

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

- The building includes grade-related uses along all three street frontages with retail units and a residential lobby along Eglinton Avenue West and residential units with individual entrances on Caledonia Road and Gilbert Avenue.

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 has a first floor height that ranges between 4.5 metres and 5.4 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.*

- Both non-residential and residential uses at-grade will feature transparent glazing offering views onto the public realm. The podium will feature a varied material palette to distinguish between the upper floors of the proposal.

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 has a floorplate area of 799 square metres which meets the intent and purpose of this standard to allow for skyview and adequately limit impacts. The tower is separated from the mid-rise building to the east by 30.6 metres, which exceeds the recommended separation distance, is adjacent to public streets to the north and west, and meets the recommended separation distance to the south.

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 tower is setback a minimum of 3.0 metres to public streets, a minimum of 12.5 metres to adjacent *Neighbourhood* properties, and 30.59 metres to the mid-rise building of the proposal, all of which reduces visual and physical impacts on the public realm including the Eglinton-Gilbert Parkette to the west.

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.

- The tower is setback 12.5 metres to the south lot line and 30.6 metres to the mid-rise element to the east.

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

- The tower is located at the northwest corner of the subject site and frames the intersection of Eglinton Avenue West and Gilbert Avenue. The tower is stepped back from the podium and is articulated to break up the mass of the building and create a portion that is distinct from the podium.

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.

- Inset balconies are provided in the podium and tower while protruding balconies are included in the mid-rise building to provide private amenity areas for dwelling units and add interest and variety to the design.

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.

- The mechanical penthouse for the tower is distinct but integrated into the design of the tower to contribute to the skyline.

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.

- The proposal features a comprehensive landscape plan, which includes softscaping and hardscaping in the public realm abutting the subject site and a private landscaped courtyard outside the main lobby entrance. New trees are proposed along the existing street frontages.

Avenues and Mid-Rise Building Study

The following discussion provides an overview of how, in our opinion, the proposed building design is in keeping with the Performance Standards in the City's Mid-Rise Building Design Guidelines (2024). These Standards contribute to the overall design objective that mid-rise buildings should establish engaging and animated public realms, pedestrian-oriented and transit supportive design, compact built form with well-proportioned street edges, and contextually sensitive design approaches.

Guideline 1.1 Context Analysis: Evaluate the existing and planned context and consider on a site-by site basis how the proposed mid-rise building responds to the patterns, opportunities, and challenges of the surrounding context and broader area.

- The proposed building has been designed to appropriately respond to its surrounding context, including location relative to low-rise dwellings along Gilbert Avenue and Caledonia Road and Eglinton-Gilbert Parkette to the west through the use of appropriate setbacks, step-backs and separation distances.

Guideline 1.1.1 Main Street Context: Main street contexts are typically defined by a continuous, pedestrian-scale streetwall with occasional breaks for mid-block connections, parks or open spaces. The fine-grained streetwall is articulated by a rhythm of narrow lot frontages and storefronts with recessed entrances, cornices and sign bands, creating a datum line.

- The proposal includes a broken up street wall that accommodates a landscaped courtyard open space and entrance to the primary residential entrance.

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.

- A generous sidewalk zone is provided in the public right-of-way abutting the subject site with Caledonia Road and Gilbert Avenue both featuring a 2.1-metre sidewalks flanked by 2.0-metre and 1.2-metre soft landscaped strips. The landscape strip along the curb of Caledonia Road decreases northwards towards the intersection with Eglinton Avenue West).
- Except where corner roundings are provided, a 3.0-metre sidewalk and a 1.6-metre landscape strip is provided along Eglinton Avenue West.

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.

- The Pedestrian Level Wind Assessment is summarized in Section 5.6 above.

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.

- Canopies are provided above the pedestrian entrances along Eglinton Avenue West and Gilbert Avenue, which are also recessed, while an overhang is provided above the at-grade residential entrances on Caledonia Road providing weather protection.

Guideline 1.1.2 – Residential Context: Residential contexts are typically defined by a streetwall that is not continuous, but instead includes regular landscaped breaks between buildings to establish a pavilion rhythm along the street. The streetscape is expanded with landscaped front yard setbacks and breaks between buildings occur regularly and may also include mid-block connections, parks, and open spaces.

- The proposal will enhance the pedestrian realm along the Eglinton Avenue West with a well articulated frontage containing public realm improvements. As previously noted, a deeper setback is provided centrally to 'break up' the massing and provide landscaping elements.

Guideline 1.3.1 – Site Planning for Deep and/or Large Sites: Where a mid-rise building is on a site that is deep enough to accommodate new streets or blocks, multiple buildings, and/or buildings with elements oriented perpendicular to the main street frontage, additional considerations, such as increased setbacks, step-backs or building orientation should be evaluated on a site-by-site basis.

- Consideration for appropriate setbacks and separation distances have been incorporated into the building design with the mid-rise element providing step backs from the 6-storey podium.
- A setback of 7.5 metres is provided to the rear lot line which includes a 2.5 metre wide landscaping strip along the rear lot line to provide an appropriate transition to the low-rise dwellings immediately south of the subject site.

Guideline 1.3.2 – Site Planning for Through-Lot Sites: Where a mid-rise building is on a through-lot with dual frontages, ensure the development frames and supports both the adjacent streets and preserves the existing mature trees on site.

- The proposed building has frontage onto Eglinton Avenue West, Gilbert Avenue, and Caledonia Road, and has been designed to frame and support all adjacent streets. The building has been positioned close to Eglinton Avenue West to promote active street frontages as well as provide direct access to the two proposed retail spaces. Landscaping treatments will complement the public realm along Gilbert Avenue and Caledonia Road.

Guideline 1.4 – Sunlight, Wind, and Comfort: Locate and design mid-rise buildings to protect access to sunlight, provide protection from prevailing winds, and improve comfort in the surrounding context of streets, parks, public and private open spaces, and natural areas.

- Wind impacts are evaluated in **Section 5.6** of this report.

Guideline 2.1 – Building Placement and Address: Locate mid-rise buildings to frame the edges of streets, parks, and open space in a way that fits harmoniously with the existing and planned context, while providing opportunities for high-quality landscaping and streetscaping.

- The proposed mid-rise element has been designed to frame Caledonia Road and Eglinton Avenue West, fit within the existing and planned context, and to provide street trees within the north and east setbacks.

Guideline 2.3 – Shared Indoor and Outdoor Amenity Spaces: Provide a range of high-quality, comfortable outdoor amenity space throughout the mid-rise building site.

- The proposal includes a total of 1,356 square metres of high-quality outdoor amenity space provided on Level 7 that is directly adjoined to indoor amenity space.

Guideline 2.5 – Servicing, Access, and Parking: Locate loading, servicing, utilities, and access to vehicle parking within the building mass, away from the primary frontage and screened from the public realm and public view.

- Vehicular access to parking, loading, utilities, and servicing facilities is provided from Caledonia Road and Gilbert Avenue via the central driveway that runs along the rear portion of the subject site, thereby minimizing the visual impact to the pedestrian realm and not detracting from its attractiveness.

Guideline 3.1 – Mid-Rise Building Height: The Official Plan states that “mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way that it fronts onto”.

- Guideline 3.1(c) provides that additional height taller than the adjacent right-of-way width may be considered on deep lots, provided that the development meets the objectives of the Official Plan policies and other guidelines depending on the following criteria:
 - Fits with the existing and planned context;
 - Maintains an overall mid-rise building scale with good street proportion;
 - Meets required sun/shadow performance on the adjacent street and public realm;
 - Provides appropriate setbacks, step-backs and separation distances; and

- Height above the right-of-way width should be located and massed to reduce physical and visual impacts on the public realm and incorporate increased setbacks/step-backs equal to or greater than the additional height.
- The subject site has a significant depth of approximately 46.7 metres, which is deeper than a typical mid-rise building lot.
- The proposed mid-rise element fits within the planned context, which is mainly comprised of low to mid-rise buildings, it maintains an overall mid-rise scale with good proportion to adjacent streets, it meets the required sun/shadow standards, and it provides appropriate setbacks, step-backs, and separation distances.

Guideline 3.2. – Street Proportion And Front Façade: The Official Plan states that “mid-rise buildings will be designed to maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width”.

- The mid-rise element is set back from the base building above Level 7 at a height equivalent to 20.1 metres. The ratio of the proposed 6-storey street wall to the Caledonia Road right-of-way width of approximately 20.1 metres will allow the proposal to maintain good proportion.

Guideline 3.2.1 – Sun/Shadow Performance: Mid-rise buildings should be designed to protect access to sunlight within the surrounding public realm. The height, scale and massing of the building and front façade should achieve at least five consecutive hours of sunlight on the street boulevard at the equinoxes.

- The mid-rise element is oriented north-south with the longer side fronting onto Caledonia Road. The west side sidewalk of Caledonia Road, which is not an Avenue, has 3 hours of uninterrupted sunlight from 9:18 a.m. to 12:18 p.m. from March 21st to September 21st. Shadow impacts are further addressed in **Section 5.6** of this report.

Guideline 3.2.2 – Streetwall Height and Pedestrian Perception Step-back: Streetwalls should be designed to fit harmoniously within the existing and/ or planned context of neighbouring building heights at the street edge and to respect the scale and proportion of adjacent streets and open spaces. Provide pedestrian perception step-backs above the streetwall height to reduce the perceived building height and create a comfortable pedestrian experience.

- The proposed mid-rise element height of 12-storeys (39.3 metres) relates appropriately to the existing 20.1-metre rights-of-way widths of Eglinton Avenue West and Caledonia Road and includes a 3.0-metre stepback above Level 7 along the east building face. The height and terracing will mitigate perception of height and mass and minimize shadow impacts on the public realm. In this regard, the mid-rise building provides a proportional relationship to the right-of-way.

Guideline 3.2.3 – Streetwall Design: Front façades of mid-rise buildings should be designed to frame and support the adjacent public realm, including streets, parks and open spaces, through well-articulated and appropriately scaled façades.

- The proposed building has been designed to frame and support the public realm with an appropriate scaled façade that includes a horizontal break to ensure it is not overly long.

Guideline 3.2.4 – Alignment: The front façade of mid-rise buildings should establish a front setback line that appropriately responds to the existing and planned context, while providing a sidewalk zone at least 6.0 metres in width wherever possible.

- The front façade of the building approximately responds to the existing and planned context with a minimum set back of approximately 0.6 metres that will provide for a 3.5 metre right-of-way widening.

Guideline 3.3.1 – Rear Transition to Buildings: The transition between a mid-rise building and abutting buildings and properties to the rear should be created through a combination of building heights, horizontal separation such as setbacks and/ or step-backs of upper floors, landscaping, as well as façade articulation.

- The rear building wall of the 6-storey base building is setback 7.5 metres from the rear lot line to achieve an appropriate horizontal separation and transition.

Guideline 3.5 – Building Width: Where mid-rise building frontages are more than 60 metres in width, building massing should be articulated or “broken up” to ensure that façades are not overly long.

- The proposal has been designed to frame and support the public realm with an appropriate scaled façade that includes an approximate 23.9-metre wide horizontal break along the Eglinton Avenue West frontage to break up the façade and ensure it is not overly long.
- The east frontage is articulated and vertically broken up with stepbacks above the podium as well as varying recessed and projecting balconies along Caledonia Road.

Guideline 3.6 – Ground Floor Height: The minimum floor-to-floor height of the ground floor, except for heritage properties, should be 4.5 metres to facilitate commercial and other non-residential uses at grade.

- The proposed ground floor height ranges from 4.5 to 5.3 metres to accommodate retail uses at grade along the Eglinton Avenue West frontage.

Guideline 3.7 – Balconies and Projections: Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other guidelines.

- Balconies within Levels 2 to 6 will be inset and will not project within the streetwall setback zone along Caledonia Road to reduce overlook, create privacy, and minimize the overall impact on the volume of the building massing.

Guideline 3.8 – Roofs and Roofscapes: Mechanical penthouses may exceed the maximum height limit by up to 5 metres and should respect building envelope controls such as step-backs.

- The mechanical penthouse is 5.0 metres tall, as required to accommodate mechanical equipment, which is typical of buildings of this height and scale. The mechanical penthouse is stepped back from Level 13 below.

Guideline 3.10 – Façade Design & Articulation: Mid-rise buildings should be designed with well-articulated façades that enhance pedestrian scale, create visual interest, and prioritize sustainability.

- The proposed building façade is dynamic and visually engaging with appropriate proportions, rhythm and material selection.

Guideline 4.1 – Sidewalk Zones: 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.

- The minimum setback from the north lot line is approximately 0.6 metres which will provide a total curb to building face set back of 4.1 metres. The minimum setback from the east lot line is approximately 0.5 metres. Both frontages will include an enhanced sidewalk zone and tree-lined promenade.

Guideline 4.2 – Streetscapes: Mid-rise buildings should provide vibrant pedestrian-oriented streetscapes with the highest level of urban design treatment, to create beautiful comfortable, sustainable, safe, and accessible pedestrian environments and great places to shop, work, and live for all.

- The streetscape along all frontages has been designed with enhanced hardscaping and landscaping treatments including street trees adjacent to the sidewalk zones. The proposal includes a retail use at-grade which will activate the frontage along Eglinton Avenue West.

5.8 Transportation

A Transportation Impact Study was prepared by BA Consulting Group Ltd. in support of the proposal. The Study provides for the following conclusions:

- The subject site is currently well served by existing bus routes and is located near amenities within 400 metres. The subject site is located less than 400 metres away from the future Caledonia Station intermodal transit station that will integrate the Eglinton Crosstown LRT, area surface TTC bus routes, and GO Transit rail service along the Barrie GO Line. Planned Barrie GO Line improvements will provide a frequent and direct north-south transit connection to Downtown Toronto, supplementing the strong future east-west connections facilitated by the Eglinton Crosstown LRT.
- The proposal meets the minimum requirements, providing a total of 179 parking spaces (168 residential and 11 shared visitor / non-residential spaces, with 13 of the provided spaces being accessible), located within a two level (P1 and P2) underground parking garage. It is also proposed to provide 4 pick-up / drop-off spaces and 1 car-share space, located south of the building on the ground floor.
- The proposal provides 714 bicycle parking spaces (576 long-term spaces, 128 short-term spaces, and 10 publicly accessible spaces). This exceeds the requirement Zoning By-law / TGS v4 requirements.
- The proposal incorporates a total of two (2) loading spaces (one (1) Type 'C' and one (1) Type 'G' loading space), at-grade on the southern portion of the subject site. Access to the proposed loading facilities is provided from the Caledonia Road driveway. This meets the loading standards of Zoning By-law 569-2013.

With respect to traffic generation and intersection management, the Report outlines the following conclusions:

- The proposal will generate in the order of 100 and 120 two-way residential vehicle trips during the weekday morning and afternoon peak hours, respectively. The proposal is expected to generate in the order of 20 two-way PUDO vehicle trips during the weekday morning and afternoon peak hours. The PUDO demand during the weekday morning peak hour is evenly split between passenger PUDO vehicles and service / delivery vehicles. The proposal is expected to generate in the order of 275 and 315 two-way person trips during the weekday morning and afternoon peak hours, respectively.
- The existing building on the subject site generates a total of 85 and 145 two-way vehicle trips during the morning and afternoon peak hour periods, respectively. The proposals overall impact on the road network is expected to be minimal, as the morning peak hour period results in a net addition of 15 vehicle trips, and the afternoon peak hour results in a net removal of 25 trips.
- Based on the analysis conducted by BA Group, the forecast vehicle site traffic generated by the proposal will have minimal impacts on the overall operation of the network signalized and unsignalized intersections. All of the study area signalized and unsignalized intersections can acceptably accommodate the site related traffic activity and will continue to operate within the capacity and at acceptable levels of service under future conditions.

5.9 Noise and Vibration

An Environmental Noise and Vibration Assessment was prepared by SLR in support of the proposal.

With respect to noise the site is exposed to noise from road traffic on Eglinton Avenue West, Caledonia Road and Gilbert Avenue and railway noise from the Metrolinx/CN Newmarket Subdivision. The results of the current analysis indicate that noise levels will range between 48 and 67 dBA during the daytime period (07:00-23:00) and between 47 and 64 dBA during the nighttime period (23:00-07:00).

Based on transportation façade sound levels:

- Upgraded glazing is required at some locations and is outlined in Section 2.5.1.
- Ventilation recommendations are outlined in Section 2.5.1 and summarized in Appendix D.

Based on transportation OLA sound levels:

- Upgraded parapet acoustic barriers are required for the common amenity areas on Floor 7, as outlined in Section 2.5.2.

Warning clauses should be included in agreements registered on Title for the residential units and included in agreements of purchase and sale/rental agreements.

With respect to stationary noise sources, a review of the surrounding stationary noise sources was completed by SLR personnel during a site visit to the area and through available aerial photography. Noise from stationary sources was not audible above background sound levels at the subject site during the site visit. Assessment of Class I facilities in the vicinity of the subject site indicate stationary source noise is predicted to be below applicable limits at the proposal.

With respect to vibration there are no existing or known proposed sources of industrial vibration in proximity to the subject site. The subject site is located more than 100 m from the Newmarket Subdivision, and rail-induced ground borne vibration has not been assessed in detail. Based on previous work completed by others for the Eglinton Crosstown LRT, ground borne vibration levels from the LRT operating in the tunnel beneath Eglinton Avenue West are predicted to meet applicable limits based on the planned system design.

5.10 Servicing

A Functional Servicing and Stormwater Management Report was prepared by CounterPoint Engineering Inc. in support of the proposal. The report provides a site servicing strategy for the proposed development that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design.

Below is a summary of the Functional Servicing section. This section concludes that the proposal can be readily serviced by the existing municipal services within the adjoining roads.

Water Servicing

- The proposal is to be serviced by one (1) new watermain connection provided from the existing 300mm diameter watermain on Caledonia Road. An additional fire connection is proposed to connect to the existing watermain on Caledonia Road.
- The water demand requirement of the proposed development for maximum day demand plus fire flow is 5,201 L/m.
- A hydrant flow test was conducted on the existing 300mm diameter watermain on Caledonia Road at the property frontage. The test indicates that there is sufficient capacity within the municipal system to support the domestic and fire flow demands of the proposed development.

Sanitary

- The existing site is likely serviced by the existing 750 mm diameter combined sewer along Caledonia Road. The existing service connection will be disconnected and decommissioned.
- The estimated peak sanitary flow of the existing site is 0.25 L/s.
- The site will be serviced by one (1) new connections to the existing 750 mm diameter combined sewer on Caledonia Road.

- The peak sanitary design of the proposed development is 12.44 L/s.
- The post-development sanitary flow will increase by 12.19 L/s from the pre-development flow.
- The increase in sanitary flows under post development conditions will be offset by the decrease in storm flows as a result of the proposed removal of storm flows from the 750 mm diameter combined sewer on Caledonia Road, as described below.

Foundation Drainage:

- The short-term (temporary) discharge rate is expected to be no more than 278.50 m³/day (6.22 L/s).
- The discharge will be to the 750 mm diameter combined sewer located on Caledonia Road. Details of Construction (short-term) dewatering that satisfies Toronto Municipal Code, Chapter 681 Sewers will be provided by a dewatering contractor prior to construction in order to obtain a short-term discharge permit from the City. Short-term discharge will cease before building occupation.
- The proposed basement will be watertight, with no foundation drainage connection to the municipal sewer system.

Below is a summary of the Stormwater Management sections of the report. These sections concluded that the proposal can be accommodated by incorporating the servicing designs outlined below.

Stormwater Management

- There is an existing 300 mm diameter combined sewer on Gilbert Avenue that conveys storm flows south along Gilbert Avenue. There is an existing 300 mm diameter combined sewer on south side of Eglinton Avenue West that conveys storm flows east to the existing 750 mm diameter combined sewer on Caledonia Road. The 750 mm diameter combined sewer on Caledonia Road conveys storm flows south and ultimately to Lake Ontario.
- Stormwater generated by the subject site will be conveyed to the existing 300 mm diameter sewer on Gilbert Avenue.
 - Quantity Control - Quantity control will be provided on-site by an underground storage tank within the P1 level of the building in combination with an outlet control device to ensure that the 100-year post redevelopment peak flows from the site are attenuated to 49.6 L/s.
 - Water Balance - The water balance volume will be achieved through initial abstractions provided through green roof, pavement, and landscaped areas. The proposed water balance volume will be utilized for on-site irrigation. Details regarding the utilization of the water balance volume will be provided during the Site Plan Control stage.
 - Water Quality - Water quality requirements are achieved through the installation of a media filtration device (Stormfilter unit) that is proposed to achieve the City's requirement of 80% TSS removal. Runoff from non-vehicular areas such as rooftop surfaces is considered to be free of oil and grit and does not require water quality treatment.

5.11 Land Use Compatibility

A Compatibility Mitigation Study and Air Quality, Odour and Dust Study was prepared by SLR Consulting (Canada) Inc. The report outlines the following conclusions:

1. It is recommended that a warning clause and receptor based physical mitigation measures be included in the architectural design of the subject site structures.
 - The mitigation measures include strategic location of fresh air intakes facing away from Eglinton Avenue West and Caledonia Road.
 - Physical mitigation measures include installation of carbon and MERV rated filters and positive pressurization of the building.
2. With the inclusion of the at receptor mitigation, the subject site is anticipated to be compatible with the surrounding land uses from an air quality perspective. Further, the subject site will not affect the ability for industrial facilities to obtain or maintain compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines.
3. The requirements of MECP Guideline D-6 and Regulation 419/05 are met. As the applicable policies and guidelines are met, the subject site is:
 - Unlikely to result in increased risk of complaint and nuisance claims;
 - Unlikely to result in operational constraints for the major facilities; and
 - Unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations.



Conclusion

For the reasons set out in this report, it is our opinion that the proposal is appropriate and desirable. The proposal represents a compatible form of mixed-use intensification on the subject site and within its surrounding context. The subject site is an ideal candidate for intensification given its current underutilized built form, frontage along a major street identified as an *Avenue*, its *Mixed Use Areas* land use designation, access to frequent transit service and location within 140 metres of the Caledonia GO and LRT stations, one of the few stations across the City that will offer regional to municipal transit interchange options. Accordingly, the proposal is in keeping with numerous policy directions articulated in the 2024 PPS and the City of Toronto Official Plan, both of which support intensification on sites within the built-up urban areas that are well served by existing and future municipal infrastructure, including transit.

From a land use perspective, the subject site is designated *Mixed Use Areas* by the City of Toronto Official Plan, which are areas that are intended to absorb most of the City's anticipated growth in retail, office and service employment, as well as much of the new housing. The proposal is permitted within the *Mixed Use Areas* designation and it will contribute to the achievement of numerous policy directions that promote intensification and the creation of complete communities. The proposed mix of uses will implement the overall planning objectives of the *Mixed Use Areas* designation and will create a balance of high quality residential and retail uses in a manner that reduces automobile dependency and provides for new homes for Toronto's growing population on lands that are currently underutilized.

From a built form and urban design perspective, the proposal will result in a contextually appropriate building that frames Eglinton Avenue West, Caledonia Road, and Gilbert Avenue with good proportion. The proposal contains appropriate setbacks and separation distances from adjacent properties to ensure appropriate privacy conditions and sunlight on adjacent sidewalks.

In our opinion, the proposed Zoning By-law Amendment is consistent with the 2024 PPS and it conforms with the City of Toronto Official Plan. The proposal represents desirable and appropriate land use planning and urban design while reflecting an important opportunity to further optimize an underutilized site. The proposal will provide new housing to increase housing choices in the area as well as high-quality grade-related retail uses which will support the development of complete communities and higher order transit infrastructure in the immediate area. For all the foregoing reasons, we recommend approval of the requested Zoning By-law Amendment application.

Appendix A

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Community
Services and
Facilities Study

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In consultation with staff in the Strategic Initiatives, Policy and Analysis ("SIPA") department of the City Planning Division, and confirmed by Susan Kitchen via electronic mail, it was determined that a full Community Services and Facilities Study (CS&F Study) is not required in support of the proposed development application, given that the site is located within the recently completed Little Jamaica (Eglinton West Corridor) CS&F Study Area. However, SIPA staff requested that the planning rationale contain a discussion based on pupil yield numbers, childcare demand, nearby development activity and supporting the achievement of complete communities.

Proposed Community Services and Facilities and Facility Improvements

The proposed development does not contemplate any on-site community facilities or facility improvements at this time; however, the development will be subject to a Community Benefits Charge which may involve cash and/or an in-kind contribution towards the identified community services and facilities needs within the surrounding area.

In addition, the proposed development does not contemplate any on-site parkland dedication, however, the development will be subject to the satisfaction of the City's Parkland Dedication Requirements. Fulfilling this requirement to the satisfaction of City Staff may require the provision of an off-site dedication within close proximity to the development site in a manner that expands an existing park or the creation of a new park. At the City's discretion, the development of the subject site may be subject to a cash-in-lieu contribution that satisfies the Parkland Dedication Requirements. This contribution is used by the City to purchase new parkland or improve existing parkland in the City of Toronto.

It is recommended that on-going consultation with City Staff from a variety of departments, along with other service providers in the surrounding area, be completed throughout the review process. This will allow the City, as well as the owner, to determine how best the proposed development can respond to the existing and evolving needs of the local residential population.

School Capacity

Contact was made with the Toronto District School Board ("TDSB") and the Toronto Catholic District School Board ("TCDSB") in April 2025 to identify the schools that serve the subject site, their associated capacities and the approximate pupil yield figures for the proposed development based on a total of 638 units. **Table A1** outlines the capacities, enrolments, and utilization rates for schools within the catchment areas for the TDSB, while **Table A2** outlines the same figures for the TCDSB.

Based on the information received from the TDSB, there is two elementary schools and one secondary school that serve the subject site. According to enrolment data from the TDSB, Fairbank Memorial Community School (UG – Grade 5), Fairbank Public School (Grade 6 – Grade 8) and York Memorial Collegiate Institute (Grade 9 – Grade 12) are all undersubscribed with utilization rates of 54 percent, 84 percent and 60 percent, respectively. The elementary and catholic school serving the subject site will likely have capacity for the new pupils generated from this development.

With respect to TCDSB schools, there is one Catholic elementary school serving the site. St. Nicholas of Bari Catholic School (JK – Grade 8) is undersubscribed with a utilization rate of 75.3 percent. New pupils generated from this development could likely be accommodated.

There are two mixed gender Catholic secondary schools and two single gender secondary schools also serving the subject site. Dante Alighieri Academy Secondary School and St. Oscar Romero Catholic Secondary School are undersubscribed with utilization rates of 69 percent and 85 percent, respectively, and may be able to accommodate additional students.

Loretto College School is a female-only catholic secondary school, and is reported to be undersubscribed, with a utilization rate of 73.5 percent. Chaminade College School, a male-only catholic secondary school, is oversubscribed with a utilization rate of 162.7 percent. Chaminade College School may not be able to accommodate additional students, however, they could be accommodated in either of the mixed gender secondary schools.

Table A1 - Capacity and Enrolment Number for TDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Public Elementary Schools				
Fairbank Memorial Community School 555 Harvie Avenue	410	220	54.0%	N/A
Fairbank Public School 2335 Dufferin Street	284	284	84%	N/A
Public Secondary				
York Memorial Collegiate Institute 1700 Keele Street	1,452	877	60%	N/A
Total	2,199	1,381	62.8%	N/A

Table A2 - Capacity and Enrolment Number for TCDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Catholic Elementary School				
St. Nicholas of Bari Catholic School 363 Rogers Road	656	494	75.3%	0
Mixed Gender Secondary Schools				
Dante Alighieri Academy Secondary School 60 Playfair Avenue	825	569	69.0%	20
St. Oscar Romero Catholic Secondary School 99 Humber Boulevard	945	803	85.0%	0
Single Gender Secondary School				
Loretto College School (Female Gender) 151 Rosemount Avenue	567	417	73.5%	0
Chaminade College School (Male Gender) 490 Queens Drive	531	864	162.7%	5
Total	3,524	3,147	89.3%	25

Pupil Yield of Proposed Development – TDSB

- Elementary: 51 (Figure provided by TDSB)
- Secondary: 13 - for full condominium tenure (Figure provided by TDSB)
- Secondary: 26 - for full rental tenure (Figure provided by TDSB)

Based on the pupil yield factor for dwelling units provided by TDSB staff, the proposed development would yield 51 public school students. The projected 51 elementary school students generated from the proposed development may be accommodated at Fairbank Memorial Community School or Fairbank Public School. The 13 or 26 (depending on tenure) projected secondary school students generated from the proposed development could likely be accommodated at York Memorial Collegiate Institute.

Pupil Yield of Proposed Development – TCDSB

- Elementary: 9 (Figure provided by TCDSB)
- Secondary: 5 (Figure provided by TCDSB)

Based on the pupil yield figures provided by TCDSB, the projected 9 elementary school students generated from the proposed development could likely be accommodated at St. Nicholas of Bari Catholic School as the school is currently operating under capacity. The 5 secondary school students could likely be accommodated at Dante Alighieri Academy Secondary School or St. Oscar Romero Catholic Secondary School. As for the single gender secondary schools, Loretto College School (Female) is undersubscribed and could likely accommodate students, while Chaminade College School is oversubscribed and could likely not accommodate additional students generated from the proposed development.

Generally speaking, the pupil yield generated by the proposed development can be accommodated within existing TCDSB and TDSB elementary and secondary schools.

In light of the conclusions drawn from the above analysis, it is important to note that it has not been determined if potential students from this development will attend the schools listed in **Table(s) A1** and **A2**. Both school boards will have time to comment on the proposed development, and work with the applicant to respond and meet the expected demand associated with the proposed development.

Childcare Demand

It is estimated that the proposed 638 residential units will generate a demand for approximately 30 childcare spaces. This is based on a residential population increase of 1,162 people (638 units multiplied by PPU rates¹). The projected number of children aged 0 to 4 (5.1 percent) as shown in the 2021 Caledonia-Fairbank Neighbourhood Profile is multiplied by the projected population increase (1,162) and 50 percent to approximate the number of children needing care at a childcare centre. This is the level of service standard set out by the City of Toronto Terms of Reference and is consistently applied to development applications. It is unknown how many vacant childcare spaces are available in the Study Area. As such, the projected number of children generated from the proposed development who will require childcare (30 children) may not be able to be fully accommodated by the existing facilities within the Study Area, subject to age and care requirements.

It is noted that the number of available childcare spaces may change by the time the development has been approved and constructed. Further, there may be additional private home-based childcare services offered in the area that would not be captured by this analysis. It is also typical for families with children to travel beyond their immediate community for childcare services. In addition to projected yields and capacities of existing childcare centres in these neighbourhood(s), childcare needs will be informed by the City of Toronto Children's Services identification of priority childcare areas.

¹ PPU rates are broken down as follows: 1.4 ppu for studio and 1-bedroom units, 2.1 ppu for 2-bedroom units, and 3.1-ppu for 3-bedroom units.

Development Activity

The properties that are listed in **Table A3** below fell within the 500 metres of the subject site. As of September 2024, there were five recently proposed/approved or built developments in close proximity to the subject site (including the proposed development). The table below illustrates key aspects of these developments.

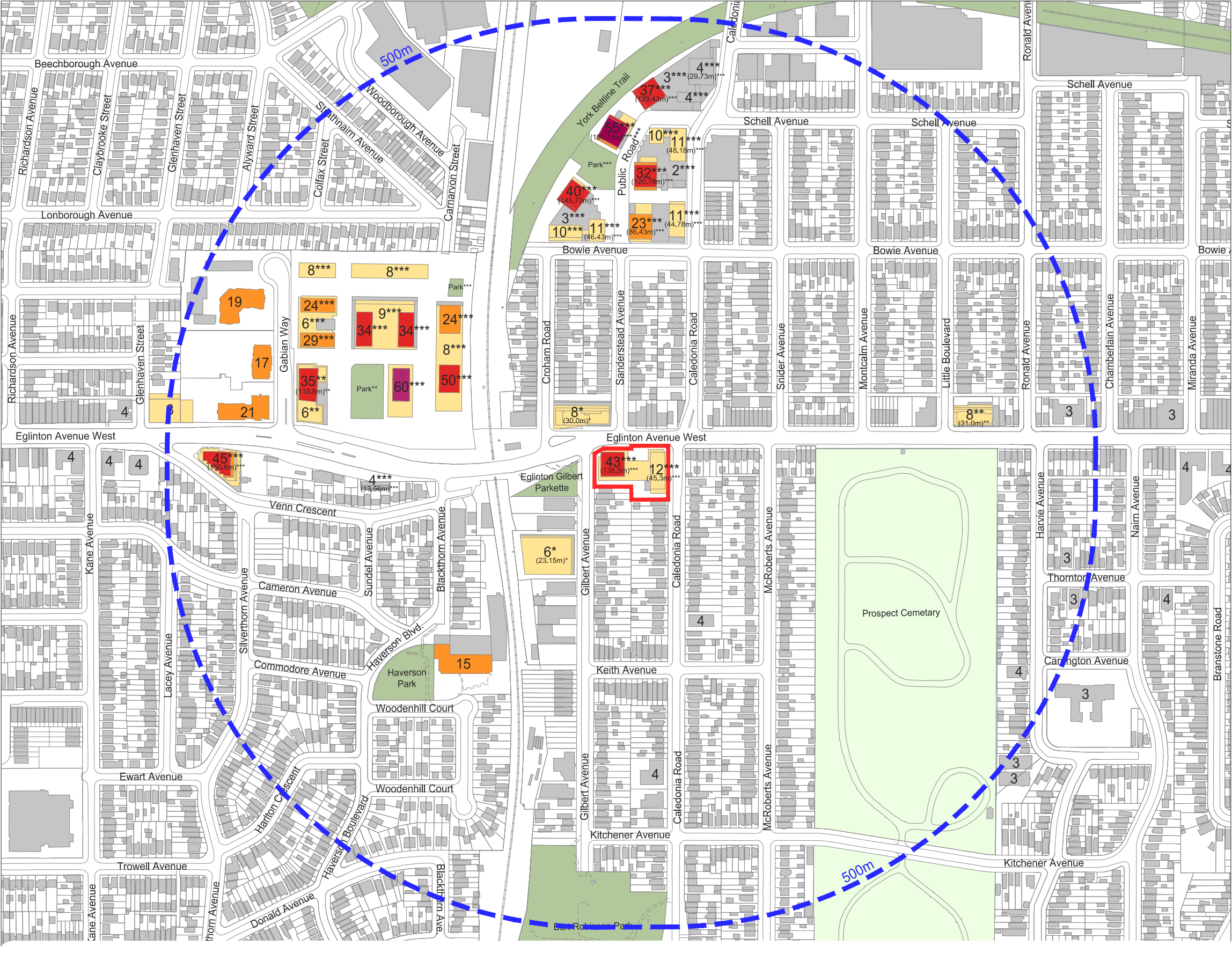
Table A3 - Surrounding Developments

Address	Status	Type	Height	Unit Count	Gross Floor Area
2400 Eglinton Avenue West	Under Review	Mixed Use	24- to 60-storeys	4,057	239,336.2
2400 Eglinton Avenue West (Phase 1)	Approved	Mixed Use	35-storeys	397	30,434.4
250 Bowie & 670-680 Caledonia Road	Under Review	3 to 55-storeys	20.2 - 190.15	2,390	178,898
2343 Eglinton Avenue West	Subject Site	Mixed Use	43-storeys	424	45,863.0
2116 Eglinton Avenue West	Approved	Mixed Use	8-storeys	114	8,765.9
9 Croham Road	Recently Completed	Mixed Use	8-storeys	141	10,823.0
494-498 Gilbert Avenue	Approved	Non-Residential	6-storeys	N/A	15,811.0

As detailed in **Table A3** above and shown on **Figure A1**, of the five recent developments identified within a 500 metres radius of the subject site (not including the subject site), one has been built, three have been approved but are not yet under construction, and two are under review by City Staff. It is our opinion that the increase in area population resulting from these developments will occur incrementally, especially the phased development at 2400 Eglinton Avenue West and 250 Bowie & 670-680 Caledonia Road. These developments are undergoing a master planning exercise that will result in a long-term phased development period and will not result in a sudden influx in population.

The time between filing an application and resident occupation is typically 5 years or more. Given that the applications are at various stages of the review/approval process, the projected population increase will likely occur over many years and not within the immediate term. As it relates to the proposed developments in the area, some may not be approved or may be approved but constructed in a different form (e.g. with fewer units) than what has been proposed.

In summary, while population increases will likely be incremental, they may still have the potential to result in a strain on community services and facilities in the study area.



LEGEND

- # Height in storeys
- * Under Construction
- ** Approved/Not yet built
- *** Proposed
- 1 - 4 storeys
- 5 - 14 storeys
- 15 - 30 storeys
- 31 - 50 storeys
- 51+ storeys
- Open Space
- Parks
- 500m Radius
- Subject Site

Figure A1 - Height Map

Complete Communities

The Provincial Planning Statement (2024) ("PPS") is focused on supporting the achievement of complete communities. As defined within the Plan, *complete communities* means places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet diverse needs of their populations.

The PPS provides that complete communities are supported by:

- Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, place of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- Improving social equity and overall quality of life for people of all ages and incomes, including equity-deserving groups.

With respect to the to the creation of a complete community, the proposed development represents a contextually appropriate form of intensification within that will increase the number of housing options in the area and contribute to a more compact built form. In addition, the proposed development will contribute to adding retail in the area, through the provision of additional non-residential GFA. Specifically, the development will "reduce the need for long-distance commuting and encourage travel by transit, walking and cycling" for the new residents due to its convenient location to existing surface transit and higher order transit, particularly Caledonia GO and LRT stations.

