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 BOUSFIELDS INC.

 **PLANNING
& URBAN
DESIGN
RATIONALE**

**250 WINCOTT DRIVE & 4620
EGLINTON AVENUE WEST**
CITY OF TORONTO

PREPARED FOR:
MONTRIN RICHVIEW GP INC. &
BUILD TORONTO INC.





Job Number - 15180-2

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[1.01]

INTRODUCTION

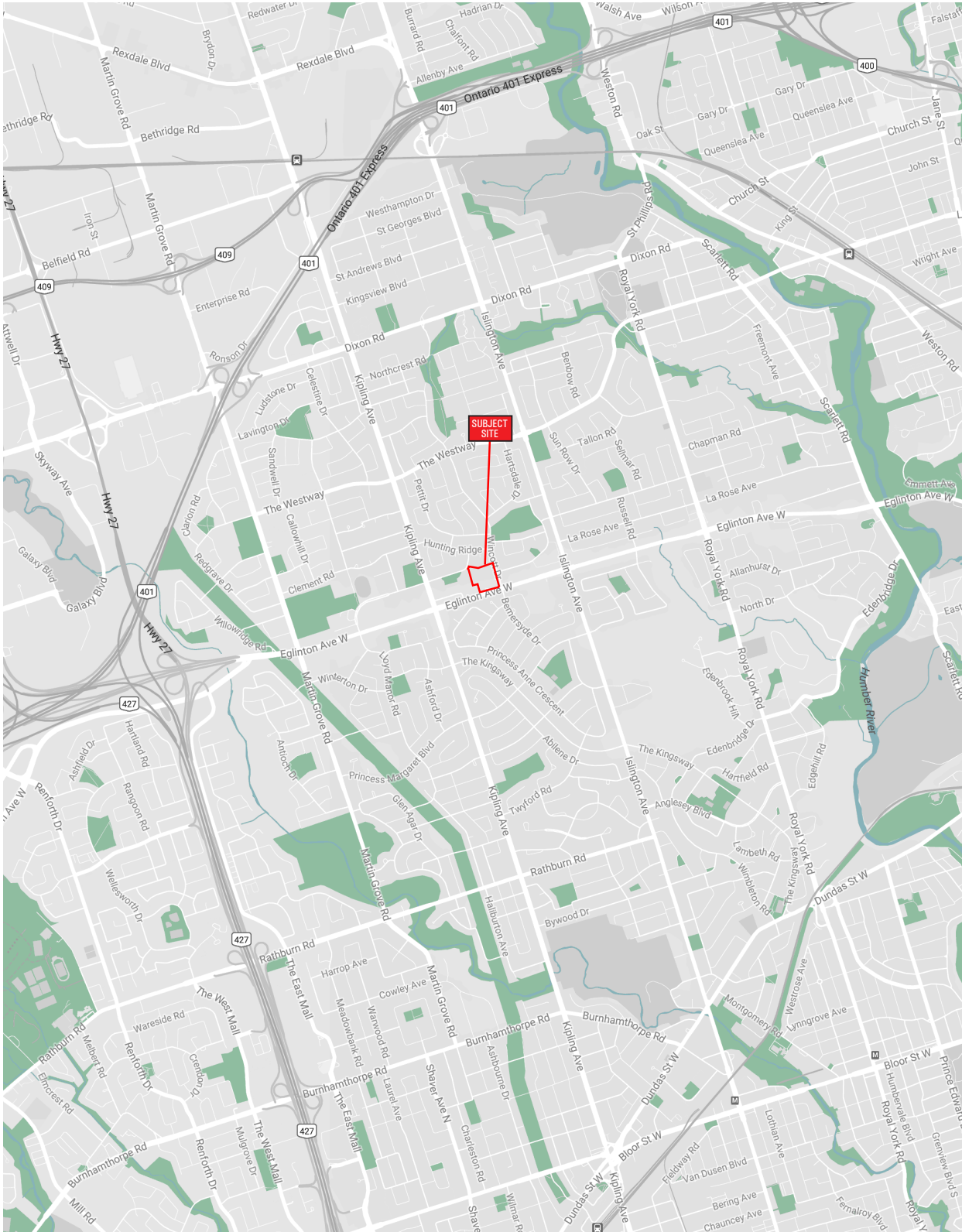


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Montrin Richview GP Inc. and Build Toronto Inc. to amend the former City of Etobicoke Zoning Code, as amended, and the new City-wide Zoning By-law No. 569-2013, in order to permit the redevelopment of a 3.04 hectare site located at the northwest corner of the Eglinton Avenue West and Wincott Drive intersection ("the subject site").

The proposed rezoning would permit the redevelopment of the subject site with three mixed-use buildings, including two 22-storey buildings (82.3 metres including mechanical penthouse) and one 16-storey building (60.3 metres including mechanical penthouse). The proposed development has a total gross floor area of approximately 75,525 square metres, including approximately 15,227 square metres of new and revitalized retail uses and 671 dwelling units. The proposed redevelopment would include the renovation of the entirety of the existing commercial plaza.

This report concludes that the proposed development is in keeping with the planning and urban design framework established by the applicable policy documents, specifically the Provincial Policy Statement, the Growth Plan for the Golden Horseshoe, the Metrolinx Regional Transportation Plan and the City of Toronto Official Plan, as well as the relevant urban design guidelines.

From a land use planning perspective, the subject site is located within a "major transit station area" on a "priority transit corridor" as defined by the Growth Plan. The proposal will contribute to the achievement of numerous policy objectives that promote transit-oriented intensification and a range of housing choices within built-up areas, particularly in locations such as this that are well served by municipal infrastructure, including public transit. The subject site is adjacent to the planned Wincott/Bemersyde station on the planned Eglinton West LRT line and will result in desirable mixed-use/residential intensification, which will contribute to the ongoing evolution of the former Richview Expressway lands through the addition of new housing, street-related retail uses and an enhanced pedestrian environment.

From a built form and urban design perspective, the proposal is contextually appropriate. The comprehensive development of the subject site provides an opportunity to create an attractive and pedestrian-oriented environment that seamlessly integrates with the existing and planned context of adjacent public streets and buildings. A new publicly-accessible private road will create opportunities for circulation into and through the subject site, with enhanced streetscape elements and active, ground floor uses that will contribute to an attractive and inviting pedestrian environment. The proposed building heights have been organized and sited to fit harmoniously within the existing context of tall buildings that extend along the north side of Eglinton Avenue West, while providing an appropriate transition in scale to adjacent low-rise neighbourhoods.

It is our opinion that the proposed Zoning By-law Amendments are consistent with the Provincial Policy Statement and conform with both the Growth Plan and the Official Plan. Additionally, it is our opinion that the in-force zoning is not consistent with the Provincial Policy Statement and does not conform with the Growth Plan and the Official Plan. For the foregoing reasons, we recommend approval of the requested rezoning.



[2.01]

SITE & SURROUNDINGS

2.1 Subject Site

The subject site is located at the northwest corner of Eglinton Avenue West and Wincott Drive, in the Richview neighbourhood of the former City of Etobicoke. The subject site is irregular, but roughly rectangular, in shape and is comprised of an assembly of two parcels of land, municipally known as 250 Wincott Drive and 4620 Eglinton Avenue West. The subject site has an area of approximately 30,432 square metres (3.04 hectares), with frontages of approximately 164.65 metres on the north side of Eglinton Avenue West, 173.8 metres on the west side of Wincott Drive, and approximately 15.3 metres on Widdicombe Hill.

The topography of the subject site gently slopes downward from approximately 160 metres Canadian Geodetic Datum ("CGD") in the southeast corner to 154 metres CGD in the northeast corner. There are small groupings of trees and shrubs along the Wincott Drive and Widdicombe Hill frontages.

The two parcels that comprise the subject site are further described as follows:

250 Wincott Drive is an irregular-shaped parcel with area of approximately 21,565 square metres, with frontages of approximately 117 metres on the west side of Wincott Drive and 15.3 metres on the southeast side of Widdicombe Hill, and an east-west depth of approximately 185.0 metres.

The parcel is currently developed with a commercial strip plaza and one stand-alone retail store. While the plaza was initially constructed in 1966, it appears that two additions to the plaza (at the east and west ends) as well as the stand-alone store may have been constructed at a later date. The majority of the existing plaza is one storey in height; however, there is a small portion on the northwest corner that contains second-storey retail and limited office uses.

Known as Richview Square, the plaza is home to a broad range of retail and service commercial uses, such as a bank, pharmacy, physiotherapy services, small-scale restaurants and convenience food stores, as well as dental and medical offices, among others. The remainder of the property consists of surface parking and loading areas that serve the commercial plaza.

Access to the property is provided by way of three driveways, including two from Wincott Drive and one from Widdicombe Hill, as well as a private access from Eglinton Avenue West, which crosses north-south through the adjacent parcel at 4620 Eglinton Avenue West.

4620 Eglinton Avenue West is a vacant corner parcel with an area of 8,901 square metres, which had previously been reserved to form part of the planned Richview Expressway. The parcel has frontages of approximately 164.6 metres along the north side of Eglinton Avenue West and 55.8 metres of frontage along the west side of Wincott Drive. It is currently vacant and is being used as a construction staging area for the adjacent development at 4650 Eglinton Avenue West.

As mentioned above, a driveway crosses north-south through the western portion of the parcel, connecting the commercial plaza at 250 Wincott Drive to Eglinton Avenue West. This driveway has provided access to the commercial plaza since it was developed in the mid-1960s.



Subject Site, view looking northwest from Eglinton Avenue West



Subject Site, View looking northeast from Eglinton Avenue West



Subject Site, View looking southeast from Widdicombe Hill



Subject Site, View looking west from Waterford Drive



Subject Site, Existing Plaza, View looking northwest



Subject Site, Existing Plaza, View looking northeast

2.2 Surroundings

SURROUNDING AREA AND THE FORMER RICHVIEW EXPRESSWAY

The subject site is located in the Richview neighbourhood, which generally includes the area bounded by Dixon Road to the north, Eglinton Avenue West to the south, Royal York Road to the east and Martin Grove Road to the west. This area was largely developed in the late 1950s and early 1960s as a typical suburban neighbourhood bounded by an arterial grid road pattern and subdivided by a network of curvilinear collector and local roads. The general pattern of land use within the interior of the neighbourhood includes low-rise residential uses, public parks and local institutions (e.g. schools and community centres), with commercial uses, cluster townhouse blocks and mid-rise or tall residential buildings located along the periphery and at prominent intersections.

Along the southern edge of the Richview neighbourhood are the former Richview Expressway lands, extending along portions of both sides of Eglinton Avenue West between Highway 27 to the west and Scarlett Road to the east. Originally envisioned as 10-lane expressway as early as the late 1950s, the Richview Expressway was intended to connect to a planned extension of Highway 403 at the Highway 401/427 interchange in the west and a planned extension of Highway 400 (now Black Creek Drive) in the east.

The lands required to facilitate the development of the Richview Expressway were acquired by the former Metropolitan City of Toronto ("Metro Toronto") by the late 1960s. The width of the planned Richview Expressway right-of-way varies from approximately 100 to 135 metres, with approximately 30 to 65 metres on the north side of Eglinton Avenue West and 0 to 45 metres on the south side of the street.

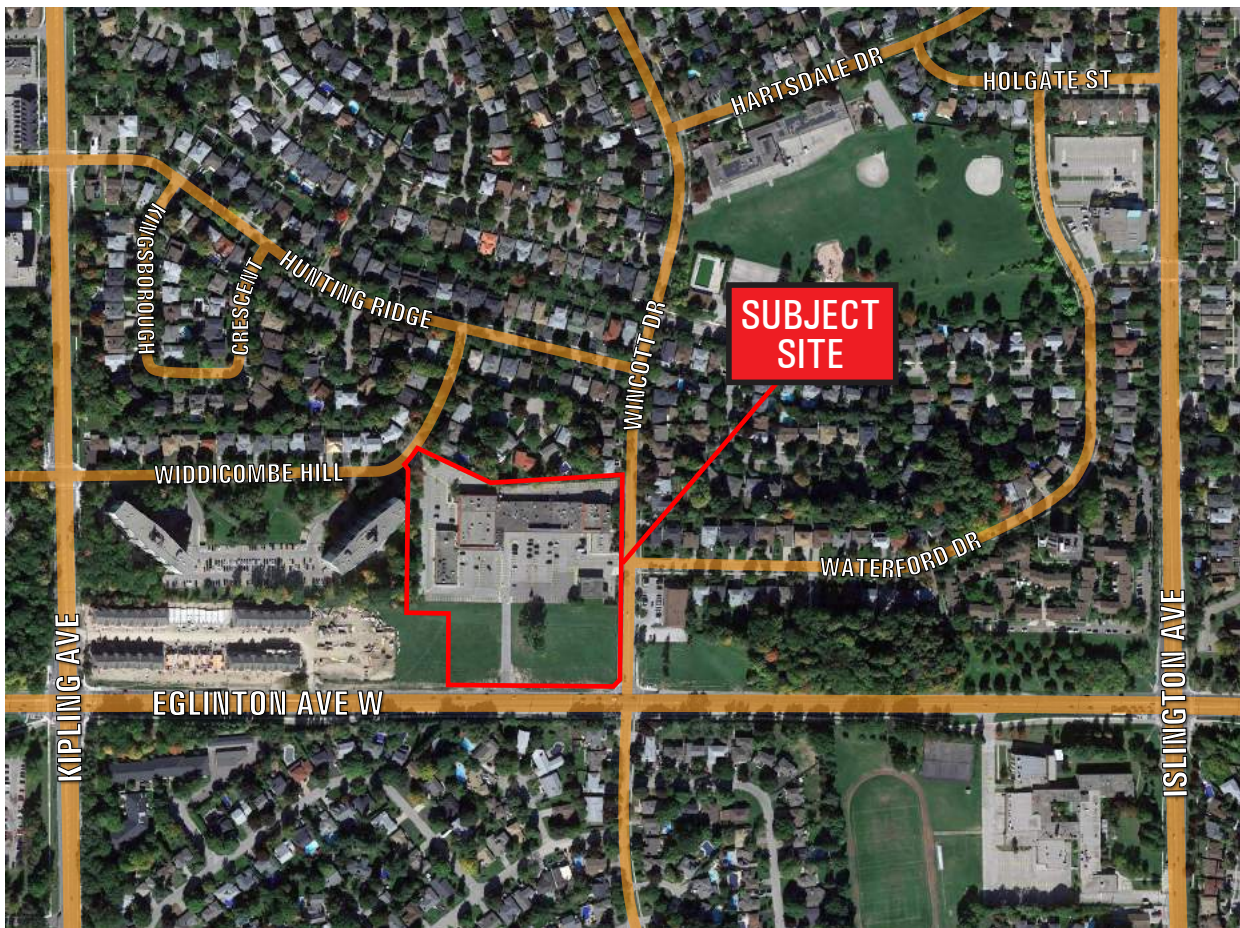


Figure 2 - Aerial Photo

Due in part to the cancellation of the planned extensions of Highway 403 and Highway 400 by the mid-1970s, there was no longer a significant need for the Richview Expressway. However, Metro Toronto continued to hold onto the former Richview Expressway lands as a planned transportation corridor. Following the approval of the Eglinton Crosstown Light Rail Transit Environmental Assessment in 2009, some of the vacant lands associated with the Richview Expressway were declared surplus by the City and approved for transfer to Build Toronto, a municipal real estate development corporation, including the southerly portion of the subject site (4620 Eglinton Avenue West).

IMMEDIATE SURROUNDINGS

Abutting the subject site to the north are the rear yards of three detached dwellings that front onto Linstead Court and the side yards of two detached dwellings fronting onto Widdicome Hill and Wincott Drive. Extending north of the subject site to Dixon Road, the predominant land use consists of low-rise residential uses in detached dwellings that were largely developed throughout the mid-1960s. Silvercreek Park, which contains the Etobicoke Children's Centre, the Richmond Gardens Outdoor Pool and the Richview Branch of the Toronto Public Library is located approximately 150 metres northeast of the subject site.

To the east of the subject site is a low-rise residential neighbourhood generally comprised of detached dwellings. The nearest detached dwellings front onto the east side of Wincott Drive and extend eastward along Waterford Drive. There is a small retail plaza at the southeast corner of Waterford Drive and Wincott Drive (265 Wincott Drive) that contains a coffee shop, take-out restaurants, dry cleaners and a beauty salon. The plaza is set back from the street by approximately 20 metres to accommodate a surface parking area. To the south of the plaza are vacant parcels at 4530 and 4560 Eglinton Avenue West, which extend east to Islington Avenue and also formed part of the former Richview Expressway lands. Adjacent to the Eglinton Avenue West and Islington Avenue intersection is a cluster townhouse development that includes a 7-storey apartment building at the centre (51-67 Waterford Drive).

Further east, the vacant lands extending east along both sides of Eglinton Avenue West, between Islington Avenue and Royal York Road, formed part of the former Richview Expressway. The rear yards of detached dwellings fronting onto interior local streets are located adjacent to the vacant lands to the north and south of Eglinton Avenue West.

On the north side of Eglinton Avenue West between Royal York Road and Scarlett Road is a concentration of 16 existing "tower in the park" apartment buildings and 4 approved "tower and base" buildings that range in height from 12 to 25 storeys. The tallest existing buildings (39 and 61 Richview Road) are 20 storeys in height and are located approximately 70 to 80 metres north of the rear yards of detached dwellings located on the south side of Eglinton Avenue West.



4 to 8 Linstead Court, View looking south



View looking east along Waterford Drive at Wincott Drive



236 Wincott Drive, View looking west



265 Wincott Drive, view looking east



9 Widdicombe Hill, View looking east



4530 and 4560 Eglinton Avenue West, view looking east along Eglinton Avenue West



View looking northeast along Eglinton Avenue West at Royal York Road



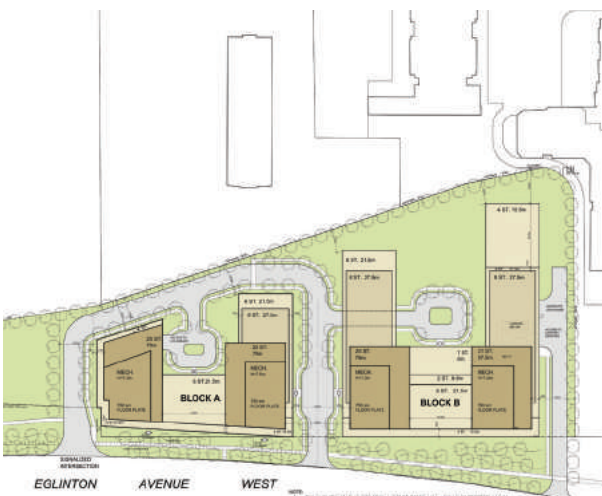
View looking northeast along Eglinton Avenue West towards Scarlett Road



View looking east along Eglinton Avenue West at Buttonwood Park



View looking southeast along Eglinton Avenue West towards Scarlett Road



Settlement Plans for 4000 Eglinton Avenue West



4000 Eglinton Avenue West, View looking northeast

Fronting onto the north side of Eglinton Avenue West is a future development at 4000 Eglinton Avenue West (currently occupied by Plant World) that was approved in principle by the Local Planning Appeals Tribunal (LPAT) on April 17, 2018. The development is comprised of four tower elements atop two shared base buildings, including one 21-storey building (75 metres including MPH) and three 25-storey buildings (86.5 metres including MPH). Each tower element is connected by a 4- to 6-storey (15.5-21.5 metre) base building that steps up to 8 storeys (27.5 metres). A new public park with an area of approximately 2,756 square metres is proposed on the west side of the development.

The south side of Eglinton Avenue West at Scarlett Road consists of a mix of older "tower in the park" apartment buildings and newer "tower and base" buildings that range in height from 6 to 19 storeys at the corner. Moving westward are the rear yards of detached dwellings fronting onto Lemonwood Drive, a cluster townhouse development, a 9-storey apartment building (4005 Eglinton Avenue West) and Buttonwood Park, a 4.3 hectare public park. At the Royal York Road intersection is a cluster townhouse development with a long row of private garages facing Eglinton Avenue West.

The lands to the south of the subject site, on the south side of Eglinton Avenue West between Islington Avenue and Kipling Avenue, are generally comprised of detached dwellings that were developed primarily throughout the late 1950s and early 1960s. Richview Collegiate Institute is located to the southeast of the subject site, at the southwest corner of Eglinton Avenue West and Islington Avenue. The low-rise residential area is oriented inwards, with detached dwellings to the immediate south of the subject site (fronting onto Winterbourne Court and Princess Anne Crescent) creating a rear yard condition along Eglinton Avenue West. The closest of these dwellings are located approximately 43 metres south of the subject site, with privacy fences and mature trees that create a visual barrier.

Extending west along the south side of Eglinton Avenue West at Kipling Avenue, is an existing apartment complex known as the Princess Garden Apartments (25, 35, 41 and 53 Warrender Avenue). This complex is comprised of two 7-storey buildings which front onto Eglinton Avenue West, as well as two 13-storey "slab" apartment buildings that are set back approximately 35 metres and 45 metres from the nearest rear yards of detached dwellings to the south. This site has a long history of approvals relating to the



View looking southwest along the south side of Eglinton Avenue West, between Kipling Avenue and Wincott Drive



View looking southwest along the south side of Eglinton Avenue West, between Kipling Avenue and Wincott Drive



201-211 Lloyd Manor Road, View looking southeast along Eglinton Avenue East



22, 36 and 44 Willowridge Road, View looking west along Richgrove Drive



7 – 21 Richgrove Drive, View looking south

development of two additional residential towers at the northwest and northeast corners of the site. The zoning approved in 1996 permitted a 13-storey building at the northwest corner and a 14-storey building at the northeast corner. In 2015, the Ontario Municipal Board approved minor variances to increase the height of the northwest building from 13 storeys to 16 storeys. There is an active Site Plan Approval application to facilitate the development of the 16-storey building.

Abutting the Princess Garden Apartments to the west, at the southeast corner of the of the Eglinton Avenue/Widdicombe Hill Boulevard/Lloyd Manor Road intersection, is a commercial plaza that contains a Metro grocery store, Shoppers Drug Mart and other neighbourhood retail uses (Lloyd Manor Plaza, 201-211 Lloyd Manor Road). Further west, at the southeast corner of Eglinton Avenue West and Martin Grove Road is Martingrove Collegiate Institute, a public secondary school that features a large sports field.

Adjacent to the Highway 401/Highway 427 interchange on the north side of Eglinton Avenue West, there is a cluster of three "tower in the park" apartment buildings (22, 36 and 44 Willowridge Road). The existing apartment buildings step down in height towards the low-rise residential neighbourhood to the north, with heights of 19, 16 and 14 storeys, respectively. These apartment buildings are located approximately 45 metres south of detached dwellings fronting onto Willowridge Road.

Adjacent to the intersection of Eglinton Avenue West and Martin Grove Road are two 11-storey "slab" apartment buildings on lands that have recently been intensified with a 21-storey point tower building and three 4-storey apartment blocks fronting onto Richgrove Drive (7-21 Richgrove Drive). As set out in By-law 1307-2008, the site-specific zoning permits an additional 22-storey building (66.46 metres including MPH) with a floor plate of 960 square metres on the southeast portion of the site, which has not yet been constructed.

At the northeast corner of the Eglinton Avenue West and Martin Grove Road intersection is Richview Park, a 10.9 hectare park which features various sports playing fields as well as a playground. To the east of Richview Park are three 17-storey "Y"-shaped "tower-in-the-park" apartment buildings (63, 73 and 120 Widdicombe Hill Boulevard).

Continuing east, on the west side of Kipling Avenue, are two "slab" style apartment buildings (53 and 57 Widdicombe Hill Boulevard), both of which are 18 storeys in height and oriented at an oblique angle, with a separation distance of approximately 30 metres. A small single-storey structure located between these two buildings contains shared amenity features, including an indoor pool.



120 Widdicombe Hill Boulevard, View looking west



63 and 73 Widdicombe Hill Boulevard, View looking southwest



Richview Park, View looking northwest from Widdicombe Hill Boulevard



53 and 57 Widdicombe Hill Boulevard, View looking south



4780 Eglinton Avenue West, View looking northeast



4800 Eglinton Avenue West and 130-142 Widdicombe Hill Boulevard, View looking northwest



25 Widdicombe Hill, View looking southeast

To the south of these apartment buildings are former Richview Expressway lands that are currently being developed. On the westerly portion, west of Widdicombe Hill Boulevard, is a recently completed stacked townhouse development (4800 Eglinton Avenue West and 130-142 Widdicombe Hill Boulevard). To the east of Widdicombe Hill Boulevard is 4780 Eglinton Avenue West, which is currently being developed with 89 three-storey townhouse units in 14 blocks. The southerly blocks in this development have been designed to front onto Eglinton Avenue West, while the remaining blocks will front onto a new public road (Pony Farm Drive). The vacant lands at the northwest corner of Kipling Avenue and Eglinton Avenue (4760 Eglinton Avenue West) are occupied by a stand of mature trees.

On the east side of Kipling Avenue is a large property that extends east to the northerly portion of the subject site (Richview Square), which is developed with two 11-storey "slab" style tower-in-the-park apartment buildings (25-35 Widdicombe Hill) that are oriented at oblique angles away from one another, with a separation distance of approximately 125 metres between the buildings and little relationship to the adjacent public street. These two apartment buildings were constructed around the same time as Richview Square and are located approximately



35 Widdicombe Hill, View looking southwest

30 to 35 metres from the detached dwellings on the north side of Widdicombe Hill. The northeast corner of the building at 25 Widdicombe Hill is located approximately 15.5 metres from the west limit of the subject site.

The land between the two buildings is occupied by Widdicombe Hill Park, a public park fronting on Widdicombe Hill that features passive open space, as well a surface parking lot to the south of the park that serves the adjacent apartment buildings. In January 1996, the Ontario Municipal Board allowed a zoning appeal to permit the development of a third 11-storey apartment building, generally in the location of the existing surface parking lot. To date, construction of the third building has not yet been pursued.

To the south of 25 and 35 Widdicombe Hill, abutting the north side of Eglinton Avenue West, are lands that form part of the former Richview Expressway and are presently being developed. At the Kipling Avenue intersection, there are six blocks of 3-storey street townhouse units (9 to 76 Dryden Way) that front onto a new public road (Dryden Way) and are nearing completion.

Immediately west of the subject site is a seniors' apartment building and long-term care facility, which is currently under construction (4650 Eglinton Avenue West). It will consist of two 9-storey buildings oriented east-west on the property, linked by a central 7-storey building. The easterly building will be L-shaped, with a 6.5 metre setback from the east lot line abutting the subject site (4620 Eglinton) and a 10.5 metre setback from the north lot line abutting the westerly portion of the Richview Square portion of the subject site. The 4650 Eglinton development will have vehicular access via a private driveway running along the north property limit from Dryden Way to a north-south driveway along the westerly edge of the subject site (4620 Eglinton). The development will have a total gross floor area of approximately 27,800 square metres and a density of 3.36 FSI.



Widdicombe Hill Park, View looking south



9 to 76 Dryden Way, View looking northwest



4650 Eglinton Avenue West, View looking north

2.3 Transportation Network

The subject site is accessed directly from Eglinton Avenue West, a major east-west arterial road that extends across the City of Toronto from Kingston Road in the east to Highway 401 in the City of Mississauga. Adjacent to the subject site, Eglinton Avenue West has a four-lane urban cross section with a sidewalk on the south side only and an ultimate right-of-way width of 45.0 metres. Sidewalks are being introduced to the north side of Eglinton Avenue as redevelopment of the former expressway lands occurs. Both Wincott Drive and Widdicombe Drive are identified as Collector Roads in the City's Road Classification System.

In terms of transit, the subject site is well served by TTC bus routes, including routes that offer frequent service of ten minutes or less. These routes include:

- Route #32 Eglinton West operates along Eglinton Avenue West, with stops adjacent to the subject site, and connects Eglinton West Station on the Yonge-University subway line to Renforth Drive. This route operates all day, every day with service of 10 minutes or better at all times from Skymark and Renforth to Eglinton Station.
- Route #45 Kipling operates between Kipling Station on the Bloor-Danforth subway line and Steeles Avenue West in a north-south direction along Kipling Avenue. This route is also part of the 10-minute network, and operates 10 minutes or better, all day, every day.
- Route #37 Islington operates between Islington Station on the Bloor-Danforth subway line and Steeles Avenue West in a north-south direction along Islington Avenue. This route offers 3 branch services.

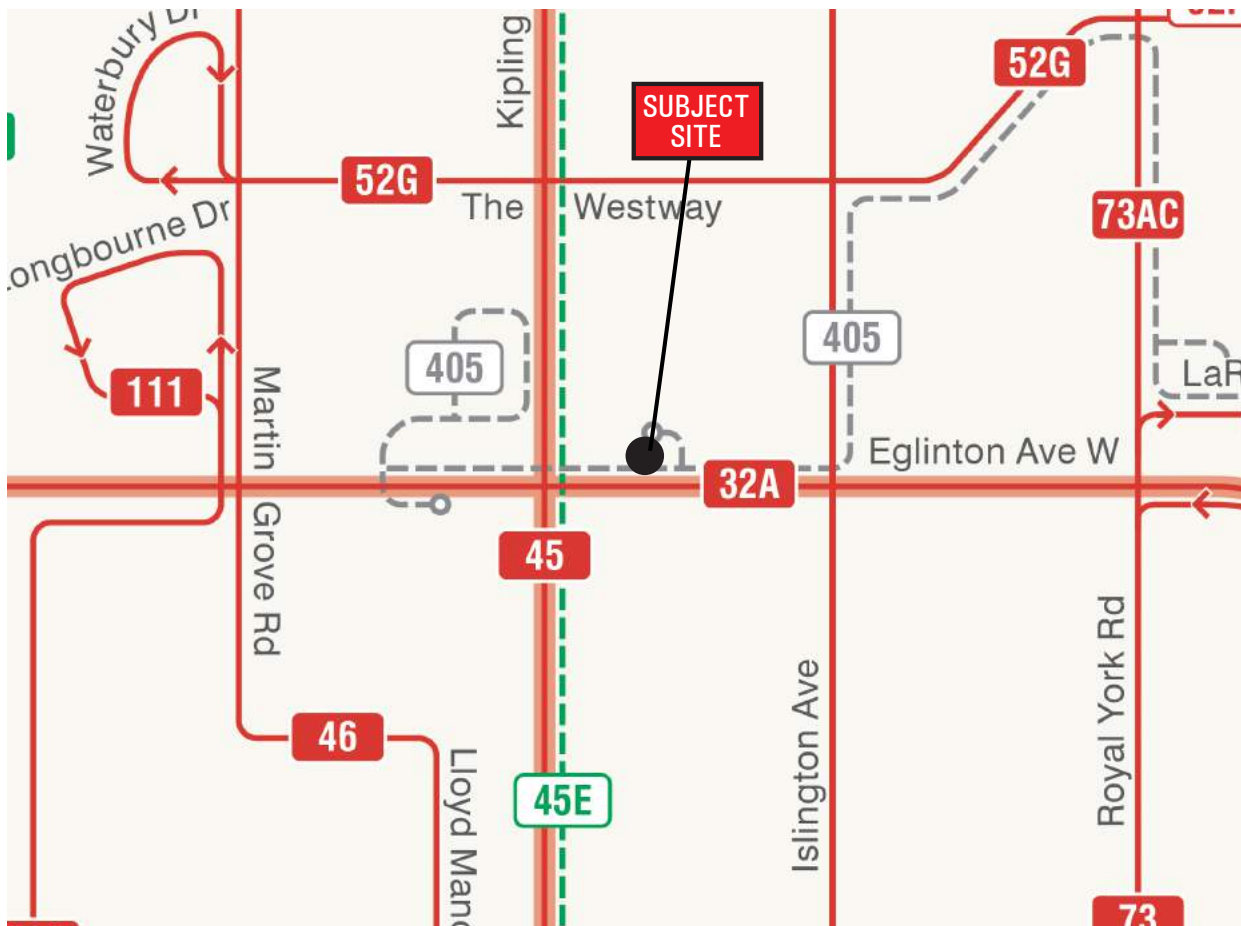


Figure 3 - TTC Map

Eglinton Avenue West is planned as part of Phase Two of the Eglinton Crosstown Light Rapid Transit ("LRT") line. Broadly, the Eglinton Crosstown is envisioned to provide higher-order public transit service across midtown Toronto between Kennedy Station in the east and Pearson International Airport in the west. Phase One of the Eglinton Crosstown is presently under construction and includes 17 stops between Kennedy Station in the east and Weston Road (Mount Dennis Station) in the west. Phase One of the Eglinton Crosstown is expected to be complete by 2021.

In July 2016, City Council approved an Eglinton West LRT concept with 8 to 12 stops between Mount Dennis Station and the Renforth Gateway. At that time, City Council also requested that City Planning and TTC staff explore opportunities for extending the Eglinton West LRT to Pearson International Airport. Based on an assessment of the potential stop locations, City Planning and TTC staff have identified 10 stops that will be carried forward for further analysis, including one stop abutting the subject site at Wincott Drive/Bemersyde Drive and adjacent stops at both Islington Avenue and Kipling Avenue. If all three stops are implemented, the subject site will be located directly adjacent to one mid-block stop and within 500 metres of two major stops.

At its meeting on November 8, 2016, City Council adopted a motion to enter into and execute agreements with the Province, Metrolinx or one of its agencies for cost-share arrangements to facilitate a number of major public transit projects, including the Eglinton West LRT. An update report was presented to Council on December 5, 2017 that included recommendations on stop locations and grade separations for the Eglinton West LRT. The report concluded that, in all cases, the estimated costs of grade-separated stations would be greater than the estimated benefits over the 60-year life-cycle of the system. Council adopted the recommendation to continue planning the Eglinton West LRT and directed staff to establish a working group of community stakeholders, in consultation with local councillors, to investigate further grade separation and/or tunneling options to further develop traffic modelling and an enhanced framework that places additional consideration on local community interest. A report to council on the recommended project concept and updated business case is anticipated in the second quarter of 2018. As of the date of this Planning and Urban Design Rationale report, the Eglinton West LRT remains unfunded.



Figure 4 - Eglinton West LRT Map

[3.0]

PROPOSAL

3.1 Description of the Proposal

OVERVIEW

The proposed redevelopment contemplates the revitalization and redevelopment of an underutilized site that contains a 1960s era suburban commercial plaza, surface parking areas and vacant lands associated with the previously planned Richview Expressway. The proposal is intended to create a vibrant, inviting and pedestrian-friendly mixed-use destination for the Richview neighbourhood with direct access to a planned stop on the Eglinton West LRT line. Generally, the proposal is comprised of three key elements, including:

1. the introduction of a network of new, publicly-accessible private streets and pathways, as well as a privately-owned publicly accessible open space (POPS);
2. the development of three residential/mixed-use buildings with street-related uses (Building A, B and C); and
3. the renovation and rehabilitation of the existing commercial plaza building on the northern portion of the site (Building D).

The proposed development includes a gross floor area ("GFA") of approximately 75,525 square metres, including 60,298 square metres of residential uses and 15,227 square metres of retail uses, including 4,065 square metres of renovated retail uses in the existing commercial plaza. The resulting floor space index ("FSI") is approximately 2.48 times the area of the subject site.

As a key organizing element, the creation of a network of publicly-accessible private streets, pathways and open spaces will connect the proposed development into the surrounding neighbourhood. Enhanced streetscape elements, including wide sidewalks, trees and planting, as well as a co-ordinated approach to street furniture, will contribute to the creation of an attractive, pedestrian-friendly environment that does not presently exist on the subject site.

The proposed development includes a 492 square metre privately owned, publicly accessible open space (POPS), centrally located on the subject site, fronting onto Eglinton Avenue West between Building B and Building C. The POPS is envisioned to provide flexible and programmable outdoor space for residents of the proposed development and adjacent neighbourhoods and will include enhanced landscaping with hard and soft surfaces as well as street furniture. A dynamic and geometric surface cover will visually extend the POPS north from Eglinton Avenue West to Building D, creating a visually consistent view corridor through to the renovated retail plaza.

A consistent and contemporary architectural expression ties together each of the buildings so that the proposed development reads as a cohesive whole. Generally, the architectural language is expressed through horizontal bands of metal panel and glass that complement the modernist aesthetic of the nearby "tower in the park" apartment buildings extending along Eglinton Avenue West. Extensive use of vision glass along the ground floor of each building will provide direct views into and out of the active, street-related retail uses and residential lobbies which will serve to animate the ground plane.

The following provides a detailed description of the key elements within the proposed development and a detailed summary of the development statistics is provided under Section 3.2 of this report.

BUILDING 'A'

Building A is a 16-storey building (60.30 metre including MPH) that includes a three-storey base building (14.0 metres) located on the western portion of the subject site. The building consists predominantly of residential uses, with a small retail component on the ground floor at the northeast corner adjacent to the existing commercial plaza (Building D). The south portion of the base building is lined with two-storey townhouse-style units that front onto a new private street. An internal loading bay and a ramp to the underground parking garage are located on the north side of Building A.

Although the base of Building A has a zero setback to the west property line, the tower element is set back approximately 14.0 metres (including balconies). A 1.8 metre setback to the east face of the building helps to distinguish the base and tower elements of Building A. The tower element of Building A has a floor plate of approximately 1,050 square metres that is oriented in a north-south direction and provides for a separation distance of at least 41.1 metres to the adjacent 11-storey building to the west (25 Widdicombe Hill), which is sited at an oblique angle.

BUILDING 'B' AND BUILDING 'C'

Building B and Building C each consist of a 22-storey (82.30 metres including MPH) mixed-use/residential building, located adjacent to Eglinton Avenue West near the southwest and southeast corners of the subject site, respectively. The ground floor of each building contains street-related retail uses that expand onto Level 2, with residential dwelling units above. Loading and an underground garage ramp are located and accessed off of the proposed private street, out of view from the adjacent public streets.

The built form of Building B and Building C is generally divided into three visually distinct components: a base building, a middle element and a tower element, as described below:

- The base building consists of Level 1 and Level 2 with a height of 14.0 metres and primarily contains retail uses as well as the residential lobbies. The ground floors of Building B and Building C are set back from the adjacent public streets and proposed publicly accessible private streets to provide a wide sidewalk zone and/or landscape buffer.
- The middle element consists of an "L"-shaped floor plate between Level 3 and Level 11 that is oriented north-south and incorporates deep building setbacks from the base building. In particular, the middle element is set back approximately 11.6 to 12.0 metres from the base building on three sides.
- The tower element is comprised of Level 12 to Level 22 and has a floor plate size of 756 square metres. There is a separation distance of approximately 54.4 metres between the tower elements of Building B and Building C. The tower elements for Building B and C are set back between 100 and 108 metres from the north lot line and 40.5 metres from the south lot line, so that each building falls within a 45-degree angular plane measured from the nearest property line of the adjacent low-rise residential neighbourhoods.

BUILDING 'D'

The existing one-storey commercial plaza (Building D) is proposed to be largely retained and renovated. Although small portions of Building D will be removed to facilitate the development of the site, the vast majority of the existing building will remain and extensive upgrades to the existing façades will be completed. It is anticipated that the architectural expression of the renovations to Building D will be consistent with the rest of the proposed development.

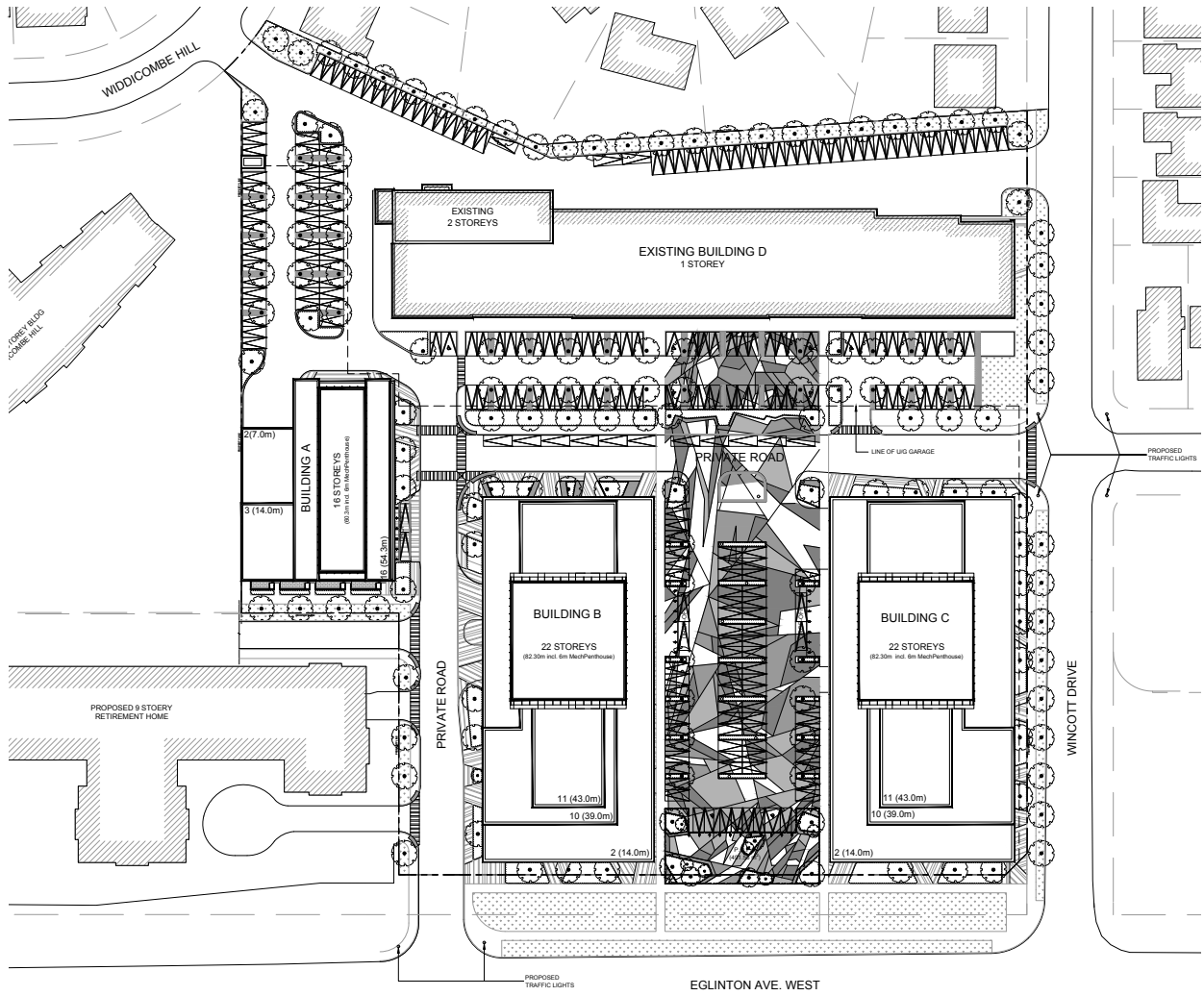


Figure 5 - Site Plan

RESIDENTIAL UNITS AND AMENITY SPACE

The proposed development includes a total of 671 dwelling units, including 336 one-bedroom units, 268 two-bedroom units and 67 three-bedroom units. Half of the proposed dwelling units are two- and three-bedroom units suitable for larger households, including 10% three-bedroom units. Of the proposed units, Build Toronto has committed to providing no less than 10%, and up to 20%, of their share of the units (approximately 46%) as affordable units. This amounts to a minimum of 31 affordable units, and up to a maximum of 62 affordable units, which will likely be provided as rental units.

Each of the three proposed mixed-use buildings incorporates common indoor amenity space and adjoining outdoor amenity spaces. Overall, amenity space is provided for the proposed development at a rate of 2.0 square metres of indoor amenity space per dwelling unit and 4.85 square metres of outdoor amenity space per dwelling unit. These spaces have been designed to accommodate a broad range of indoor and outdoor recreational uses, including passive and active activities for residents of all ages.

PARKING, LOADING AND ACCESS

Access to the proposed development will continue to be provided by way driveways to Eglinton Avenue West, Wincott Drive and Widdicombe Hill. A proposed private street, which will be built to City standards, will extend into and through the site, tying into adjacent public streets and private laneways. The alignment of the proposed private street is informed by two key factors:

- shifting the southern driveway at Wincott Drive to the north so that it aligns with Waterford Drive at a new signalized intersection; and
- shifting the existing driveway to Eglinton Avenue West to the western edge of the subject site, so that it serves both the proposed development as well as the abutting seniors' building at 4650 Eglinton Avenue West, which is currently under construction.

As a result of these changes, the proposed private street will include two sections: a north-south section that connects to Eglinton Avenue West and an east-west section that connects to Wincott Drive. The two sections of the private road meet at a "T" intersection adjacent to the proposed Building A. The existing driveways to the west and north of Building D will be largely unchanged, with the exception of modest improvements to the alignment of the driveways to accommodate an upgraded surface parking area.

To the north of the east-west section of the private street is an existing surface parking area that will be upgraded and is proposed to contain 56 parking spaces. South of the private street, between Building B and Building C, is a small parking lot that contains 67 parking spaces for the proposed retail uses. As noted above, a dynamic landscape concept for the surface parking area is intended to create a visually consistent view corridor through to the renovated retail plaza.

The proposed development includes a 2-level underground parking garage. Overall, 1,288 parking spaces are proposed, of which 671 spaces are reserved for residents (one space per unit), 51 spaces are reserved for residential visitors (with 16 additional spaces shared with the retail parking space), and 566 spaces are available for the retail component of the proposal.

A number of loading spaces are included in the proposed development. Building A includes one Type 'G' loading space, while Building B and Building C each include one Type 'G' loading space as well as 2 Type 'B' loading spaces. All of the proposed loading spaces are entirely enclosed within the proposed buildings and out of view from the public realm.

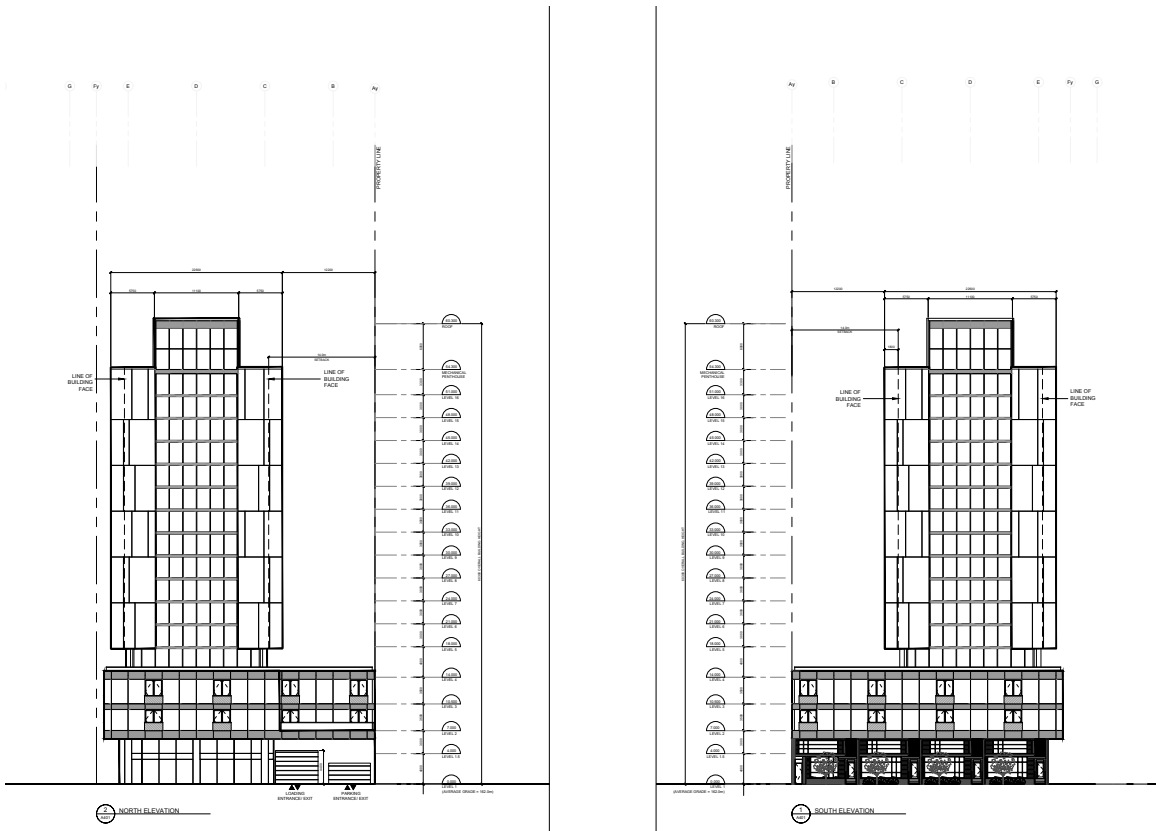
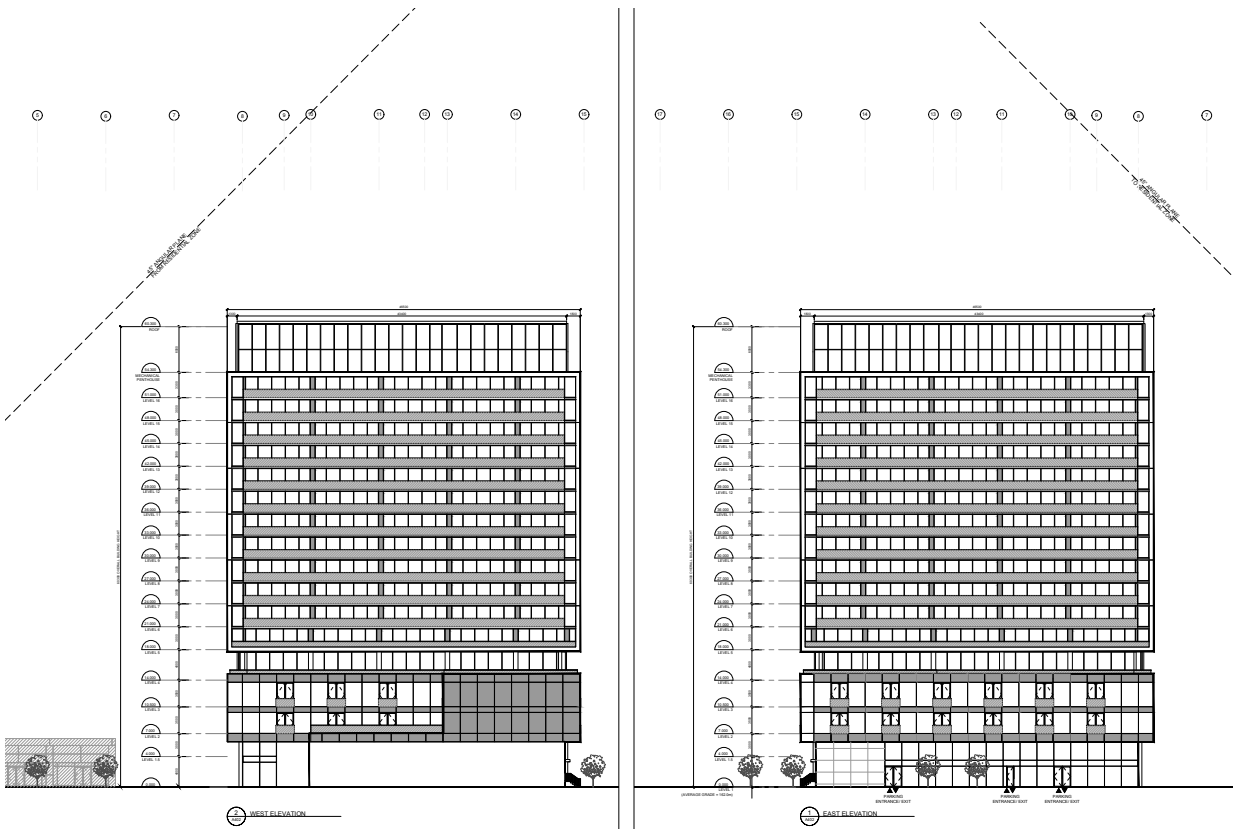


Figure 6a - Building 'A' Elevations



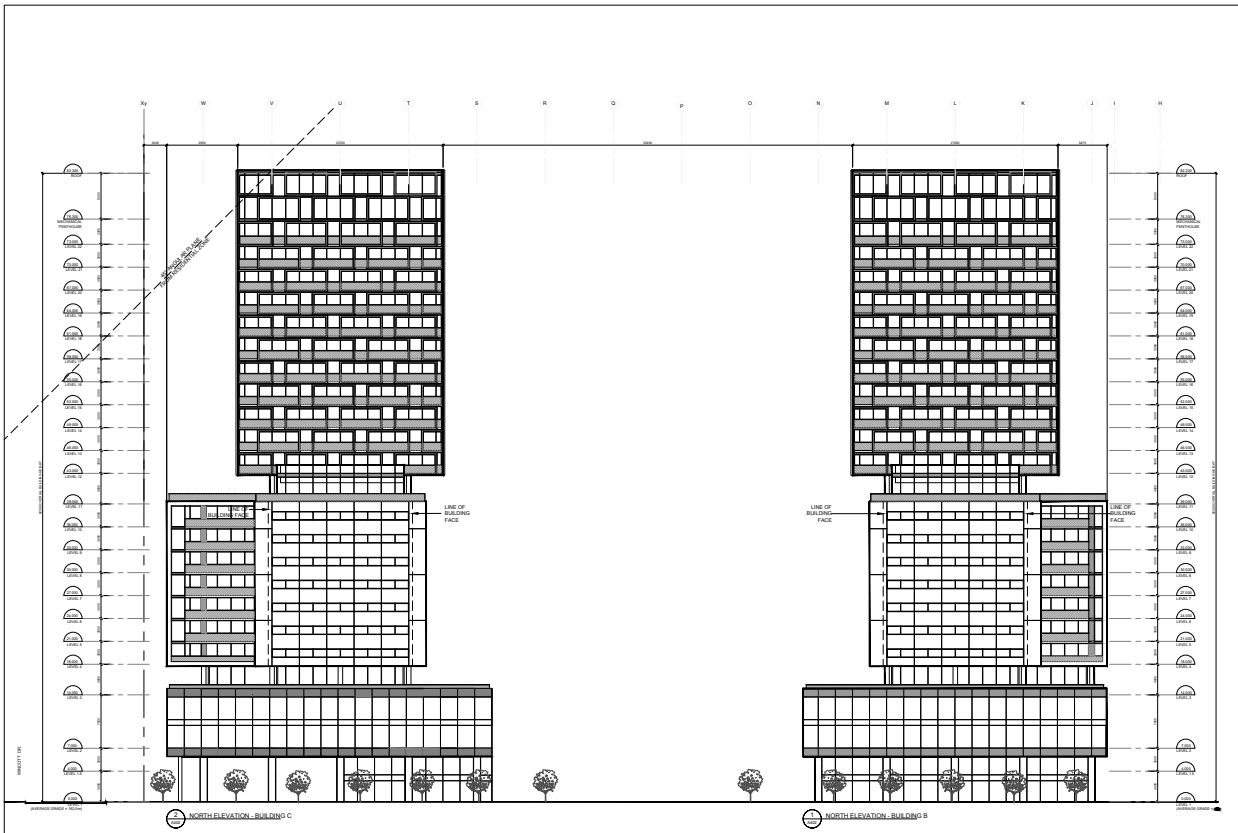
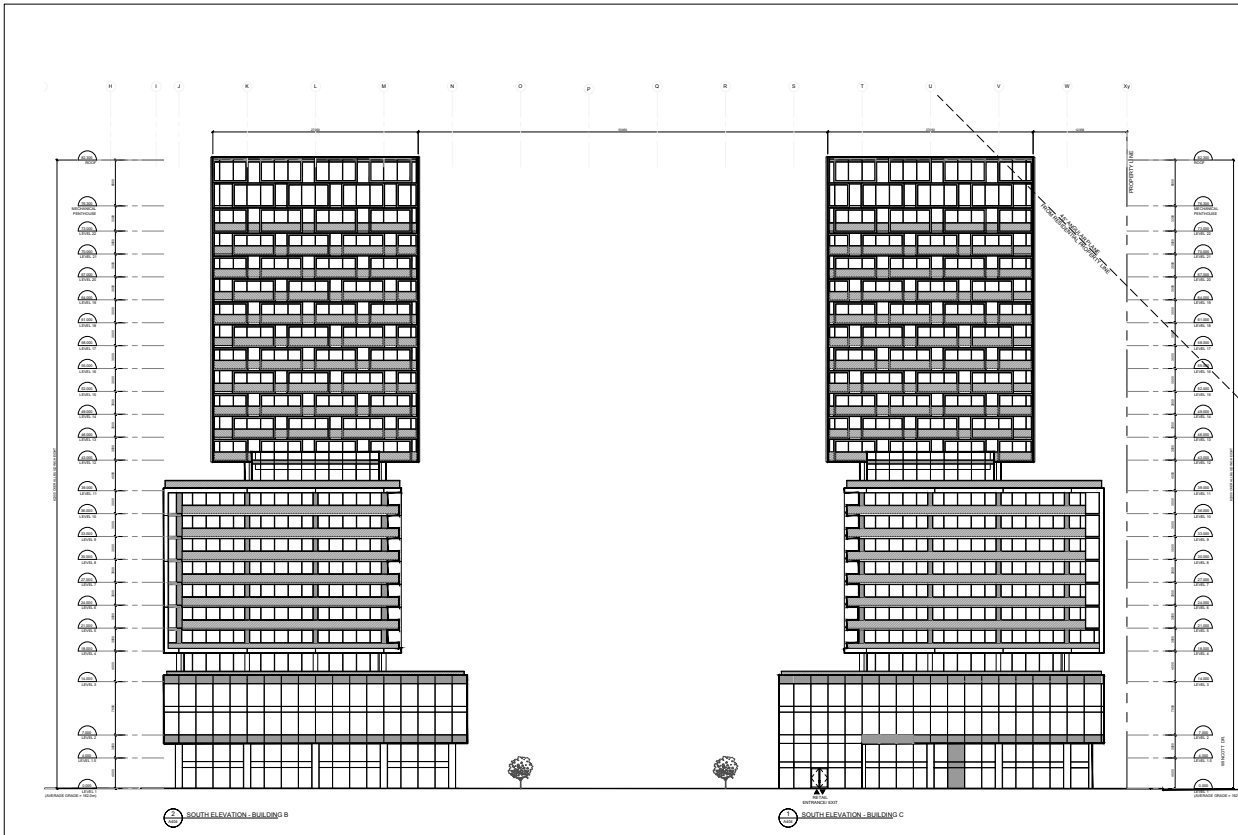


Figure 6b - Building 'B' and 'C' Elevations

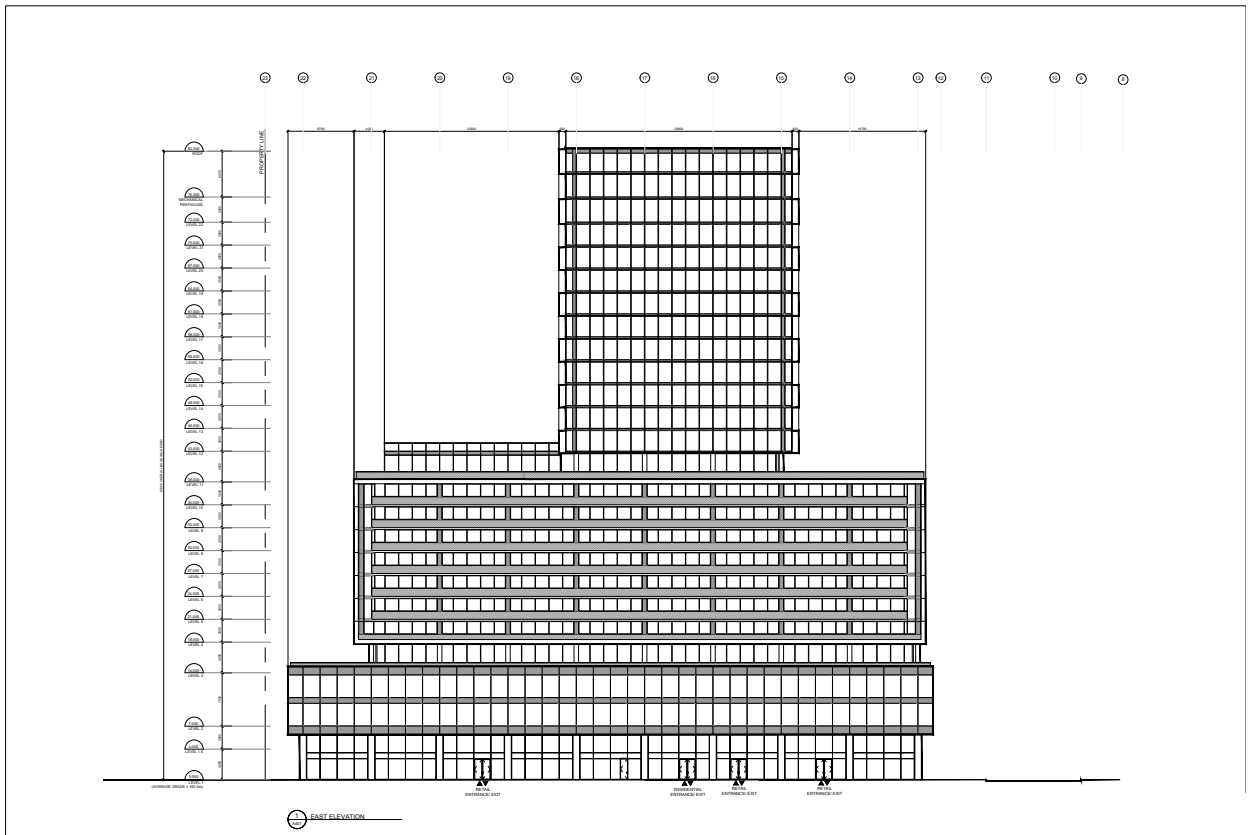
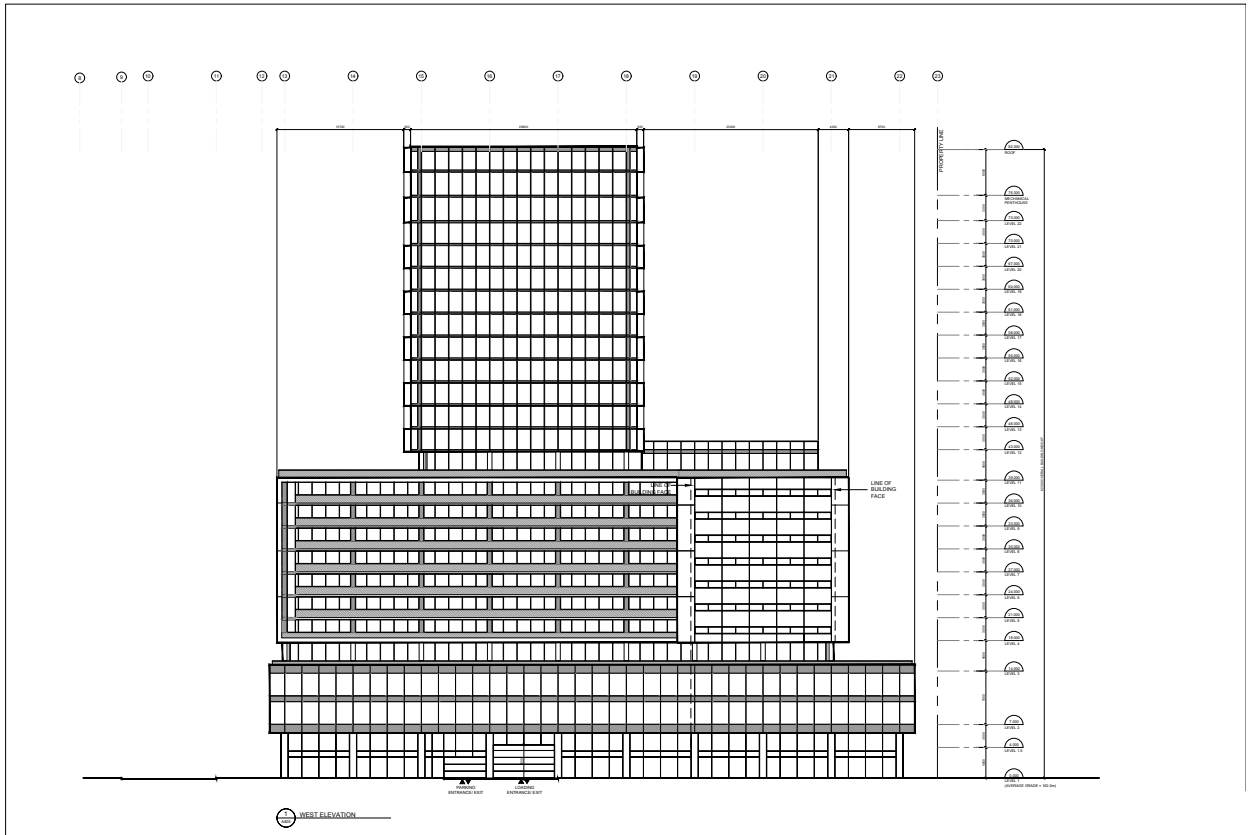


Figure 6c - Building 'B' Elevations

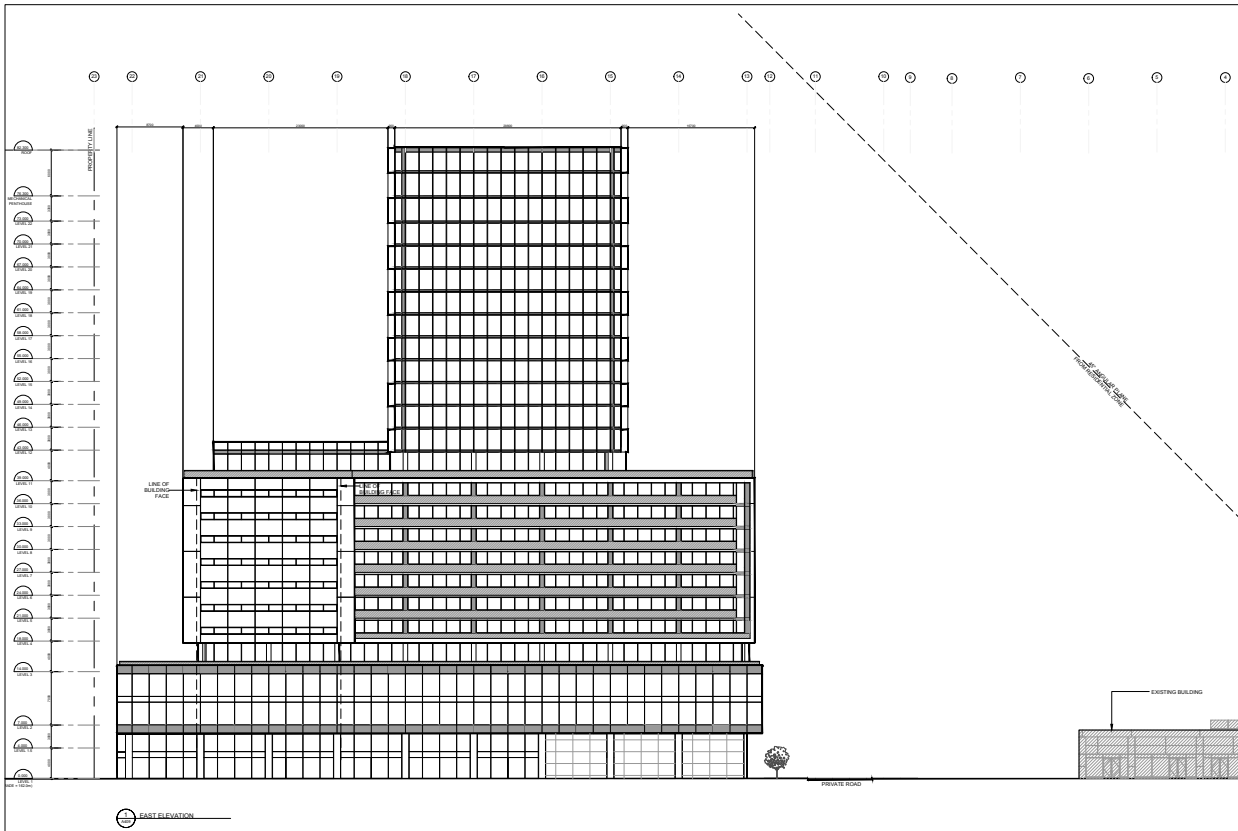
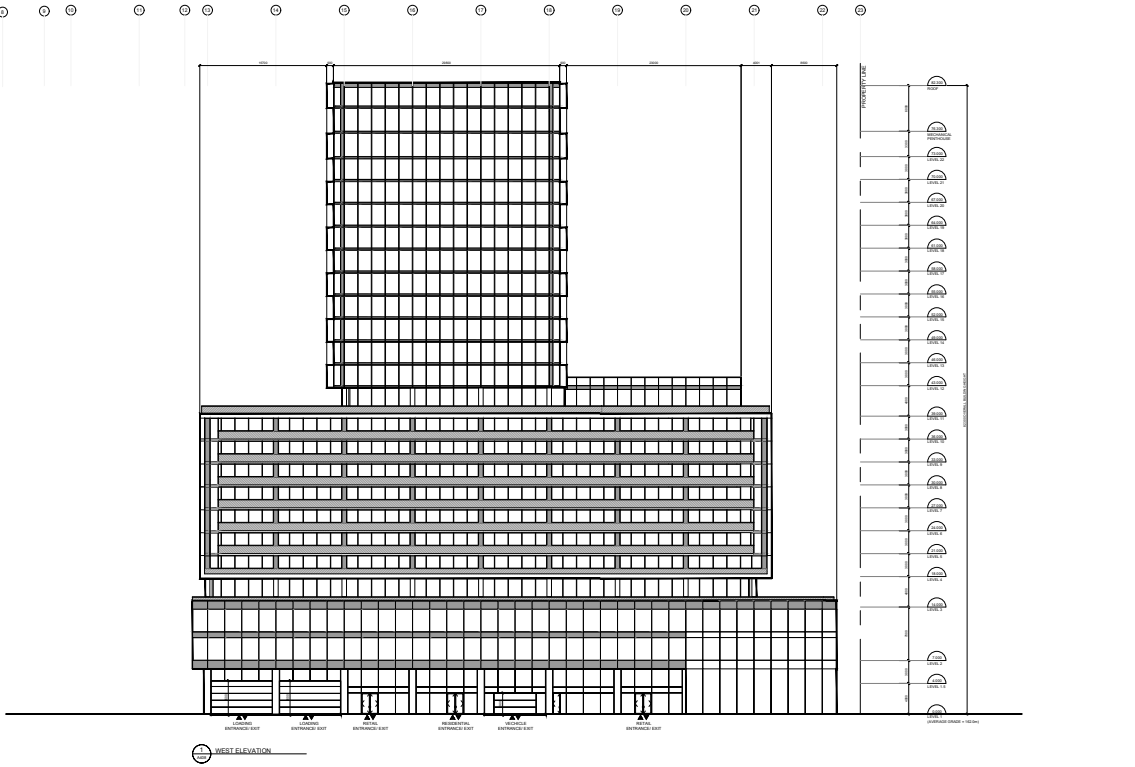


Figure 6d - Building 'C' Elevations

3.2 Key Statistics

Site Area	30,432 square metres
Gross Floor Area	
Retained Retail	4,065 square metres
Proposed Retail	11,162 square metres
Proposed Residential	60,298 square metres
Total Proposed	75,525 square metres
Floor Space Index	2.48
Building Height	
Building A	16 storeys (60.30 metres including MPH)
Building B	22 storeys (82.30 metres including MPH)
Building C	22 storeys (82.30 metres (including MPH)
Building D (Existing)	2 storeys (7.65 metres)
Residential Units	
One-Bedroom Units	336 units (50%)
Two-Bedroom Units	268 units (40%)
Three-Bedroom Units	67 units (10%)
Total Dwelling Units	671 units
Amenity Space	
Indoor	1,335 square metres (1.99 m2/unit)
Outdoor	3,255 square metres (4.85 m2/unit)
Car Parking Spaces	
Resident	671 spaces
Visitor	51 spaces
Commercial	566 spaces
Total Parking Spaces	1,288 spaces
Bicycle Parking Spaces	
Resident Short Term	48 spaces
Resident Long Term	526 spaces
Commercial Short Term	60 spaces
Commercial Long Term	16 spaces
Total Bicycle Parking Spaces	650 spaces

3.3 Community Engagement

A series of three pre-submission community consultation events were held to introduce the proposed development to the community and receive feedback. The following provides a brief overview of the meetings and a summary of the key issues identified by participants:

- **Community Meeting #1 (May 27, 2017):**

On Saturday May 27, 2017, the development team, consisting of Trinity Development Group and Build Toronto, held a Community Open House at Richview Collegiate Institute to introduce the team to the broader community, share the development objectives for the property and gather feedback early in the process. This event provided community members with an opportunity to provide input into the development objectives and share their priorities for the neighbourhood and the site. Over 300 people attended the event, with almost 300 comments posted on interactive boards and 124 comment forms submitted at the Open House and during the 7-day commenting period that followed.

- **Community Meeting #2 (August 15, 2017):**

Following the Community Open House on May 27, 2017, a follow-up Interactive Community Meeting was held on Tuesday, August 15, 2017 at the Plast Huculak Centre (516 The Kingsway). The purpose of this second event, which was attended by approximately 340 people, was to share background information, refined development objectives and community priorities and present new project information on aspects of the future development. This event was an opportunity for the community to engage in an interactive way with the project team and for the project team to gather further feedback from the community. The format of this interactive community meeting included presentation boards, a 15-minute main presentation repeated every hour and interactive breakout sessions focusing on Housing, Public Gathering Space, Retail and Transportation Planning. During the event and in the 7-day comment period following the event, a total of 203 completed comment cards were submitted by residents.

- **Community Meeting #3 (November 1, 2017):**


A third and final pre-application community meeting was held by the project team on November 1, 2017 at Martingrove Collegiate Institute. The purpose of this third meeting was to share confirmed development objectives and feedback received to date during the community engagement process, and to share further development plans for the site. This meeting was attended by approximately 160 community members and included a project presentation and facilitated Question & Answer session. A total of 23 comment forms were submitted at the event and during the 7-day comment period that followed.

Overall, the result of the three pre-application community meetings held throughout 2017 was the collection of significant community feedback and input regarding the future development of the subject site. Some community members expressed support for the community engagement process, and some also expressed support for the preliminary design of the buildings and the development in general. Also expressed were specific concerns relating to traffic congestion, the height and density of the proposed buildings, and the perception that the future development does not fit within the physical and aesthetic quality of the neighbourhood. Throughout the consultation process, key themes emerged including: traffic, parking and transportation; built form design; the importance of maintaining a retail destination; and the need to develop a complete community that considers the needs of residents of a variety of ages.

3.4 Required Approvals

In our opinion, the proposed development conforms with the City of Toronto Official Plan, and in particular, is permitted by the applicable *Mixed Use Areas* designation. Accordingly, no Official Plan Amendment is required.

The proposal requires an amendment to the former City of Etobicoke Zoning Code, as amended, and the new City-wide Zoning By-law 569-2013, as amended, in order to permit residential uses on the subject site, increase the permitted height and density, and to revise other development standards as necessary to permit the proposed development.



[4.01]

P O L I C Y &
R E G U L A T O R Y
C O N T E X T

4.1 Overview

As set out below, the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan and the City of Toronto Official Plan, all of which promote the efficient use of land and infrastructure within built-up areas, particularly in proximity to existing or planned higher-order public transit.

4.2 Provincial Policy Statement

The Provincial Policy Statement 2014 ("PPS") came into effect on April 30, 2014 and provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

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

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses.

Policy 1.1.3.2 of the PPS promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, and which are transit-supportive where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing

or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact built form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and public transit.

The efficient use of infrastructure (particularly public transit) is a key element of provincial policy (Section 1.6). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and mainstreets, and encouraging a sense of place by promoting well-designed built form and cultural planning.

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

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested rezoning are consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

4.3 Growth Plan for the Greater Golden Horseshoe

The Growth Plan was updated in May 2017 and took effect on July 1, 2017, replacing the previous Growth Plan (2006). All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the Growth Plan (2017), subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

As compared with the Growth Plan (2006), the Growth Plan policies have been strengthened as they apply to the integration of land use and infrastructure planning, and the importance of "optimizing" the use of the land supply and infrastructure. In this respect, the Growth Plan has been revised by adding more detail about the objectives of a "complete community" and requiring minimum densities for major transit station areas along priority transit corridors.

Similar to the PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. As noted in Section 2.1 of the Plan:

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

The subject site would be considered to be part of a "strategic growth area" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form), given that the site is located within a "major transit station area" on a "priority transit corridor" associated with the planned Wincott/Bemersyde transit stop on the Eglinton West LRT. "Strategic growth areas" include urban growth centres, major transit station areas and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service may also be identified as strategic growth areas.

A "major transit station area" is defined by the Growth Plan 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 metre radius of a transit station, representing about a 10-minute walk". 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 and inter-city rail), light rail, and buses in dedicated rights-of-way".

The subject site is located along Eglinton Avenue West, a "priority transit corridor" which is defined in the Growth Plan as "transit corridors shown on Schedule 5 or as further identified by the Province for the purpose of implementing this Plan". Although the planned Eglinton West LRT is not illustrated on Schedule 5 to the Growth Plan (i.e. the Eglinton Crosstown appears to terminate at the Mount Dennis station), it has been identified as part of the 15-year Plan set out in the Metrolinx Regional Transportation Plan and described in Section 4.4 of this report. Therefore, Eglinton Avenue West in the vicinity of the subject site would be considered a "priority transit corridor".

Additionally, Eglinton Avenue West is a major arterial road with “frequent transit” service, which has been identified as an *Avenue* in the Toronto Official Plan. The Growth Plan defines “frequent service” as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. In comparison, the bus route running on Eglinton Avenue West provides round-the-clock service, with a frequency of one bus every 10 minutes or less.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

In this respect, Schedule 3 of the Growth Plan forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041. The recently released 2016 Census indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now midway through the 2001-2031 forecast period, the 2016 population of 2,731,571 (which would translate to an estimated population of 2,825,123, using the same undercount percentage as determined for the 2011 Census) is only 39.2% of the way toward achieving the population forecast of 3,190,000 by 2031.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, ensure the development of high quality compact built form and an attractive and vibrant public realm, and mitigate and adapt to climate change impacts and contribute towards the achievement of low-carbon communities.

Policy 2.2.2(4) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, encourage intensification generally to achieve the desired urban structure, identify the appropriate type and scale of development and transition of built form to adjacent areas, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, and identify the appropriate type and scale of development and transition of built form to adjacent areas.

Policy 2.2.4(1) requires that “priority transit corridors” shown on Schedule 5 (or as further identified by the Province) be identified in official plans and that planning will be prioritized for “major transit station areas” on “priority transit corridors”, including “zoning in a manner that implements the policies of this Plan”. In this regard, Schedule 5 identifies the Eglinton Crosstown as a “priority transit corridor”, and the Eglinton West LRT is identified within the Metrolinx Regional Transportation Plan.

Policy 2.2.4(2) requires single-tier municipalities, such as the City of Toronto, to delineate the boundaries of “major transit station areas” on priority transit corridors “in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station”. Policy 2.2.4(3) (c) goes on to require that “major transit station areas” that are served by light rail transit or bus rapid transit be planned for a minimum density target of 160 residents and jobs combined per hectare. Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

Policy 2.2.4(9) provides that, within all “major transit station areas”, development will be supported, where appropriate, by:

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

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

The Growth Plan (2017) includes a new Section 2.2.6 that deals with housing. Policy 2.2.6(1) requires municipalities to develop a housing strategy that, among other matters, supports the achievement of the minimum intensification and density targets in the Growth Plan and identifies a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in preparing a housing strategy, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan (2017) place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

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

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

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested rezoning conforms with the Growth Plan (2017) and, in particular, the policies encouraging growth and intensification generally throughout existing built-up areas and in strategic growth areas, such as “major transit station areas”.

4.4 Metrolinx Regional Transportation Plan (“The Big Move”)

On November 28, 2008, the Metrolinx Board of Directors adopted a Regional Transportation Plan (RTP) called “The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA)”. The mandate to create a Regional Transportation Plan (RTP) is found in the Greater Toronto Transportation Authority Act, 2006, which established Metrolinx and directed it to create a long term strategic plan for an integrated, multi-modal, regional transportation system. As defined by the Act, this is to be a transportation plan that:

- takes into account all modes of transportation;
- makes use of intelligent transportation systems;
- promotes the integration of local transit systems with each other and with the GO Transit system;
- works toward easing congestion and commute times, and reducing transportation related emissions of smog precursors and greenhouse gases; and
- promotes transit-supportive development and the viability and optimization of transit infrastructure.

The RTP is the third piece in a three-part approach by the provincial government to prepare the GTA for growth and sustainability. It builds on the Greenbelt Plan, which protects more than 1.8 million acres of environmentally sensitive and agricultural land in the heart of the region, and the Growth Plan, as set out above. Together, these three initiatives will lead to the development of more compact and complete communities that make walking, cycling and transit part of everyday life. One of the Big Move's ten key strategies is to develop a comprehensive regional transit network within 15 years of the adoption of the RTP.

The RTP is based on a series of Goals and Objectives, from which are developed ten strategies. Strategy 1 is to build a comprehensive regional rapid transit network. Strategy 7 is to build communities that are pedestrian, cycling and transit-supportive. The RTP identifies nine "Big Moves" which will implement the strategies. Big Move #1 is to develop a fast, frequent and expanded regional rapid transit network (Priority Action #1.1), while Big Move #7 is to create a system of connected mobility hubs (Priority #7.1).

The Eglinton West LRT is identified on Schedule 1 (15-Year Plan) to the RTP. Policy 7.17 requires that all transit corridors in the regional rapid transit network be assessed for their potential for higher density mixed-use development and for their suitability as intensification corridors as defined in the Growth Plan (generally, all regional rapid transit corridors that are not on controlled-access expressways should be identified as intensification corridors, except where this would conflict with other provincial policy).

Policy 7.20 requires that stations on the regional rapid transit network be planned, located and designed to maximize transit ridership, maximize integration of transportation services, maximize integration with the surrounding neighbourhood to create a walkable environment and optimize development opportunities.

4.5 City of Toronto Official Plan

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

GROWTH MANAGEMENT POLICIES

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), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that that these figures are neither targets nor maximums; they are minimums:

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

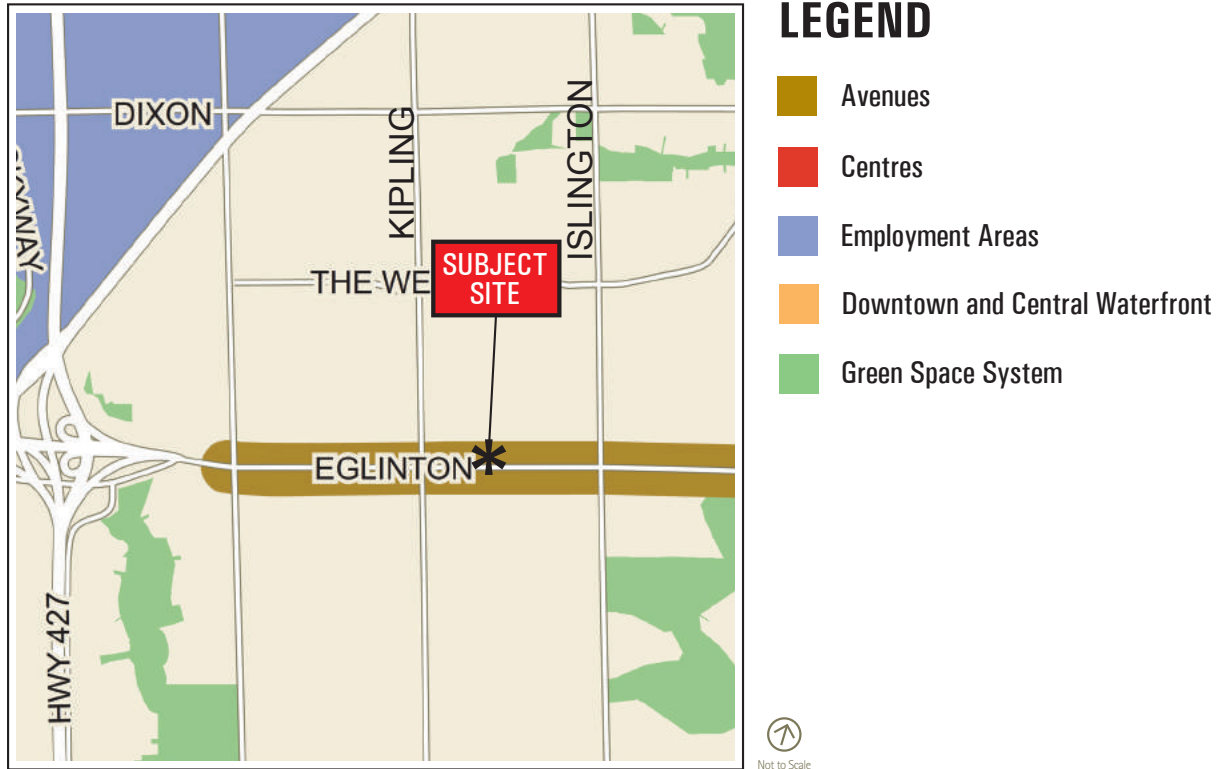


Figure 7 - Official Plan Map 2, Urban Structure

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include *Centres, Avenues, Employment Districts* and the *Downtown and Central Waterfront*, where transit services and other infrastructure are available. On Map 2 (Urban Structure), the subject site is located along an identified *Avenue* that generally runs the length of Eglinton Avenue West from Highway 427 to the west to Yonge Street in the east (**see: Figure 7**).

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). The Plan states that:

"... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid 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..." (Our emphasis.)

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

- using municipal land, infrastructure and services efficiently;
- concentrating jobs and people in areas well served by surface transit and rapid 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(3)(a) specifically provides that development may be permitted to proceed within an *Avenue* prior to the preparation of an *Avenue* Study. Such development proposals are to be considered on the basis of all of the policies of the Plan and are intended to implement the relevant land use designations. As part of the Pre-Application Consultation process, City staff advised that preparation of an *Avenue* Study is not required for the redevelopment of the subject site as the City has completed a number of studies along this *Avenue* through the environmental assessment work associated with the planned Eglinton West LRT extension.

Policy 2.2.3(3)(c) states that development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an *Avenue* Study will:

- support and promote the use of transit;
- contribute to the creation of a range of housing options in the community;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- provide universal physical access to all publicly accessible spaces and buildings;
- conserve heritage properties; and
- be served by adequate parks, community services, water and sewers, and transportation facilities; and be encouraged to incorporate environmentally sustainable building design and construction practices.

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. Policy 2.3.1(2) states that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will: be compatible with those *Neighbourhoods*; provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*; maintain adequate light and privacy for residents 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*.

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

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

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

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

Policy 2.4(7) further provides that, for sites in areas well served by transit (such as locations around rapid transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), and establishing minimum and maximum parking requirements. Furthermore, Policy 2.4(8)(a) directs that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics".

LAND USE DESIGNATION POLICIES

The Land Use Plan (Map 14) designates the subject site as *Mixed Use Areas*, while lands to the north, east and south are designated *Neighbourhoods* and lands to the west between Eglinton Avenue and Widdicombe Hill are designated *Apartment Neighbourhoods* (see **Figure 8**).

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

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

- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion

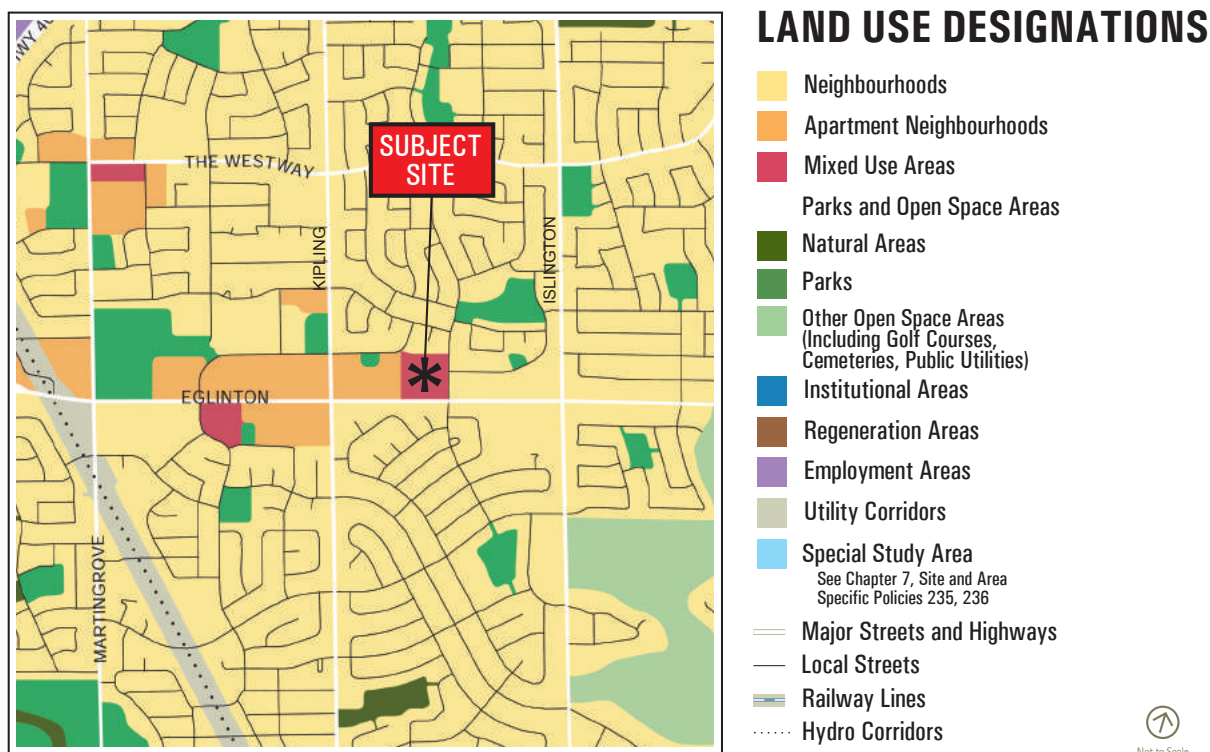


Figure 8 - Official Plan Map 14, Land Use

and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;

- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors; and
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences.

PUBLIC REALM POLICIES

Section 3.1.1 of the Official Plan sets out policies to guide the development of public realm elements, recognizing that beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings are a key shared asset. Policy 3.1.1(16) requires that new streets be designed to:

- provide connections with adjacent neighbourhoods;
- promote a connected grid of streets that offers safe and convenient travel options;
- extend sight lines and view corridors;
- divide larger sites into smaller development blocks;
- provide access and addresses for new development;
- allow the public to freely enter without obstruction;
- implement the "Complete Streets" approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;
- improve the visibility, access and prominence of unique natural and human-made features; and
- provide access for emergency vehicles.

Policy 3.1.1(17) states that new streets should be public streets, and recognizes that private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets. In addition, Policy 3.1.1(18) states that new city blocks and development lots will be designed to:

- have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
- promote street-oriented development with buildings fronting onto street and park edges;
- provide adequate room within the block for parking and servicing needs; and
- allow for incremental, phased development.

BUILT FORM POLICIES

Section 3.1.2 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately developed built form. In putting forward policies to guide built form, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building and site fit within the context of the neighbourhood and the City.

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context, and to frame and support adjacent streets, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street with a consistent front yard setback;
- on corner sites, locating development along both adjacent street frontages and giving prominence to the corner;
- locating main building entrances so that they are visible and directly accessible from the public sidewalk;
- providing ground floor uses that have views into and, where possible, access to adjacent streets; and
- preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Policy 3.1.2(2) requires that new development locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties by, among other things:

- using shared service areas where possible within development block(s) including public and private lanes, 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 possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.2(3) sets out policies to ensure that new development will be massed and its exterior façade will be designed to fit harmoniously into

its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Policy 3.1.2(5) requires that new development provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing, among other things:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(6) requires that every significant new multi-residential development provide indoor and outdoor amenity space for residents, giving each resident access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Policy 3.1.3 of the Plan recognizes that tall buildings, when properly located and designed, can draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. Given Toronto's relatively flat topography, tall buildings can become important city landmarks when the quality of architecture and site design is emphasized. Accordingly, the policies specify that tall buildings come with larger civic responsibilities and obligations than other buildings.

Among other matters, Policy 3.1.3(1) specifies that the design of tall buildings should consist of a base to define and support the street edge at an appropriate scale, a shaft that is appropriately sized and oriented in relation to the base building and adjacent buildings, and a top that contributes to the character of the skyline and integrates rooftop mechanical systems.

Policy 3.1.3(2) requires that tall building proposals address key urban design considerations, including: meeting the built form principles of the Plan; demonstrating how the proposed building and site design will contribute to and reinforce the overall city structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; and taking into account the relationship of the site to topography and other tall buildings.

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)). Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan. In addition, Policy 3.2.1(3) encourages investment

in new rental housing, particularly affordable rental housing, by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.

RETAILING POLICIES

The introductory text to Section 3.5.3 (The Future of Retailing) notes as follows:

"Retailing will continue to be an important part of the economy, however, the retail patterns that exist today are very different from those of 15 to 20 years ago and there is every reason to expect that those patterns will continue to evolve over the next 30 years. The Plan therefore provides the flexibility for owners of retail properties to adapt to changing circumstances. Most existing and proposed major retail areas, shopping malls and commercial districts are within designated Mixed Use Areas. Many plazas, malls and arterial roads which previously had permissions for only commercial uses, are designated as Mixed Use Areas to permit residential uses as an alternative to or to support existing retail space that is not faring well and to implement the reurbanization goals of the Plan."

Following therefrom, Policy 3.5.3(1) provides that a strong and diverse retail sector will be promoted by permitting a broad range of shopping opportunities for local residents and employees in a variety of settings, while Policy 3.5.3(3) encourages retail development along the Avenues, which will suit the local context of built form and support the establishment of a high quality pedestrian environment.

IMPLEMENTATION POLICIES

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

4.6 Zoning

The in-force Zoning By-law applying to the subject site is the former City of Etobicoke Zoning Code, as amended. The new City-wide Zoning By-law No. 569-2013 was enacted by City Council on May 9, 2013; however, it is subject to numerous appeals to the Ontario Municipal Board. While portions of the by-law have now been approved by the Board, it is not yet fully in force.

CITY OF ETOBICOKE ZONING CODE

The subject site is zoned Planned Commercial Local ("CPL"). The Richview Square portion of the site at 250 Wincott Drive is zoned CPL as shown on Map F12 (South) to the Zoning Code of the former City of Etobicoke (**see Figure 9**). Although the property at 4620 Eglinton Avenue West is not shown within the boundaries of the CPL zone, Section 320-6(E) of the Etobicoke Zoning Code states that, where a dedicated street or lane is closed, the property formerly in the closed street or lane shall be deemed shall be within the zone of the adjoining property.



Figure 9 - Etobicoke Zoning Code

Within the CPL zone, a broad range of commercial uses are permitted, including business and professional offices, health centres, banks, day nurseries and nursery schools, as well as the uses permitted in the Neighbourhood Commercial zone ("CN"), such as neighbourhood stores and restaurants. Residential uses are not permitted within the CPL zone.

The maximum permitted density is 50% of the area of the lot and the maximum permitted building height is two storeys above finished grade, with a maximum lot coverage of 25%. The minimum required front yard and exterior side yard is 10.5 metres, while the minimum required rear yard and interior side yard is 7.5 metres.

The only permitted type of buildings are those which abut each other or are joined to each other by a common wall, a covered mall or other structure having a full roof. Notwithstanding the foregoing, brewers retail stores, liquor stores, service stations, theatres and department stores are permitted in stand-alone buildings.

CITY-WIDE ZONING BY-LAW NO. 569-2013

The entirety of the subject site is proposed to be zoned CR 0.5 (c0.5; r0.0) SS3 by City of Toronto Zoning By-law No. 569-2013 (see Figure 10 and 11). On the height and lot coverage overlay maps, the maximum permitted height is 8.0 metres, while the portion of the site at 250 Wincott Drive is subject to a maximum lot coverage of 25 percent.

The CR (Commercial Residential) zoning permits a wide range of commercial uses, including: retail stores, offices, financial institutions, eating establishments and personal service shops, among other uses. Residential uses (dwelling units) are only permitted in an apartment building or a mixed use building type, and only where the permitted residential density is greater than 0.0 times the area of the lot (i.e. in this case, dwelling units would not be permitted).

The applicable zoning provisions permit a maximum non-residential density of 0.5 FSI and a maximum residential density of 0.0 FSI (i.e. no residential floor area is permitted).

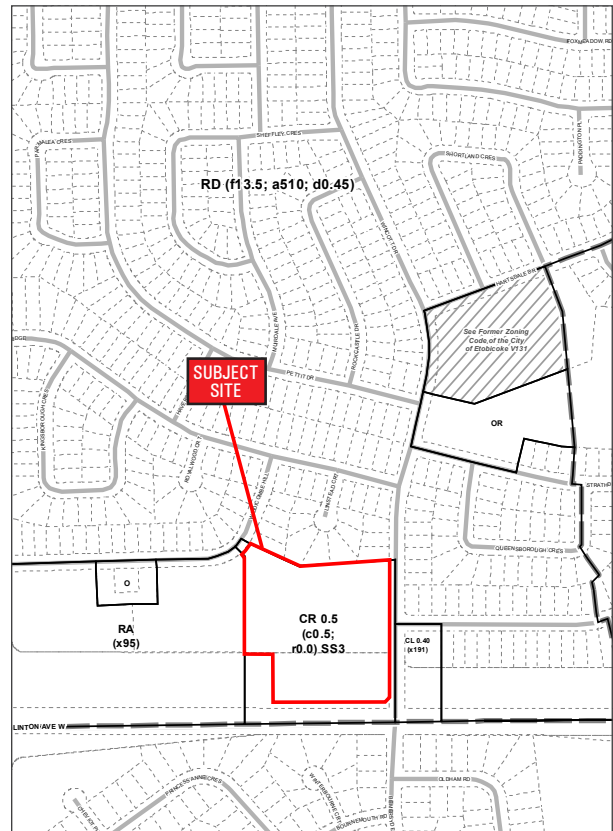


Figure 10 - By-law 569-2013 - Zoning

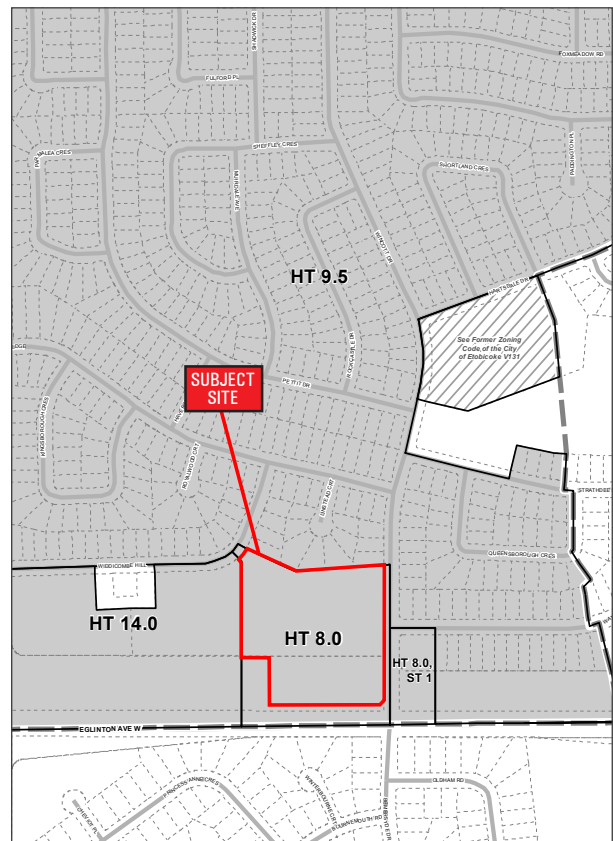


Figure 11 - By-law 569-2013 - Heights

The SS3 provisions require a minimum 3.0 metre setback from side lot lines abutting a lot in the Residential Zone category and abutting a street that is not a Major Street, or a minimum of 5.5 metres where the main wall of the building has windows or openings. The minimum rear yard setback is 7.5 metres. In addition, the SS3 provisions specify an angular plane requirement for lots abutting a lot in the Residential Zone category i.e. all buildings are required to be below a 45 degree angular plane projected along the entire required rear yard setback, starting at a height of 7.5 metres above the average elevation of the ground along the rear lot line.

For the reasons outlined in Section 5.1 of this report, it is our opinion that both the in-force zoning in the Etobicoke Zoning Code and the proposed zoning in Zoning By-law 569-2013 are not consistent with the PPS and do not conform with the Growth Plan (2017) or the Official Plan.

4.7 Avenues & Mid-Rise Buildings Study

The "Avenues & Mid-Rise Buildings Study" applies to lands located along the Eglinton Avenue West *Avenue* from just west of Avenue Road to the Highway 401/Highway 427 interchange. With the exception of the subject site and a couple of other scattered sites, the portion of the Eglinton Avenue West *Avenue* from just west of Weston Road is excluded from the Retail Study (Avenues & Retail Commercial At-Grade). In addition, the site is located within a "Character Area" (between Royal York Road and the Highway 401/Highway 427 interchange).

At its meeting on July 6, 7 and 8, 2010, City Council adopted a staff recommendation to use the Performance Standards for Mid-Rise Buildings proposed in the "Avenues & Mid-Rise Buildings Study" (May 2010) in evaluating mid-rise building development proposals along *Avenues* for a monitoring period of approximately two years. The July 2010 Council decision directed that staff was to report back to the Planning and Growth Management Committee on the effectiveness of the Performance Standards and potential implementation measures.

On November 13, 2013, Council adopted a staff recommendation to extend the monitoring period to the end of 2014 to allow staff to complete consultations on the effectiveness of the Mid-Rise Building Performance Standards, and to direct the Chief Planner to report to the Planning and Growth Management Committee at the conclusion of the monitoring period regarding any modifications to the Performance Standards.

Staff reported back to the Planning and Growth Management Committee at its meeting on October 8, 2015. The staff report dated August 28, 2015 concluded that the Performance Standards were working well, requiring only a few changes. The recommended changes include: additional guidelines for very deep lots; minor adjustments and guidance for grade-related retail uses; maximum height in Character Areas with narrow rights-of-way; and more clarity and elaboration regarding the minimum 5 hours of sunlight and setback requirements. Minor corrections to the Retail Priority and Character Area maps were also identified, and a few Performance Standards were deemed redundant and were suggested to be removed altogether. At its meeting on November 3, 2015, Council did not adopt the recommendations of staff and the Planning and Growth Management Committee and instead referred the matter back to the Planning and Growth Management Committee for further consideration.

On March 11, 2016, City Planning staff issued a report on Mid-Rise Building Performance Standards Monitoring, followed by an addendum report on April 20, 2016. On June 7, 2016, City Council approved the revised Mid-Rise Building Performance Standards Addendum attached to the April 20, 2016 report, with a direction to City Staff to use the addendum in conjunction with the 2010 Performance Standards to evaluate development applications where mid-rise buildings are proposed until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines are adopted.

Section 3 of the Mid-Rise Guidelines provides a series of Performance Standards that are intended to guide the design of mid-rise buildings along *Avenues*. The Performance Standards are guided by the objective to create healthy, liveable 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. Key provisions for mid-rise buildings include the following:

- buildings are moderate in height – no taller than the right-of-way is wide (a 1:1 ratio), up to a maximum height of 11 storeys (36 metres), excluding mechanical penthouse;
- buildings provide an appropriate transition in scale to adjacent neighbourhoods, taking into account a 45-degree angular plane;
- sidewalks are wide enough to include and support trees, generate a lively pedestrian culture and ensure accessibility for all;
- sidewalks on the *Avenues* enjoy at least five hours of sunlight from the spring through to the fall; and
- the ground floors of buildings provide uses that enliven sidewalks and create safe pedestrian conditions.

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.

Section 4.5.7 (Areas for Further Study) noted that, although the study had not recommended a different treatment or height rationale for area adjacent to, or in proximity of subway or LRT stations, previous *Avenue* Studies had suggested that these areas should be considered for additional height. The study concluded that it was therefore reasonable to consider that sites on a subway line or in proximity to a subway or LRT station may have a different set of standards, and that these sites should be considered on an individual basis or become priorities for future *Avenue* Studies. Similarly, the study noted that very large sites had so far been treated differently in both *Avenue* Studies and through approved applications and the study recommended that these sites should be considered on an individual basis or become priorities for future *Avenue* Studies.

Finally, Section 4.5.7 noted that the portion of Eglinton Avenue West between Martin Grove Road and Jane Street is the only segment of an *Avenue* that has a 45 metre R.O.W. width, while most of the *Avenues* fall between 20 and 36 metre R.O.W.s. Using the recommendations presented in Performance Standard #1, a 45 metre R.O.W. could result in a maximum building height of 14-15 storeys. As this falls outside of the typical mid-rise definition, the study did not deal specifically with a 45 metre R.O.W.; however, it specifically noted that “given that this is an extremely wide R.O.W., there is potential for taller buildings that could be massed to have an appropriate transition to the street.”

Accordingly, although the *Avenues & Mid-Rise Building Study* technically applies to the subject site, the proposed built form does not employ a mid-rise building typology for the reasons set out in Section 5.3 of this report.

4.8 Tall Building Design Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (March 2013), which update and replace 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 also be afforded some flexibility in application, particularly when looked at cumulatively”. The Guidelines include sections related to site context, site organization, tall building massing and pedestrian realm. Among other matters, the Guidelines recommend that tower floor plates be limited to 750 square metres and that tall building towers be set back 12.5 metres from side and rear property lines or provide a separation distance of 25 metres between towers on the same site.

The proposed development is evaluated with respect to the applicable tall building design guidelines in Section 5.5 of this report.

An architectural rendering of a modern urban courtyard. The scene is viewed from an elevated perspective, looking down into a central courtyard area. The courtyard features a paved plaza with geometric patterns, several cars parked in a designated area, and people walking. The surrounding buildings are multi-story with large glass windows and balconies. The entire scene is overlaid with a semi-transparent red rectangle. The text '[5.01]' is prominently displayed in white, bold, sans-serif font within this red area.

[5.01]

P L A N N I N G &
U R B A N D E S I G N
A N A L Y S I S

5.1 Intensification

Residential/mixed-use intensification on the subject site is supportive of numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan and the City of Toronto Official Plan, all of which promote intensification on sites well served by municipal infrastructure, including public transit.

The subject site abuts the planned Wincott/Bemersyde station on the Eglinton West LRT line and forms part of a "major transit station area" as defined by the Growth Plan. The Growth Plan (2017) specifies a minimum density target of 160 residents and jobs in "major transit station area" on "priority transit corridors" served by light rail transit. Additionally, the Growth Plan promotes transit-supportive development on major roads such as Eglinton Avenue West, which have frequent transit service. In our opinion, the comprehensive redevelopment of the subject site as a "node" along the planned Eglinton West LRT line offers an excellent opportunity to provide new housing and retail uses in an area that has been identified for intensification and development.

Further, residential/mixed-use intensification on the subject site is supportive of Official Plan policies which seek to re-urbanize the *Avenues* to create new housing and jobs, while improving the pedestrian environment and shopping opportunities for the community. While Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking, on sites such as this that are located adjacent to planned rapid transit stations, it is noted that the relevant Official Plan policies linking development to transit infrastructure were drafted prior to the effective date of the Growth Plan.

In the non-policy sidebar in Section 2.1 of the Official Plan, it is noted that, by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps reduce demands on nature and improves the 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.

With the context described above, the existing zoning permissions on the subject site are outdated, are not consistent with the Provincial Policy Statement and do not conform with the Growth Plan and the Official Plan. The in-force CPL zoning under the former Etobicoke Zoning Code (and the proposed zoning under By-law 569-2013) essentially restricts development on the northern portion of the subject site (250 Wincott Drive) to what is there today (i.e. commercial uses up to a maximum density of 0.5 FSI and no residential use permissions), which has largely remained unchanged since the commercial plaza was originally developed in the mid-1960s.

Although there would be some limited development opportunity on the southern portion of the subject site (4620 Eglinton Avenue West) in accordance with the in-force zoning, it is our opinion that any potential development opportunity would not conform with the Growth Plan policies which expressly prohibits land uses and built form that would adversely affect the achievement of the minimum density targets within major transit station areas along priority transit corridors.

The in-force zoning does not appropriately implement the *Mixed Use Areas* designation, which is one of the four land use designations in the Official Plan intended to accommodate future growth and development. In particular, the in-force zoning does not give effect to the range of permitted uses in the *Mixed Use Areas* designation, which permits a variety of commercial, residential, and institutional uses in single use or mixed-use buildings. Under the CPL zone in the former Etobicoke Zoning Code, residential uses are not permitted, and although residential uses are generally permitted in proposed CR zoning in By-law 569-2013, the site-specific zoning permits no residential density.

The in-force CPL zoning on the subject site was established prior to the 2005 and 2014 versions of the PPS and pre-dates both the 2006 and 2017 Growth Plan and the 2006 Official Plan and was essentially carried forward unchanged into the proposed City-wide Zoning By-law 569-2013. Additionally, the in-force zoning predates the extensive planning which has been undertaken for the Eglinton West LRT under the Metrolinx Regional Transportation Plan. As such, the existing zoning does not take into account the

current provincial policy directions to optimize the use of land, particularly within “major transit station areas” along “priority transit corridors”.

In this regard, “optimization” means making something “as fully perfect, functional, or effective as possible.” In our opinion, the existing zoning (including the land use, height and density permissions) do not contribute to the use of land and infrastructure in a way that is efficient or effective as possible. The restrictive land use and density limits (0.5 FSI) under the in-force CPL zoning and the proposed CR zoning do not optimize the use of land and infrastructure. Instead, the in-force zoning would restrict development to essentially what is there today: a one- or two-storey automobile-oriented commercial plaza with extensive surface parking and little or no relationship to adjacent public streets.

Based on the foregoing, it is our opinion that the existing zoning is not consistent with the Provincial Policy Statement and does not conform with the Growth Plan or the Official Plan.

5.2 Land Use

The proposed mixed-use development conforms with the land use permissions in the Official Plan and the new City-wide Zoning By-law 569-2013, both of which permit a broad range of commercial and residential uses.

The *Mixed Use Areas* designation provides for a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings as well as parks and open space. The proposed development is comprised of both market-rate and affordable residential and retail uses as well as new publicly-accessible open spaces that will help establish a vibrant and attractive pedestrian environment which does not presently exist. The proposal is a true mixed-use development, with a proposed residential density of 1.98 FSI and a proposed non-residential density of 0.50 FSI.

Although the proposed residential uses are not permitted under in-force CPL zone of the former Etobicoke Zoning Code, it is our opinion that the range of permitted uses in the zoning are outdated and do not reflect the planned function of the subject site on an identified *Avenue* and within the *Mixed Use Areas* designation of the Official Plan.

The proposed mix of uses will implement the overall planning objectives of the *Mixed Use Areas* designation. In this regard, the proposed mix of uses implements the development criteria set out in Policy 4.5(2) of the Official Plan by creating a balance of high quality residential, retail, and publicly-accessible open spaces in a manner that reduces automobile dependency and provides for new homes for Toronto’s growing population on lands that are presently underutilized (given the surrounding built form context, proximity to existing and planned transit infrastructure and other existing municipal infrastructure).

The proposal envisions the creation of a vibrant, mixed-use destination with significant new and revitalized retail uses that will appeal to a variety of neighbourhood-scale businesses and larger-format uses, such as a potential grocery store and/or a fitness centre. In addition, the proposed residential uses will implement Policy 3.2.1 of the Official Plan, by introducing a range of housing in terms of form, tenure and affordability.

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, shop and play 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 night. The proposed street-related retail uses and publicly-accessible open spaces will help to contribute to the mix of uses in this area of central Etobicoke.

5.3 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the site is an appropriate location for significant intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for tall buildings given its location on the planned Eglinton West LRT line and abutting the future Wincott/Bemersyde station, as well as its proximity to existing mid-rise and tall buildings that extend along the north side of Eglinton Avenue West between Highway 427 to the west and Scarlett Road to the east. In this respect, the proposal satisfies the criteria established in Policy 3.1.3(2) of the Official Plan for the location of tall buildings.

Given this existing and planned context, and recognizing the wide right-of-way width associated with Eglinton Avenue, the Avenues & Mid-Rise Buildings Study explicitly recognizes that there is potential for taller buildings along Eglinton Avenue that could be massed to have an appropriate transition to the street.

From an urban structure perspective, the proposed buildings are appropriate and compatible with existing tall building heights in the surrounding area. The proposed building heights of 16 (60.3 metres including MPH) and 22 storeys (82.3 metres including MPH) will fit harmoniously within the existing and planned context of building heights along Eglinton Avenue West, which range from 11 storeys up to 25 storeys. One of the key characteristics of the existing built context is the proximity of tall apartment buildings to low-rise residential dwellings, often located on opposite sides of the same public street.

Additionally, the proposed building heights fall within a 45-degree angular plane measured from the property lines of nearby detached dwellings in the *Neighbourhoods* designation. In this regard, Building A (with a height of 60.3 metres) is set back approximately 70.4 metres from the nearest residential property line in the low-rise neighbourhood to the north, with an intervening 11-storey building (25 Widdicombe Hill) that is located approximately 35 metres south of the nearest detached dwelling.

From a massing perspective, the proposed buildings have been organized into distinct visual elements that will fit within the existing built form context along Eglinton Avenue West, while also reinforcing an appropriate and pedestrian-friendly scale along the street. Each of the three proposed buildings is oriented in a north-south direction perpendicular to Eglinton Avenue West, so that the narrower building face faces the street and the adjacent low-rise residential neighbourhoods to the north.

With a height of 16 storeys, Building A reflects a modified "tower and base" built form that complements the modernist character of the abutting "slab" style apartment buildings to the west. In particular, Building A features a three-storey base building (14.0 metres) and a 13-storey tower element with building stepbacks to the west that help distinguish the tower element from the base building. Along the north, south and east faces of Building A, the tower and base elements are primarily distinguished by a visual reveal between floors at Level 4.

Although Building A has a tower floor plate of approximately 883 square metres, it is contextually appropriate given the architectural character of apartment buildings in the area and the proximity of the existing 11-storey apartment buildings at 25 and 35 Widdicombe Hill, which have typical floor plates of approximately 1,394 square metres. With a relatively short building height of 16 storeys and generous separation distances to adjacent buildings, Building A will read more as a taller mid-rise building than a typical tower-and-base building, which will mitigate the visual effects of the larger floor plate.

With respect to Building B and Building C, the base building height of two storeys (14.0 metres) will frame Eglinton Avenue West with good proportion, contributing to the creation of an urban streetwall condition that is emerging along this segment between Wincott Drive and Kipling Avenue to the west. The middle elements of Building B and Building C incorporate generous stepbacks between Level 3 and Level 11 that allow the base building to read as a visually distinct element, reinforcing a pedestrian scale both along adjacent public streets and within the development. For example, a stepback of 11.6 metres along the south façade allows the base

buildings to read as the defining element of the proposed development along the Eglinton Avenue West frontage.

The tower elements of Building B and Building C (i.e. Level 12 to Level 22) represent less than half of the proposed overall building height. Above Level 12, the tower elements of Building B and Building C are organized on the central portion of the building with a square floor plate and generous building setbacks on all sides. For example, the tower element is set back approximately 37.4 metres from the south façade of the base building and 19.4 metres from the north façade, allowing the base and middle to function as distinct elements. The tower elements of Building B and Building C are 756 square metres each, which is generally in keeping with the recommended floor plate size set out in the City's Tall Building Design Guidelines.

From a density perspective, it is our opinion that the proposed density of 2.48 FSI is appropriate and desirable. Firstly, it is important from the perspective of integrating land use and transportation to optimize density on the subject site given its proximity to the planned Eglinton West LRT and abutting the future Wincott/Bemersyde station. The density of the proposed development is appropriate within the context of approved densities in the area, including: 25-53 Warrender Avenue (2.67 FSI), 7-21 Richgrove Drive (2.75 FSI), the adjacent seniors' building at 4650 Eglinton Avenue West (3.36 FSI) and the multi-building development at 4000 Eglinton Avenue West (4.9 FSI).

Secondly, it is noted that the Official Plan does not generally include density limitations and specifically does not do so in the case of the subject site. 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 alone.

5.4 Built Form Impacts LIGHT, VIEWS AND PRIVACY

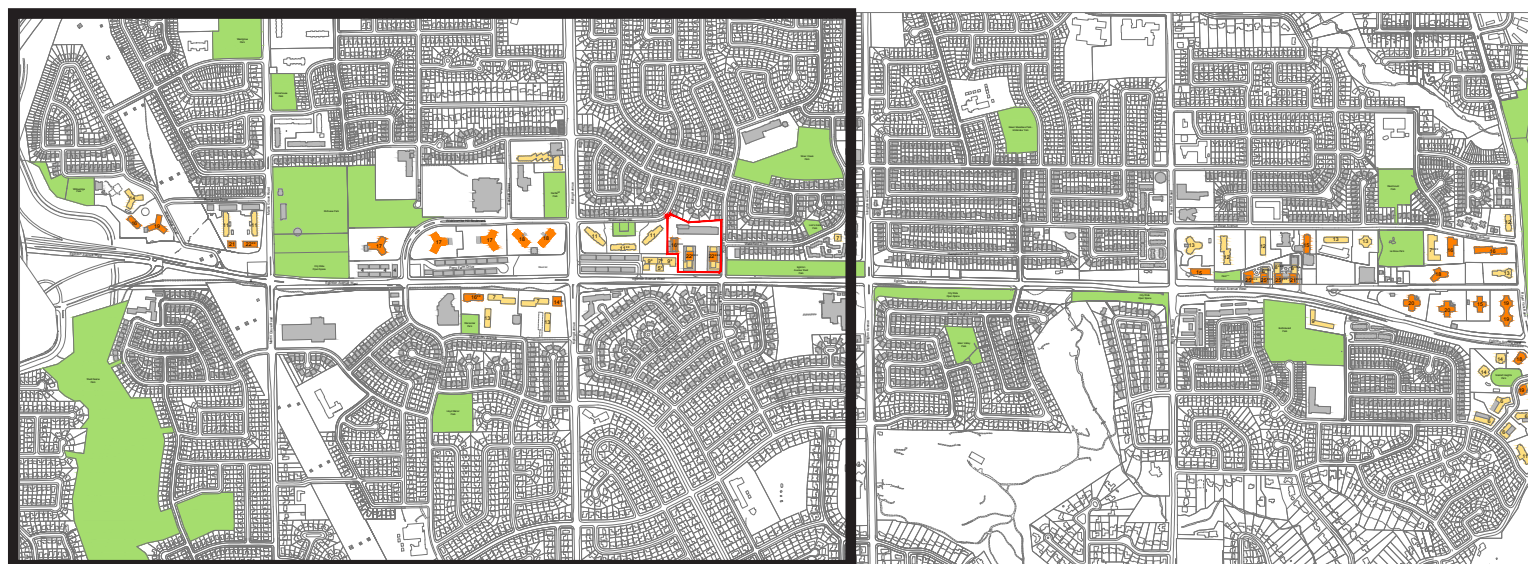
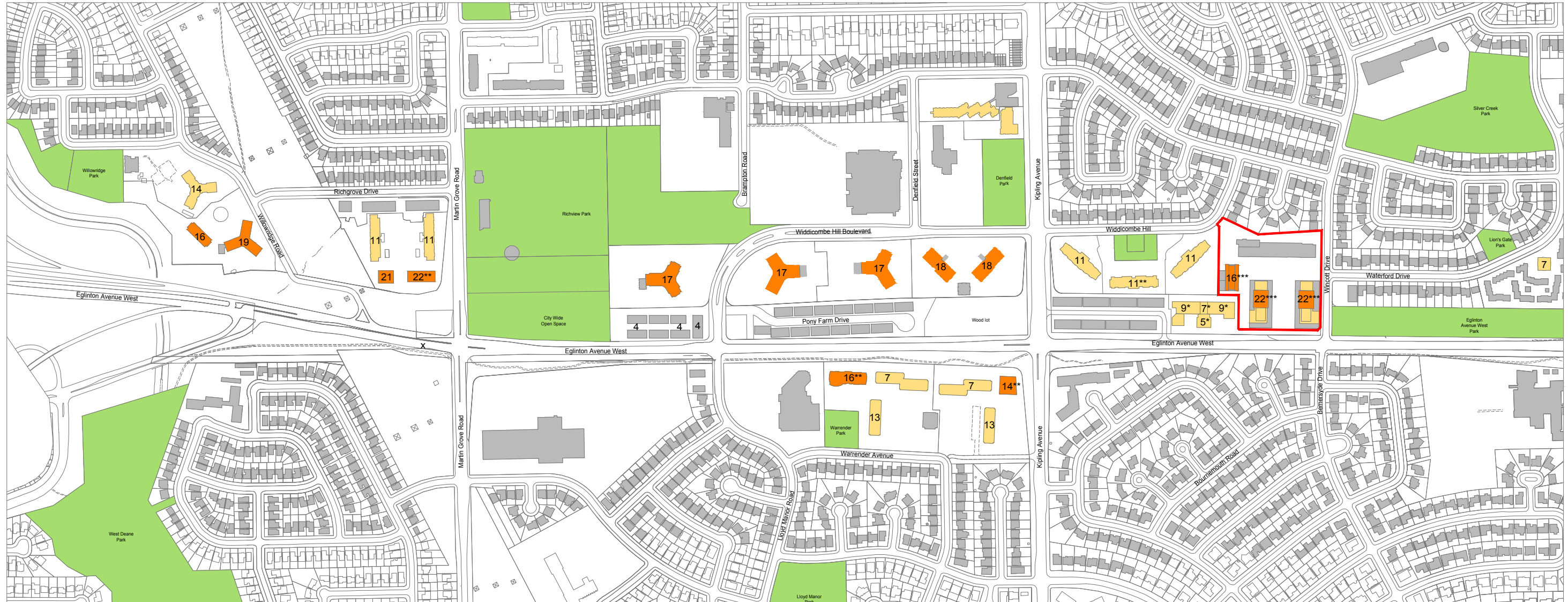
Light, View and Privacy ("LVP") impacts are generally addressed through a combination of spatial separation, setbacks, building orientation and mitigating measures between buildings.

For tower elements, the City-wide Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines or the centreline of an abutting lane, measured to the external walls of the building (i.e. balconies are permitted within the setback zone). As set out below, the proposed development complies with the above-noted LVP standards and guidelines.

The tower element of Building A is set back 14.0 metres from the west property line, which creates a separation distance of approximately 42.6 to 72.5 metres to the existing 11-storey apartment building at 25 Widdicombe Hill and 27.1 metres to the tower element of the proposed Building B on the subject site, all of which exceed the recommended setback and separation distances. There is no overlap between the tower elements of Building A and Building B. Additionally, Building A has a separation distance of approximately 70.4 metres to the nearest property line of the low-rise residential neighbourhood to the north, with an intervening 11-storey apartment building at 25 Widdicombe Hill. Based on these setbacks and separation distances, it is expected that Building A will create no undesirable LVP impacts.

A separation distance of approximately 54.4 metres is proposed between the tower elements of Building B and Building C, which is more than double the recommended separation distance set out in the Tall Building Design Guidelines. Additionally, generous setbacks are proposed between Building B and Building C and the nearby low-rise residential neighbourhoods. The tower elements of Building B and Building C provide for a setback of approximately 81.3 metres to the nearest property line of the low-rise residential neighbourhood on the south side of Eglinton Avenue West.

HEIGHT MAP



LEGEND

* Under Construction	1 - 4 storeys	Parks
** Approved/Not yet built	5 - 14 storeys	Subject Site
*** Proposed	15 - 30 storeys	# Number of storeys
	31+ storeys	

HEIGHT MAP



LEGEND

- | | | |
|---------------------------|-----------------|---------------------|
| * Under Construction | 1 - 4 storeys | Parks |
| ** Approved/Not yet built | 5 - 14 storeys | Subject Site |
| *** Proposed | 15 - 30 storeys | # Number of storeys |
| | 31+ storeys | |

Similarly, a setback of approximately 101.3 metres for Building B and 106.7 metres for Building C is proposed to the nearest property line of the residential neighbourhood to the north. To the east, Building C is located approximately 52.2 metres from the nearest detached dwellings fronting onto Waterford Drive and separated by the width of the public street. As a result of the proposed setbacks and separation distances, it is anticipated that the proposed Building B and Building C will create no undesirable LVP impacts.

SHADOW IMPACTS

In order to assess the shadow impacts of the proposed development, a Shadow Study was prepared by CORE Architects Inc. in accordance with Policies 3.1.2(3) and 4.5(2) of the Official Plan. In particular, the Shadow Study focuses on shadow impacts during the spring and fall equinoxes on March 21st/September 21st and at the summer solstice on June 21st, at each hour between 9:18 AM and 6:18 PM, with particular attention to the impacts on designated *Neighbourhoods* and *Parks*.

Impacts on public streets will be limited to some shadowing on the public realm along Wincott Drive in the afternoon on March 21st and September 21st. Shadowing from the proposed development will affect the west side of Wincott Drive after 1:18 PM and will affect both sides of Wincott Drive after 2:18 PM. On June 21st at 2:18 PM, shadowing will affect the west side of Wincott Drive and will affect both sides of the street after 3:18 PM.

With respect to shadowing on lands designated as *Neighbourhoods*, there will be no shadow impact on low-rise residential properties located to the north or northwest of the subject site resulting from the proposed development at any point throughout the year. On March 21st/September 21st, shadowing from the proposed development on designated *Neighbourhoods* will be limited to the front yards of two or three houses to the northeast, on the north side of Waterford Drive, between 2:18 PM and 3:18 PM. After 4:18 PM, shadowing from the proposed development will affect the front yards of four houses on the south side of Waterford Drive and will affect the rear yards of 7 dwellings at 6:18 PM. On June 21st at 6:18 PM, a small area in the southwest portion of

the rear yards of the detached dwellings at 93 and 95 Waterford Drive will be affected by shadowing from the proposed development.

With respect to parks, Policy 3.1.2(3)(f) of the Official Plan requires new development to minimize any additional shadowing as necessary to preserve their utility. The nearest park is Widdicombe Hill Park, approximately 110 metres west of the subject site. The proposed development will create no impacts on this park at the times studied.

WIND IMPACTS

A Qualitative Pedestrian Level Wind Assessment was undertaken by Gradient Wind Engineering Inc. in support of the proposed development.

This assessment concludes that wind comfort at all grade-level pedestrian sensitive locations across the study site is expected to be suitable for the anticipated uses without the need for mitigation. The one exception concerns the sidewalk area and corresponding POPS between Building B and C, adjacent to Eglinton Avenue West, where conditions are expected to be suitable for standing during the summer season, becoming suitable for walking, or better, during the remaining colder seasons. If conditions suitable for sitting are required within the POPS during the typical use period of late spring to early autumn, the assessment identifies that mitigation in the form of landscaping and architectural barriers may be necessary, depending on the selected location of the seating areas.

In terms of outdoor amenity areas, the amenity area serving Building A on Level 4 is expected to be suitable for sitting during the typical use period with standard height perimeter guards, becoming suitable for standing during the remaining colder months. The noted wind conditions for this space are considered acceptable. The amenity areas for Buildings B and C are located on Level 3, and also include dog parks on Level 12. Wind conditions within the Level 3 areas are expected to be suitable for sitting during the summer season, becoming suitable for standing during the remaining colder seasons.

The dog parks will likely experience a mix of wind conditions between sitting and standing during the summer and autumn seasons, becoming windier and mostly suitable for walking, or better, during the colder seasons of spring and winter. The strongest winds are expected to target the centre of the noted taller roof areas. In order to achieve sitting conditions during the typical use period, the height of the perimeter guards may need to be increased to 1.8 metres or greater above the walking surfaces of the roof areas, while also implementing wind barriers around local areas of spaces where seating is intended to provide the necessary calming measures. These measures may be sufficient to create sitting conditions during the typical use periods, while also increasing comfort levels during the remaining colder months.

Overall, the assessment concludes that the introduction of the proposed development is not expected to significantly influence pedestrian wind comfort over neighbouring areas at grade. In particular, although modest changes to wind speeds may occur beyond the study site upon introduction of the proposed development, nearby building entrances, sidewalks and other pedestrian-sensitive areas are expected to continue to experience wind conditions similar to those that presently exist without the proposed buildings in place. The assessment notes that generally, wind mitigations, if required, would be co-ordinated with the landscape and building architects prior to the Site Plan Approval application and would be confirmed by wind tunnel testing.

5.5 Urban Design

From an urban design perspective, the proposed development will improve an underutilized property that contains an aging commercial plaza, surface parking areas and vacant land adjacent to the planned Eglinton West LRT. A comprehensive approach to the siting and organization of new buildings as well as the creation of publicly-accessible private streets and open spaces ensures that the proposed development will fit harmoniously within its existing and planned context.

At grade, the proposed development will establish an attractive and inviting pedestrian environment, which does not presently exist, through the creation of new publicly-accessible sidewalks, private streets and open spaces that connect directly to adjacent public streets. Extensive landscaping and boulevard treatments complemented by a co-ordinated streetscaping program will help to define the pedestrian realm in a manner that is inviting and attractive. The publicly-accessible private streets will be designed to visually read as “public streets” to encourage pedestrian and vehicular traffic into and through the proposed development, in accordance with Policies 3.1.1(16), 3.1.1(17) and 3.1.1(18) of the Official Plan.

In our opinion, the design and organization of the proposed development is appropriate and desirable in urban design terms and conforms with the applicable policies of the Official Plan, including Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.3(2) and 4.5(2). In particular the proposed development will:

- create an attractive and inviting pedestrian-friendly environment along Eglinton Avenue West and Wincott Drive that does not presently exist;
- create a network of publicly-accessible private streets and pathways that provide for permeability into and through the site;
- renovate and upgrade an existing commercial plaza to facilitate its continued use;
- site and mass the new proposed buildings to appropriately frame adjacent public streets and the proposed publicly-accessible private streets, while also providing appropriate setbacks and separation distances to adjacent buildings and properties;
- integrate the mechanical penthouses into the design of the proposed buildings; and
- locate and mass the new buildings to fall within a 45-degree angular plane, providing an appropriate transition to adjacent low-rise residential neighbourhoods.

In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the Avenues & Mid-Rise Buildings Study, as set out below.

Specifically, Performance Standard #1 (Maximum Allowable Height) recommends that the maximum allowable height of buildings on the *Avenues* be no taller than the width of the *Avenue* right-of-way, up to a maximum height of 11 storeys (36 metres). Although the heights of the proposed buildings exceed the width of the Eglinton Avenue West right-of-way, they fall within a 45-degree angular plane, measured from the adjacent *Neighbourhoods* designations. Additionally, Building B and Building C feature significant stepbacks above Level 12, establishing base and mid-rise elements that are appropriately scaled to the width of the street. Many of the other performance standards set out in the *Avenues & Mid-Rise Buildings Study* are reiterated in the City's Tall Building Design Guidelines, discussed below.

In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines, as set out below.

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

- The proposed buildings will fit within the existing and planned context along Eglinton Avenue West and will provide an appropriate transition in scale down to adjacent low-rise residential neighbourhoods.

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.*

- The proposed development incorporates appropriate tower setbacks, stepbacks and separation distances that will help to maintain sunlight and sky views. The tower elements will create no undesirable shadow impacts on nearby *Neighbourhoods*, parks or other shadow sensitive areas.

Guideline 2.1 – Building Placement. *Locate the base of tall buildings to frame the edges of streets, parks and open spaces, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site.*

- Each of the proposed buildings has been sited and organized to frame adjacent public streets and the

proposed publicly-accessible private streets with street-related retail uses and residential lobbies. A network of publicly-accessible paths, with enhanced streetscaping and a creative landscape concept, will help to draw pedestrians into and through the proposed development.

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.

- Primary entrances for each of the proposed buildings will front onto and will be directly accessible from the proposed publicly-accessible private streets, which will be publicly accessible with streetscape elements that will convey the same experience as a public street.

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 “back of house” activities, including loading, vehicular pick-up and drop-off, and access to the underground garage, have been consolidated internally within the new buildings and are generally out of view from the public realm.

Guideline 2.4 – Publicly Accessible Open Space.

Provide grade related, publicly accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.

- The proposed POPS is located adjacent to Eglinton Avenue West, providing a gateway into the development. A dynamic and creative approach to landscaping and surface treatments will distinguish the publicly-accessible open spaces throughout the proposed development.

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

- The ground floor of each of the buildings will include street-related retail uses and access to the residential lobbies, providing active uses that will help to animate the ground floors, the proposed publicly-accessible private streets and the existing public streets.

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

- A first floor height of 7.0 metres is proposed for Building A, B and C, which meets and exceeds the recommended guideline of 4.5 metres.

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

- Extensive use of vision glass will provide clear, unobstructed views into and out from the active ground floor uses.

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. Flexibility in the floor plate size may be considered for non-residential uses and for residential and mixed-use buildings that are greater than 50 to 60 storeys.

- The typical floor plate for the tower element of Building B and Building C is approximately 756 square metres, which is generally in keeping with the recommended guideline of 750 square metres.

Although Building A has a tower floor plate of 883 square metres, it is not considered to be a tall building. Building A will read as a taller mid-rise building rather than a typical tower-and-base building, which will mitigate the visual effects of the larger floor plate. Additionally, the larger floor plate is contextually appropriate, given the proximity of Building A to the existing 11-storey apartment buildings at 25 and 35 Widdicombe Hill, which have typical floor plates of approximately 1,394 square metres.

Guideline 3.2.2 – Tower Placement. Place towers away from streets, parks, open space and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm. Step back the tower, including balconies, 3 metres or greater from the face of the base building along all street, park and open space frontages (including publicly accessible or private shared open space and rooftop amenity within the site). As an option within the setback, up to one third of a point tower frontage along a street or open space may extend straight down to the ground.

- Generous tower setbacks and building stepbacks will help to reduce the visual impact of the proposed buildings from the public streets and adjacent low-rise neighbourhoods.

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.

- A separation distance of approximately 54.4 metres is proposed between Building B and Building C, more than twice the recommended distance in the Guidelines. Additionally, Building A is set back 14.0 metres from the west property line and has a separation distance of 27.1 metres to Building C.

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 tower top includes a wrapped mechanical penthouse that will make an attractive and appropriate contribution to the quality of the skyline.

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. Along the primary street frontages of a tall building site, secure a sidewalk zone of at least 6 metres, however, exceptions to the minimum width may be considered when the extent of the tall the building frontage or potential for future redevelopment on abutting sites does not support establishing a new setback pattern.

- A widened pedestrian realm along Eglinton Avenue West and Wincott Drive, with extensive boulevard treatments and streetscaping, will be created as a result of the proposed development.

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.

- A pedestrian level wind study was prepared by Gradient Wind Engineering and is summarized in Section 5.4 of this report.

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.

- This guideline will be addressed at the Site Plan Approval stage.

5.6 Transportation

A Transportation Impact Study was undertaken by BA Group with the purpose of reviewing various transportation related aspects of the proposal, including the potential impacts on the function of nearby local roads. This review found that the travel patterns of residents in the area indicate that most trips are undertaken via the auto mode share (75% of all day average between auto driver and auto passenger). The remainder of trips are undertaken by transit (17%) and walking (6%). Average household vehicle ownership is observed to be approximately 2 vehicles per household.

In terms of the area road network, planned changes include new traffic controls at Wincott Drive/Strathdee Drive and Hartsdale Drive/Holgate Gate. These intersections will operate under All-Way Stop controls in the future. In terms of transit, the subject site is located directly adjacent to bus stops for the 32 Eglinton West and within walking distance to the bus stops for the 45 Kipling. Construction is currently underway for the Eglinton Crosstown to the east of the subject site, and phase one of the Crosstown project is expected to be operational by the year 2020. In terms of cycling, dedicated cycling routes in the area include the Eglinton West Trail, which is an off-road multi-use trail along the south side of Eglinton Avenue which runs from Centennial Park in the west to Jane Street in the east. Furthermore, Wincott Drive and Bemersyde Drive are designated as neighbourhood bicycle routes.

The Transportation Impact Study concludes that the proposed parking supply and the proposed provision of loading spaces meet the requirements of City-wide Zoning By-law 569-2013. Site Traffic Volumes were developed for the site based on a review trip generation information from various proxy sources and published information in the ITE Trip Generation Manual 10th Edition. Using this process, it was determined that the proposal is anticipated to add approximately 630, 680 and 845 two-way trips to the road network during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

A review of existing and projected future daily traffic volumes on the existing local roads was completed with consideration for the additional traffic expected to be generated by the proposed development. This review confirmed that the increased traffic volumes produced by the proposal will not unduly change the character and/or operation of existing local streets in the neighborhood.

5.7 Servicing

A Functional Servicing Report was undertaken by WSP Canada in support of the proposed development. In terms of sanitary servicing, this report concludes that the existing 250 mm diameter sanitary sewer east of the subject site on Wincott Drive, which flows north and connects into the existing 675 mm diameter sanitary trunk sewer on Strathdee Drive, has sufficient capacity to convey the projected peak sanitary flow of 26.22 L/s. A separate sanitary control maintenance hole for each of the three proposed buildings will be installed immediately inside the property line, and will be fitted with a backflow prevention device. The control manhole will be accessible from the outside per City standard. Furthermore, the report provides that the downstream sanitary sewers can adequately accommodate the proposed redevelopment, and no downstream sanitary sewer improvements are required to service the proposed development.

In terms of water servicing, the report indicates that the proposed water service connections will include a 150 mm diameter domestic line and a 200 mm diameter fire line for each of the three proposed buildings from the existing 300 mm diameter watermain on Wincott Drive and 250 mm diameter watermain on Widdicombe Hill. A water meter and detector check valve will be installed as close to the property line as possible for each connection. All internal plumbing will meet Ontario Building Code requirements. The two fire connections will be separated by a proposed valve, as required. The fire connections will be required to provide 2,218 USHPM (140 L/s) of fire protection as per the FUS guideline.

In terms of storm servicing, the proposed storm service connections for the site will be two 250 mm diameter PVC storm connections, one to the existing 350 mm sewer on Waterford Drive, and one to the existing 525 mm sewer on Widdicombe Hill. The proposed development will reduce the flow from the site to a 2 year pre-development release rate during all storms up to, and including, the 100 year event. Therefore, the report concludes that there will be no negative impacts to the existing storm sewer system as a result of the development.

In addition to the above, a separate Stormwater Management ("SWM") Report was undertaken by WSP Canada in support of the proposed development. This report demonstrates that the stormwater management strategy for the proposed development will address the stormwater management related impacts from the proposal in adherence with the City of Toronto Wet Weather Flow Management Guidelines ("WWFMG").

In terms of water balance, the SWM report provides that the site is required to retain 5 mm of runoff from each rainfall event for re-use on site to meet the WWFMG requirements. Water balance strategies will be addressed through the provision of white roof surfaces and sump volume at the base of the proposed cisterns. Re-use methods for the captured stormwater are still being addressed in conjunction with the mechanical design of the building's water supply systems.

In terms of water runoff quantity, the SWM report identifies that runoff from the area will be directed to one of two stormwater cisterns: a 180 m³ cistern for catchment 201 and a 700 m³ cistern for catchment 202. Post-development flows have been controlled to below 28.6 L/s for catchments 201 and 242.7 L/s for catchment 202 in compliance with the target release rate to the municipal storm sewer system. In terms of water runoff quality, an oil grit separator and CB shields will be used to capture and retain the runoff volume from the 25 mm water event, which will provide sufficient treatment for runoff originating from at-grade sediment-generating impervious surfaces and meet the 80% TSS requirement.

5.8 Community Services and Facilities

A Community Services and Facilities Study ("CSF Study") was prepared by Bousfields Inc. in support of the proposed development. The CSF Study provides a demographic profile of the Willowridge-Martingrove-Richview neighbourhood in which the subject site is located and includes a detailed inventory of the existing community services and facilities within a study area generally defined by Highway 401 to the north, Scarlett Road to the east, Dundas Street West and Burnhamthorpe Road to the south and Highway 401/427 to the west. The purpose of the CSF Study is to identify the range of existing community resources that are available in the Study Area and to identify any priorities or opportunities for collaboration that should be considered in connection with the proposed development.

The CSF Study concludes that many of the service sectors operating in the Study Area (including publicly funded schools, child care facilities, libraries, parks, community centres, human service providers and places of worship) have sufficient capacity to accommodate the estimated population increase resulting from the proposed development. Therefore, it is anticipated that the proposed development will not significantly impact the provision of community services and facilities in the study area, with some exceptions.

In this regard, it was identified that there may be some possible accommodation concerns in the available capacity of the childcare sector and in nearby secondary schools. While school capacity is typically addressed through school board led accommodation reviews, the lack of capacity in the existing childcare facilities in the Study Area may warrant further review and consideration by the appropriate City Staff. Should staff confirm the need for additional childcare capacity in the vicinity of the subject site, detailed discussions with the proponent of the development will be required to determine if and how a new childcare facility could be accommodated within the proposed development.

Finally, the CSF Study notes that statistics and data contained within the study are subject to change. Therefore, ongoing consultation with City Staff from various departments and other service providers in the Study Area will be required as part of the ongoing development application review process for the proposed development, and additional service gaps or opportunities may be identified in the future.



[16.01]

C O N C L U S I O N

For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of intensification on the subject site, given its location along an *Avenue* and its proximity to existing and planned higher-order public transit, including the Eglinton West LRT.

This report concludes that the proposed development is in keeping with the planning and urban design framework set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan, and the City of Toronto Official Plan, as well as the applicable urban design guidelines.

From a land use perspective, the proposed development will contribute to the creation of a vibrant, mixed-use destination that contains new housing, significant new retail uses, and publicly-accessible open spaces on a site that is presently underutilized. The introduction of residential uses will contribute to the provision of a range of housing options in the Richview neighbourhood and will implement the *Mixed Use Areas* designation that applies to the subject site. Significant new retail uses and programmed open spaces will help to create a vibrant hub for new residents of the proposed development as well as the surrounding neighbourhoods.

From a built form perspective, the proposed development will fit harmoniously with the existing and planned context of mid-rise and tall buildings along Eglinton Avenue West between Highway 27 and Scarlett Road. The base of each of the proposed buildings has been defined to establish an attractive pedestrian realm with active, street-related uses that will contribute to the animation of the area. The taller elements of each building have been distinguished to reinforce a pedestrian scale through appropriate setbacks and separation distances and will create no undesirable built form impacts on adjacent low-rise neighbourhoods. Publicly-accessible private streets and open spaces are complemented by enhanced landscaping to encourage pedestrian movement into and through the proposed development.

It is our opinion that the proposed Zoning By-law Amendment is consistent with the PPS and conforms with both the Growth Plan and the Official Plan. Additionally, it is our opinion that the in-force zoning is not consistent with the PPS and does not conform with the Growth Plan or the Official Plan. Accordingly, it is our opinion that the proposed amendments are appropriate and desirable in planning and urban design terms and should be approved.

APPENDIX A:
COMMUNITY SERVICES
& FACILITIES STUDY

A

A1.01

INTRODUCTION



Figure A1 - Study Area

1.1 Overview

This Community Services and Facilities report ("CS&F") was prepared by Bousfields Inc. to provide a review of the community services and facilities that are available to residents in the vicinity of 250 Wincott Drive and 4620 Eglinton Avenue West in the former City of Etobicoke (the "subject site"). Key services include publicly funded schools, child care facilities, libraries, parks and community centres. Also summarized are human service providers and places of worship, which are generally privately funded, but serve the public at no or low-cost.

The purpose of this report is to identify the range of existing resources that are available within the Study Area as set out below, and to identify any priorities and opportunities for collaboration that should be considered in connection with the proposed development.

1.2 Proposed Development

The proposed development envisions the redevelopment of the properties located at 250 Wincott Drive (an existing retail plaza with associated surface parking) and 4620 Eglinton Avenue West (currently vacant), into a mixed-use vibrant community. The proposed redevelopment includes the retention and renovation of the existing retail plaza at 250 Wincott Drive, as well as the introduction of three new mixed-use, commercial/residential buildings, two of which are 22-storeys in height and one of which is 16-storey in height. Overall, 671 residential dwelling units are included within the proposal, and a significant amount of retail/commercial space has been provided both at grade and within the podium of the new mixed-use buildings, as well as within the retained commercial-retail plaza.

1.3 Study Area

This report's Study Area is defined by Highway 401 to the north, Scarlett Road to the east, Dundas Street West and Burnhamthorpe Road to the south, and Highway 401/427 to the west (see **Figure A1**). The demographic section (Section 2.0) of this report is based upon the boundaries identified by the City of Toronto as the Willowridge-Martingrove-Richview neighbourhood (see **Figure A2**).

1.4 Methodology

As set out above, this CSF compiles an inventory of key community services and facilities within, and serving the residents of, the Study Area. This report summarizes these services through the use of data such as enrollment, capacity, service boundaries and types of programs. The demographic profile in Section 2 of this report is based upon the Neighbourhood Profile for the Willowridge-Martingrove-Richview neighbourhood as prepared by the City of Toronto. This profile includes data from the 2006, 2011 and 2016 Census, and the 2011 National Household Survey (NHS) as provided by Statistics Canada. Due to methodological issues with the NHS, data should be considered to be approximate and as such, no direct comparisons between Census data and NHS data have been made in this CSF.

[2.0]

DEMOGRAPHIC PROFILE

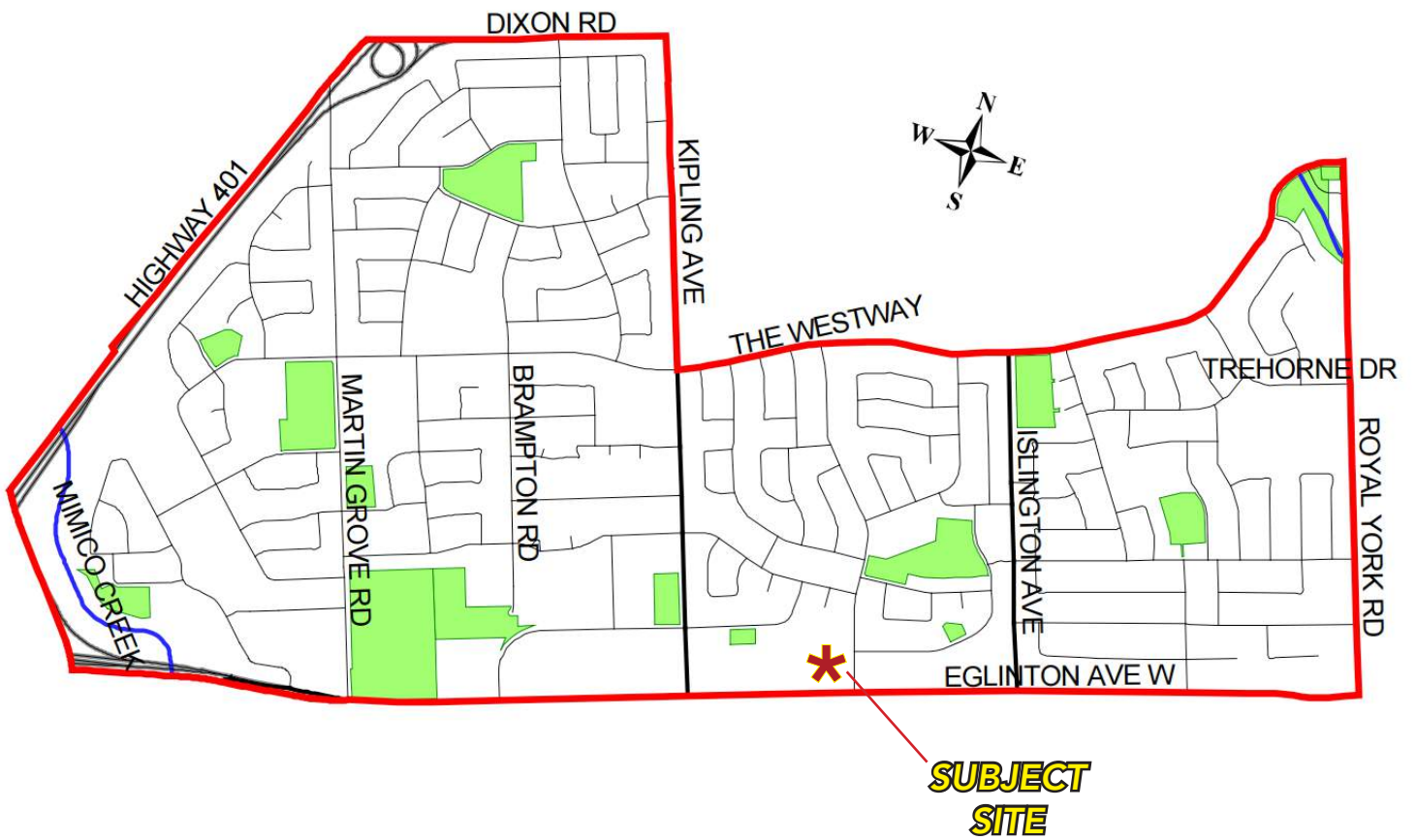


Figure A2 - Willowridge-Martingrove-Richview Neighbourhood

2.1 Willowridge-Martingrove-Richview

The Subject Site is located within the Willowridge-Martingrove-Richview neighbourhood as per **Figure A2**. The following demographics are based on the Willowridge-Martingrove-Richview Neighbourhood Profile, as published on the City of Toronto’s website. This profile includes data from the 2006, 2011 and 2016 Censuses and the 2011 NHS. It is noted that information for each data set is not available for every Census year, and as such some subsections include only the available and directly comparable data.

2.2 Population

As demonstrated in **Table A1**, between 2011 and 2016 the population of the Willowridge-Martingrove-Richview neighbourhood increased from 21,335 to 22,150. Proportionally, this amounts to an approximate population increase of 3.6 percent in total population. By comparison, during the same time period the City’s population increased by 4.5 percent.

In terms of age distribution, the neighbourhood in 2016 was largely made up of working age individuals (37 percent), with seniors making up the next largest group (22 percent). Between 2011 and 2016, the age distribution of the neighbourhood remained relatively stable, with only minor shifts in distribution. When compared to the City of Toronto as a whole, in 2016 the Willowridge-Martingrove-Richview neighbourhood had a slightly higher percentage of Seniors and a lower percentage of individuals in the Working Age cohort.

Table A1 - Population by Age Group (2016 Census)

Age Group	Willowridge-Martingrove-Richview (2011)		Willowridge-Martingrove-Richview (2016)		City of Toronto (2016)
	#	%	#	%	%
Children (0-14)	3,385	16	3,560	16	15
Youth (15-24)	2,675	13	2,625	12	12
Working Age (25-54)	8,205	38	8,140	37	45
Pre-Retirement (55-64)	2,565	12	2,905	13	12
Seniors (65+)	4,505	21	4,920	22	16
TOTAL	21,335	100	22,150	100	100

2.3 Family Composition

In terms of family structure, between 2011 and 2016 the Willowridge-Martingrove-Richview neighbourhood remained relatively stable, with only a 1 percent decrease in the “Couples with Children” category. In this time period, the percentage of lone parent families and couples with no children remained the same. In comparison with the City of Toronto as a whole, the Willowridge-Martingrove-Richview neighbourhood in 2016 had a greater proportion of couples with children, fewer couples with no children and the same proportion of lone-parent families.

Similarly, **Table A2** illustrates that family size in the Willowridge-Martingrove-Richview neighbourhood remained relatively stable between 2011 and 2016. In 2016, the neighbourhood had a similar proportional makeup to the city as a whole, albeit with a slightly lower percentage of 2 and 4 person families.

Table A2 - Census Families by Family Type and Size (2011 and 2016)

Category	Willowridge-Martingrove-Richview (2011)		Willowridge-Martingrove-Richview (2016)		City of Toronto (2016)	
	#	%	#	%	#	%
Couples with Children	2,875	47	2,905	46	250,085	35
Couples with No Children	2,010	33	2,060	33	316,070	44
Lone-parent families	1,260	21	1,365	21	128,545	21
Family Size						
2 people	2,755	45	2,850	45	344,110	48
3 people	1,495	24	1,515	24	174,600	24
4 people	1,390	23	1,420	23	143,250	20
5 or more people	510	8	510	8	56,785	8

2.4 Housing

As illustrated in **Table A3**, in 2016 the majority of the dwellings in the Willowridge-Martingrove-Richview neighbourhood were located within apartment buildings greater than 5 storeys in height (44 percent). At 42 percent, the second most common dwelling form was single-detached dwellings. These proportions remained relatively consistent from 2011. Compared to Toronto as a whole, the Willowridge-Martingrove-Richview neighbourhood had a higher proportion of dwellings within single-detached houses, and a significantly lower proportion of dwellings within apartment buildings less than five storeys in height.

Table A3 - Private Dwellings by Structure Type (2011 & 2016 Census)

Dwelling Category	Willowridge-Martingrove-Richview (2011)	Willowridge-Martingrove-Richview (2016)	City of Toronto (2016)
	#	%	%
Single-detached house	45	42	24
Semi-detached house	7	6	6
Row house	3	4	6
Apartment, detached duplex	3	3	4
Apartment building, < 5 storeys	0	0	15
Apartment building, 5+ storeys	42	44	44
Total Number of Private Dwellings	8,150	8,721	1,179,057

Average household size is typically determined by dividing the total population of the neighbourhood (**Table A1**) by the total number of private dwellings (**Table A3**). Based on this formula, the Willowridge-Martingrove-Richview neighbourhood had an average of 2.5 persons per household in 2016, which is slightly below the average household size in the neighbourhood in 2011 (2.6 persons per dwelling), and slightly above the 2016 average household size for the City of Toronto.

2.5 Socio-Economic Characteristics

In terms of neighbourhood income levels, **Table A4** below outlines the number of private households within each income level in the neighbourhood. "Household" refers to a person or group of persons who occupy the same dwelling and may consist of a family with or without other non-family members. As household income levels were not accurately captured in the 2011 National Household Survey (NHS), **Table A4** compares the values for 2006 and 2016. According to this data, the proportion of households in the Willowridge-Martingrove-Richview neighbourhood earning \$59,999 and under has generally decreased, and the proportion of households earning \$100,000 and over has increased. Compared to the City of Toronto as a whole, the Willowridge-Martingrove-Richview neighbourhood had a lower proportion of residents earning less than \$20,000 and a higher proportion of residents earning more than \$100,000.

Table A4 - Household Income (2006 -2016)

Income Level	Willowridge-Martingrove-Richview (2006)	Willowridge-Martingrove-Richview (2016)	City of Toronto (2016)
	%	%	%
Under \$10,000	3.8	2.1	5.1
\$10,000 - \$19,999	7.4	5.3	8.2
\$20,000 - \$39,999	21.2	17.7	17
\$40,000 - \$59,999	19	16.2	15.8
\$60,000 - \$99,999	24.1	24.8	23.2
\$100,000 and over	24.5	34.2	30.9

In order to measure the proportion of families and individuals that qualify as low income, the 2016 neighbourhood profiles include a Low Income Cut off (After Tax) value, which is a measurement that reflects the ability of economic families (or persons not in economic families) to afford the necessities of food, shelter and clothing. In Toronto, this value is set at \$20,386 for individuals and \$38,544 for 4-person families. In the Willowridge-Martingrove-Richview neighbourhood, the proportion of the population earning below the Low Income Cut-Off (After Tax) in 2016 was 11.2 percent. In comparison to the city as a whole, the neighbourhood had a lower proportion of residents earning below the Low Income Cut-Off (After Tax) in 2016.

As 2016 data relating to education level and labour force has not yet been incorporated into Toronto's neighbourhood profiles, these socio-economic indicators have been recorded from the 2011 NHS. In terms of education, in 2011 the Willowridge-Martingrove-Richview neighbourhood had a higher proportion of residents with no certificate or only a high school education than the city as a whole. The neighbourhood also had a lower proportion of residents that had achieved a post-secondary certificate, diploma or degree than the city.

With regards to employment rate, the Willowridge-Martingrove-Richview neighbourhood had lower participation, employment and unemployment rates when compared to the city as a whole.

Table A5 - Highest Educational Attainment and Labour Force Status (2011 NHS)

Education Level and Labour Force Status	Willowridge-Martingrove-Richview	Toronto
	%	%
No Certificate	13	11
High School	23	21
Post-secondary certificate, diploma or degree	65	69
Participation Rate	57	64
Employment Rate	52	58
Unemployment Rate	8	9

2.6 Immigration & Diversity

As the 2016 Census data related to immigration and visible minorities has not yet been incorporated into Toronto's neighbourhood profiles, **Table A6** includes data from the 2011 NHS. This table illustrates that, in 2011, a lower percentage of the neighbourhood population identified as visibility minority compared to the city as a whole. The proportion of the population that was born in Canada was slightly higher than the City.

Table A6 - Visible Minorities & Period of Immigration (2011 NHS)

	Willowridge-Martingrove-Richview	City of Toronto
Visible Minority as a percentage of the population	37	49
Born in Canada	53	49
Immigrants		
Arrived before 2001	32	33
Arrived between 2001-2005	8	8
Arrived between 2006-2011	6	8
Nonpermanent Residents	1	3

2.7 Summary

The following conclusions can be drawn from the analysis of the demographic information:

- The population of the Willowridge-Martingrove-Richview neighbourhood experienced a 3.6 percent increase between 2011 and 2016.
- The Willowridge-Martingrove-Richview neighbourhood has a larger percentage of couples with children than the City of Toronto and a lower percentage of couples with no children.
- The most common size of census families in the neighbourhood is 2 person family (45 percent), which is consistent with the City as a whole (48 percent), followed by three person families (24 percent).
- The vast majority of dwellings in the Willowridge-Martingrove-Richview neighbourhood are located within apartment buildings greater than 5-storeys in height (44 percent) and single-detached houses (42 percent).
- In 2016, 11.2 percent of the population of the Willowridge-Martingrove-Richview neighbourhood was earning below the Low Income Cut-Off (After Tax) of \$20,386 for individuals and \$38,544 for 4-person families, which is comparatively lower than the City as a whole.
- Similar to the City as a whole, the majority of immigrants in the Willowridge-Martingrove-Richview neighbourhood arrived before 2001 (32 percent); however a lower percentage of the population in Willowridge-Martingrove-Richview (37 percent) identified as a visible minority.

13.01

COMMUNITY SERVICES & FACILITIES

The following is an inventory of the service agencies that are likely to serve the subject property and surrounding area. Descriptions are provided of the type of services and programs offered at the different organizations or facilities. Additional seasonal programs or services beyond what has been listed may be offered, but were not published at the time the report was written. The inventory reflects what falls within or adjacent to the Study Area (see Figure A3).

3.1 Schools

Table A7 outlines the capacities, enrolments and utilization rates for schools serving the Study Area for both the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) as of March 2018.

Table A7 - TDSB and TCDSB Capacity and Enrolment

	Capacity	Full-Time Enrolment	Utilization Rate (%)	Portables
Public Elementary School				
Westway Junior School	251	233	92.83%	2
Dixon Grove Junior Middle School	868	680	78.34%	-
TOTAL	1119	913	81.59%	2
Public Secondary School				
Richview Collegiate Institute	855	862.63	100.89%	2
TOTAL	855	862.63	100.89%	2
Catholic Elementary School				
St. Marcellus	407	412	101.2%	2
Father Serra	536	496	92.5%	-
All Saints	677	898	132.6%	6
TOTAL	1,620	1,806	111.5%	8
Catholic Secondary School				
Don Bosco (now closed - not in total)	840	97	11.5%	-
Michael Power/St Joseph	1644	1945	118.3%	6
Msgr Percy Johnson	909	1013	111.4%	-
TOTAL	2,553	2,958	115.9%	6

In terms of public elementary schools, Westway Junior School and Dixon Grove Junior Middle School are currently under-subscribed with a utilization rate of 92.83 percent and 78.34 percent, respectively. In terms of public secondary schools, Richview Collegiate Institute is over-subscribed with a utilization rate of 100.89 percent.

In terms of Catholic elementary schools, two of the Catholic elementary schools, St. Marcellus and All Saints, are over capacity with utilization rates of 101.2 percent and 132.6 percent respectively. Father Serra is under-subscribed with a utilization rate of 92.5 percent. Of the three secondary schools, Michael Power/ St. Joseph and Msgr Percy Johnson are over-subscribed (utilization rates of 118.3 percent and 111.4 percent, respectively). Don Bosco, which appears to be significantly under-subscribed with a utilization rate of 11.5 percent, was closed at the end of the 2016-2017 school

year. While the data for this school is recorded in **Table A7** for information purposes it should be noted that no students from the proposed development could be accommodated at this school as it is no longer operational.

3.1.1 PUPIL YIELD

Pupil Yield of Proposed Development - TDSB

Elementary: 47 pupils (based on a yield factor of 0.07 pupils / unit)

Secondary: 27 pupils (based on a yield factor of 0.04 pupils / unit)

Based on the current enrolment figures, the 47 projected public elementary students generated from the proposed development may be accommodated in Westway Junior School and/or Dixon Grove Junior Middle School as both schools have some capacity to accommodate additional enrolment. Conversely, there may be some accommodation issues with regards to the 27 projected public secondary students, given the current over utilization at Richview Collegiate Institute.

Pupil Yield of Proposed Development - TCDSB

Elementary: 27 pupil (figure supplied by TCDSB)

Secondary: 18 pupil (figure supplied by TCDSB)

The 27 projected Catholic elementary students generated from the proposed development may be accommodated in Father Serra it is currently the only Catholic elementary school operating under capacity. Similar to the public secondary schools, there may be some accommodation issues for Catholic secondary students as both operations TCDSB secondary schools, the 18 projected students are currently operating over capacity and may not accommodate additional students.

In light of the conclusions drawn from the above analysis, it is important to note that it has not been confirmed that potential students from this development will attend the schools listed in **Table A7**. This level of detail will occur further along in the application review process, when the TDSB and TCDSB make a final determination on where prospective students will attend school. As such, the TDSB and TCDSB may accommodate students outside of the usual catchment schools until adequate funding or spaces become available. Furthermore, as school utilization statistics change year to year, it is probable that by the time the proposed development is fully realized, capacity and available student spaces will have change from what is reported in this study.

3.2 Child Care Services

Table A8 provides a listing of City of Toronto child care services within the Study Area, including enrolment and reported vacancy. There are a total of 36 child care facilities within and immediately adjacent to the Study Area, 22 of which provide subsidized spaces if available. As of March 2018, service providers reported a total of 66 vacancies across all age groups.

Table A8 - Enrolment/Reported Vacancies within Study Area

Facility	Fee Subsidy Available	Enrolment / Reported Vacant					
		Capacity	Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	School Age (6 to 12 years)	Total
Carefree Preschool 370 Dixon Road	Y	Capacity	20	15	24	30	89
		Vacant	0	8	0	2	10
Educare Kindergarten - Rathburn 18 Four Seasons Place	Y	Capacity	-	10	24	30	64
		Vacant	-	0	2	4	6
Etobicoke Montessori School* 4 La Rose Avenue	N	Capacity	-	15	32	-	47
		Vacant	-	0	0	-	0
First Stage - Burnhamthorpe 500 The East Mall	Y	Capacity	10	15	16	-	41
		Vacant	0	0	0	-	0
Garderie La Farandole Felix-Leclerc 50 Celestine Drive	Y	Capacity	-	-	16	42	58
		Vacant	-	-	3	5	8
Gold Circle Early Childhood Day Care Centre 25 Poynter Drive	Y	Capacity	-	10	24	71	105
		Vacant	-	0	4	0	4
Hillside Montessori School* 76 Anglesey Blvd	N	Capacity	-	-	24	-	24
		Vacant	-	-	0	-	0
Humbervale Montessori School Inc* 1447 Royal York Road	N	Capacity	-	-	56	-	56
		Vacant	-	-	0	-	0
John G. Althouse - Princess Margaret 65 Tromley Drive	Y	Capacity	-	-	-	106	106
		Vacant	-	-	-	0	0
John G. Althouse B & A School Program 130 Lloyd Manor Road	N	Capacity	-	-	-	15	15
		Vacant	-	-	-	2	2
Kingsview Child Care 340 Dixon Road	Y	Capacity	20	15	40	24	99
		Vacant	-	-	-	-	0
Lady Bug Day Care Centre 400 Burnhamthorpe Road	N	Capacity	-	-	48	-	48
		Vacant	-	-	0	-	0
Le Petit Chaperon Rouge - Richview* 59 Clement Road	Y	Capacity	6	15	24	54	99
		Vacant	0	0	0	0	0

Facility	Fee Subsidy Available	Enrolment / Reported Vacant					
		Capacity	Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	School Age (6 to 12 years)	Total
Learning Jungle - Buttonwood Campus 100 Allanhurst Drive	Y	Capacity	20	30	48	-	98
		Vacant	2	0	0	-	2
Learning Jungle School - Briarcrest Manor 1982 Islington Avenue	Y	Capacity	6	10	29	-	45
		Vacant	0	0	0	-	0
Olivet Church Of The New Jerusalem 279 Burnhamthorpe Road	N	Capacity	-	-	24	-	24
		Vacant	-	-	3	-	3
Plasp - All Saints Catholic School* 1435 Royal York Road	Y	Capacity	-	-	-	114	114
		Vacant	-	-	-	0	0
Plasp - Father Serra Catholic School* 111 Sun Row Drive	Y	Capacity	-	-	-	86	86
		Vacant	-	-	-	0	0
Plasp - Humber Valley Village Junior Middle School* 65 Hartfield Road	N	Capacity	-	-	-	71	71
		Vacant	-	-	-	0	0
Plasp - Kingsview Village Junior School* 1 York Road	Y	Capacity	-	-	-	13	13
		Vacant	-	-	-	0	0
Plasp Parkfield Junior School* 31 Redgrave Drive	Y	Capacity	-	-	-	15	15
		Vacant	-	-	-	0	0
Plasp St Eugene Catholic School* 30 Westroyal Road	Y	Capacity	-	-	-	56	56
		Vacant	-	-	-	0	0
Plasp Transfiguration Of Our Lord Catholic School* 55 Ludstone Drive	Y	Capacity	-	-	-	43	43
		Vacant	-	-	-	0	0
Princess Margaret Nursery School* 70 Princess Anne Crescent	N	Capacity	-	8	16	-	24
		Vacant	-	0	0	-	0
Rosethorn Before And After School Program 2 Remington Drive	Y	Capacity	-	-	-	131	131
		Vacant	-	-	-	0	0
Sadochok Preschool Centre 35 West Deane Park Drive	N	Capacity	-	-	32	-	32
		Vacant	-	-	2	-	2
Silver Creek Centre For Early Learning & Development 65 Hartsdale Drive	Y	Capacity	-	10	30	-	40
		Vacant	-	0	0	-	0
Snowdrop Montessori School Inc 1428 Royal York Road	N	Capacity	-	-	24	-	24
		Vacant	-	-	1	-	1
St. George's (Islington)Nursery* 4600 Dundas Street West	N	Capacity	-	-	48	-	48
		Vacant	-	-	0	-	0

Facility	Fee Subsidy Available	Enrolment / Reported Vacant					Total
		Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	School Age (6 to 12 years)		
St. George's School Age Child Care Programme* 70 Princess Anne Crescent	Y	Capacity	-	-	-	86	86
		Vacant	-	-	-	0	0
St. Gregory's Before & After School Club 126 Rathburn Road	Y	Capacity	-	-	-	100	100
		Vacant	-	-	-	15	15
St. Marcellus Early Learning Centre 15 Denfield Street	Y	Capacity	-	-	16	56	72
		Vacant	-	-	2	0	2
Three R's Schoolhouse Inc 1577 Royal York Road	N	Capacity	-	15	24	30	69
		Vacant	-	0	10	0	10
Treasured Moments - Burnhamthorpe 316 Burnhamthorpe Road	N	Capacity	10	15	48	-	73
		Vacant	-	1	0	-	1
Ukrainian Co-Op Nursery School* 516 The Kingsway	N	Capacity	-	15	20	13	48
		Vacant	-	0	0	0	0
Willowridge Early Learning & Child Care Centre* 30 Earldown Drive	Y	Capacity	-	10	32	42	84
		Vacant	-	0	0	0	0
*Child care facility could not be reached					Total Capacity	2,247	
					Total Vacancy	66	

3.2.1 PROJECTED CHILD CARE YIELD

It is estimated that the proposed 671 units will generate the demand for approximately 85 child care spaces. This is based on a residential population increase of 1,678 people (671 units multiplied by 2.5, the average household size in this area), of which 16 percent (or 268) would be "Children" as shown in the 2016 City of Toronto's Demographic Profile.

The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA - 63.1 percent. A further multiplier of 50 percent is used to approximate the number of children needing care at a child care centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications.

3.2.2 CHILD CARE ANALYSIS

When compared with **Table A8** above, the projected number of children generated from the proposed development who will require child care (85 children) may not be easily accommodated by the existing facilities serving this area. In this regard, it is noted that as of March 2018, there are only 66 child care vacancies available at facilities within the Study Area. Furthermore,

these vacancies are unevenly distributed across all age groups, with some groups having more spaces than others (infants: 2 spaces; toddler: 9 spaces; pre-school: 27 spaces; and school age: 28 spaces).

In terms of planned future day care facilities, we recognize that one of the Section 37 contributions secured by the City in association with the under-construction senior's development to the immediate west of the subject site (4650 Eglinton Avenue West) was a new child care facility. As set out in the Council decision for this development, the facility will be 344 square metres in size (approximately 35 spaces) and must be operated as a private day care facility for a minimum of 15 years, with best efforts to continue to use for another 10 years. This additional facility may have the capacity to accommodate some of the child care needs resulting from the proposed development of the subject site.

It is noted that this analysis is based on limited contact with child care facilities within the Study Area, as not all facilities could be reached for confirmation of available vacancies. As such, additional vacancies may be available beyond what is provided in **Table A8**.

3.3 Public Libraries

There is one Public Library Branch located within the Study Area and one immediately adjacent. The services provided at each branch are listed below:

RICHVIEW BRANCH

The Richview Branch is a District branch, located at 1806 Islington Avenue. The branch is one of the larger branches in the Toronto Public Library system at 47,252 square feet in size. The Richview Branch offers wireless Internet, 49 computer stations equipped with the Internet/Microsoft Office, equipment for persons with disabilities, Art Exhibit space, Quiet Study Room, Teen Zone and seating for 156. The Richview Branch also features a meeting room and an auditorium. The Meeting Room is 580 square feet with 40 lecture style seats and equipment for meetings and presentations including projection screen, and portable video projector. The Auditorium is 1,069 square feet in size and seats 50 lecture style and also has equipment for presentations. T

This branch recently underwent a number of renovations to improve the branch's ability to serve the needs of the community. As such there have been some service interruptions recently. As of December 2017, the first floor and lower level of the building have been re-opened to the public while the upper floor remains under renovation. Once complete the upper floor renovation will create relaxing spaces for users, a Digital Innovation Hub and new youth program space, as well as laptop counters, more seating and study spaces.

The Richview branch currently features the following available collections:

- Adult Literacy Materials
- Audiobooks on CD
- Large Print Collection

- Local History Collection
- Large collection in Chinese, French
- Medium collection in Italian, Korean, Polish, Russian, Spanish, Ukrainian
- Small collection in Hindi (DVDs only), Somali, Urdu

In terms of programming, upcoming and recurring programs and classes at this branch include: Film Club, Buggy Business, Toddler Time, French Storytime, Mini Makers, Yoga for Older Adults and Adult Book Club, among others.

According to the branch summary statistics for 2016, the Richview Branch ranked 9th out of 17 District Branches in terms of overall visits. Between 2015 and 2016 visits to this branch dropped by approximately 29.8 percent, which can likely be attributed to the previously mentioned renovations and service interruptions.

EATONVILLE LIBRARY

The Eatonville Branch is a Neighbourhood branch, located at 430 Burnhamthorpe Road. This branch offers services such as wireless internet and 11 computer stations equipped with internet and Microsoft Office. The Library has capacity to seat up to 70 people, and offers equipment for persons with disabilities. Additional features include an open concept kitchen and an auditorium that can seat 100 lecture and 50 classroom style. Minor renovations were undertaken at this branch in 2013, in order to provide an express checkout and automated materials sorter.

The Eatonville Branch currently offers the following collections:

- Adult Literacy Materials
- Audiobooks on CD
- Large Print Collection
- Large Collection in French-child
- Medium Collection in Chinese, Serbian
- Small collection in Hindi (DVD's only), Polish, Spanish, Ukrainian-Children

In terms of programming, upcoming and recurring programs and classes at this branch include: Knitting and Crocheting, English Conversation Circle, Toddler Time, Scrabble Club, Poetry Saved Our Lives, Baby Time, Tea and Books, After School Club, and Core and Posture Class, among others.

According to the branch summary statistics for 2016, the Eatonville Branch ranked 6th out of 81 Neighbourhood Branches in terms of overall visits. Between 2015 and 2016 visits to this branch increased by approximately 5.7 percent.

3.4 Recreation

Currently, within the Study Area, there are four (4) publicly funded recreation centres operated by the City of Toronto's Parks and Recreation Division.

Table A9 summarizes the recreation centres operated by the City of Toronto located within the vicinity of the study area

Table A9 - Community Recreation Centres within the vicinity of the Study Area

Location	Facilities	Services/Programs
Edenbridge Centre 235 Edenbridge Drive	Indoor Bocce Court Multipurpose Room	Arts Music Fitness
Edgehill House 61 Edgehill Road	Kitchen Lounge Multipurpose Room	Music Arts Fitness Cooking Sports
Islinton Senior's Centre 4968 Dundas Street West	Kitchen	Dance Fitness
Lambton Area 4100 Dundas Street West	Indoor Rink Dressing Room Indoor Dry Pad Multipurpose Room	Skating

Of the publicly funded recreation facilities listed in **Table A9**, none have been identified in the Parks and Recreation Facilities Master Plan for 2019-2038, or in the Parks, Forestry and Recreation 2018-2027 Capital Budget and Plan.

3.5 Parks

Table A10 below lists the parks and available amenities within the Study Area. There are a total of 61 parks totalling 263.56 hectares of parkland within the Study Area. According to the City of Toronto's Parks Locator website, these parks offer a number of facilities including bike trails and various sports facilities and playgrounds.

In addition to the parkland inventory provided below, we have noted that the Local Parkland Provision Map 8B of the Toronto Official Plan identifies that the subject site is within an area that has 0.80 to 1.56 hectares of local parkland per 1,000 people, which is a moderate provision in the broader city-wide context.

Table A10 - Parks and Amenities within the Study Area (City of Toronto)

	Playgrounds	Bike Trails	Splahs Pads	Outdoor Tennis	Basketball Courts	Baseball Diamonds	Outdoor Pool	Sports Field/Pad	Pond	Ice Rink	Area (ha)
Alex Marchetti Park	X	X									13.1
Allanhurst Park	X										0.75

	Playgrounds	Bike Trails	Splahs Pads	Outdoor Tennis	Basketball Courts	Baseball Diamonds	Outdoor Pool	Sports Field/Pad	Pond	Ice Rink	Area (ha)
Blackfriar Park	X										1.5
Buttonwood Park	X			X						X	4.3
Capri Park	X										1.01
Chapman Valley Park											6.21
Chestnut Hills Park	X										0.84
Cobble Hills Parkette											0.26
Crawford-Jones Memorial Park		X							X		9.4
Dixington Parkette											0.10
Dixon Park	X	X			X			X			2.0
Denfield Park											1.16
Douglas B. Ford Park	X										1.6
Drumoak Road Parkette											0.17
Echo Valley Park		X									9.1
Eden Valley Park	X										1.22
Edenbrook Park											0.98
Fairhaven Park	X		X		X						3.2
Glen Agar Park	X										3.24
Glen Park	X		X		X						1.08
Green Meadows Park	X										1.76
Hampshire Heights Park		X									7.8
Hartfield Court Parkette											0.14
Heathercrest Park	X										2.3
Hilldowntree Parkette											0.1
Humbertown Park	X							X			2.23
Humber Valley Park	X			X						X	2.49
Islington Heights Park											0.3
James Gardens									X		38.6
Kingsview Park	X		X	X							1.6
Lambeth Crescent Parkette											0.02
Lambton Park	X	X									13.5

	Playgrounds	Bike Trails	Splahs Pads	Outdoor Tennis	Basketball Courts	Baseball Diamonds	Outdoor Pool	Sports Field/Pad	Pond	Ice Rink	Area (ha)
Lambton Woods											4.21
La Rose Park	X							X			1.9
Lion's Gate Park											0.26
Lloyd Manor Park	X										1.73
Martin Grove Gardens Park	X			X		X					3.79
Princess Anne Park	X			X							3.31
Princess Margaret Park	X										4.53
Ravencrest Park		X									6.44
Redgrave Park	X										0.91
Richview Park	X					X		X			10.96
Rosethorn Park	X			X							1.17
Scarlett Heights Park	X										0.49
Scarlett Mills Park		X		X							10.58
Silver Creek Park	X			X		X	X				3.91
Stonehouse Park	X										1.03
St. Phillips Road Parkette											0.08
St. Stevens Court Parkette											0.04
Valecrest Park											1.0
Valleyfield Park		X		X						X	2.44
Warrender Park	X										0.4
West Deane Park	X	X		X		X				X	54.8
Westgrove Park	X			X				X		X	4.0
Westmount Park	X			X							1.63
Westway Park	X					X					2.43
Widdicombe Hill Park											0.35
Willowridge Park	X										1.40
Wimbleton Road North Parkette											0.09
Wimbleton Road South Parkette											0.05
Wincott Park	X	X							X		7.57
Total											263.56

X – Denotes the recreational facility and/or amenity.

3.6 Human Services

There are total of 11 human service organizations within the Study Area. While the City of Toronto has a number of divisions devoted to human services, which would reasonably service areas such as the subject site, their offices aren't directly located within the study boundaries; often such services are run through a department at City Hall or the district Civic Centre. In addition to the Human Service providers outlined in **Table A11** below, it is noted that a Service Ontario office is located within the existing retail plaza on the subject site. This office provides a variety of services including driver's license and health card renewals, vehicle registration and business registration, among others.

Table A11 below outlines the name, type of services provided and location of each of these human service organization operating within the Study Area.

Table A11 - Human Services in the Study Area (City of Toronto)

Organization	Address	Services
Rexdale Women's Centre	45 Kingsview Boulevard	Non-for-profit agency serving high-need women and their family members
Somali Women & Children's Support Network	1 York Road	Provides programs, services and supports to enable immigrants, refugees, newcomers and low income women and their children
George Hull Centre for Children and Families	8 Templar Drive	Child and youth mental health services
Community MicroSkills Development Centre	235 Dixon Road	Community Centre offering skill and training programs with a youth focus
Yorktown Child and Family Centre	1025 Scarlett Road	Multi-service agency providing support to families and children
ESS Support Services	2245 Lawrence Avenue West 1447 Royal York Road	Support to seniors and adults with physical disabilities or memory impairment due to Alzheimer Disease or related disorder
College-Montrose Children's Place	3735 Dundas Street West 50 Bernice Crescent	Services for early learning and family support programs
Big Brothers Big Sisters of Toronto	50 Bernice Crescent	Social organization that offers programs and mentorship for children and youth.
Career Foundation	2150 Islington Avenue	Employment support services

Organization	Address	Services
Richview Residence	1540 Kipling Avenue	Non-profit organization providing senior's housing
Etobicoke Children's Centre	65 Hartsdale Drive	Children's Mental Health Centre

3.7 Places of Worship

As demonstrated in **Table A12** below, there are total of 30 Places of Worship and Religious Institutions within the Study Area. This table provides a summary of any publicly advertised community outreach services offered by these Places of Worship. It is recognized that as not all Places of Worship within the Study area advertise or make available information online regarding their community outreach efforts, additional programs and services, beyond those listed below, may be offered.

Table A12 - Places of Worship in the Study Area (City of Toronto)

Place of Worship	Denomination	Address	Programs/ Services
All Saints Roman Catholic Parish	Christian	1415 Royal York Road	Children and Youth Ministries, Outreach Ministries
Bosnian Community Mosque	Muslim	4146 Dundas Street West	Sunday School, Arabic Letters Classes
Church Of St Demetrius	Christian	135 La Rose Avenue	-
First Church Of Christ	Christian	4480 Eglinton Avenue West	-
German Church Of God	Christian	9 McArthur Street	Bolivia Mission
Hilltop Chapel	Christian	243 La Rose Avenue	Sunday School, Bible Study, Ladies Coffee Hour, Men's Bible Fellowship
Humber Valley United Church	Christian	76 Anglesey Boulevard	Children and Youth Ministries, Sunday School, Sunday School, Music Programs, Outreach programs
Humbervale United Church	Christian	1447 Royal York Road	Coffee Time, Time Together
Islington United Church	Christian	25 Burnhamthorpe Road	Children and Youth Ministries, Meditation Group, Scouts, Music Programs, Senior's Group
Kingdom Hall Of Jehovah's Witnesses	Christian	423 Burnhamthorpe Road	-
Kingsview Free Methodist Church	Christian	15 Kingsview Boulevard	ESL Classes, Crafting, Youth Group, Bible Study
Kingsview Village Church	Christian	70 Kingsview Boulevard	Children and Youth Ministries, Adventurers

Place of Worship	Denomination	Address	Programs/ Services
Martin Grove Baptist Church	Christian	35 Hedges Boulevard	Newcomers support and Kids camp
Olivet Church Of New Jerusalem	Christian	279 Burnhamthorpe Road	Spiritual Growth Programs, Newcomer Programs
Richview Baptist Church	Christian	1548 Kipling Avenue	Church facility bookings, Youth group, Kids group, and food bank
Roman Catholic Episcopal	Christian	122 Rathburn Road	-
Royal York Baptist Church	Christian	1520 Royal York Road	-
St. George On The Hill	Christian	4600 Dundas Street West	Children and Youth Ministries, Music Ministry
St. Giles Kingsway Presbyterian	Christian	15 Lambeth Road	Children and Youth Ministries, Friendship Club, After School Program, Guatemala Program
St. Lukes United Church	Christian	516 The Kingsway	-
St. Phillips Lutheran Church	Christian	61 West Deane Park Drive	Children and Youth Ministries, Truth Lab Investigations, Outreach Ministries, Music, Health and Wellness Ministries
St. Matthias Anglican Church	Christian	1428 Royal York Road	-
St. Richard Of Chichester	Christian	240 The Westway	-
St. Timothy Presbyterian Church	Christian	106 Ravenscrest Drive	Bible Studies, Seminars
The Assembly Of Gods People	Christian	26C Scarlett Road	-
Transfiguration Of Our Lord	Christian	45 Ludstone Drive	-
Westmount Park Church	Christian	1483 Royal York Road	-
Westway Christian Church	Christian	6 Kilburn Place	Kids club and Youth group
Westway United Church	Christian	8 Templar Drive	-

[4.0]

NEARBY DEVELOPMENTS

To further understand the context of the area surrounding the Subject Site, this report looks at residential development applications within the immediate area. As of March 2018, there were 14 active or recently approved development applications within the Study Area. **Table A13** below illustrates key aspects of these developments.

Table A13 - Recent Development Applications within the Study Area (City of Toronto)

Address	Status	By-Law	Height (ST)	Res. GFA (sq.m.)	Non-Res. GFA (sq.m.)	Unit Count	Estimated Population
41-53 Warrender Avenue	SPA: Under Review	-	16	21,916	-	259	725
19 Glen Agar Drive	Approved	589-2017	3	14,168	-	112	314
50 Firwood Crescent	Approved	619-2012(OMB), 1641-2013	<4	-	-	25	70
4780 Eglinton Avenue West	Under Construction	731-2015(OMB)	3	23,800	-	89	223
9-76 Dryden Way	Under Construction	386-2014; 689-2014	3	13,067	-	68	170
4650 Eglinton Avenue West	Under Construction	1254-2016; 1255-2016	9	27,453	344	272	680*
4000 Eglinton Avenue West	OMB Approved (in principle)	-	25	93,100	1,900	1360	3,536
4208 Dundas Street West	Approved, SPA Under Review	462-2017; 463-2017	8	10,590	1,500	137	329
400 The East Mall	OMB Appealed	-	4	6,175	-	63	139
289 The Kingsway	OMB Appealed	-	14	58,529	-	615	1,476
270 the Kingsway	Approved, NOAC Issued	060-2017	12	53,059	21,837	604	1,450
63 Callowhill Drive	Under Construction	271-2012; 819-2013	3	3,279	-	21	53
45 La Rose Avenue	OMB Appealed	-	7	34,621	-	187	486
Total	-	-	-	-	-	3,952	9,651
* As this development includes a mix of retirement units, assisted living units and memory care units, the actual number of residents may be less than what is recorded here.							

Typically, the estimated population is calculated by multiplying the total number of proposed/approved units by the average household size for the neighbourhood. However, the active and recently approved development applications within the Study Area fall within five different City neighbourhoods. Therefore, the average household size that was applied to each of the developments in **Table A13** varied across the Study Area (see **Table A14** for details on the average household size applied to each development).

Table A14 - Development Applications within the Study Area (City of Toronto)

Neighbourhood	Average Household Size	Address
Princess-Rosehorn	2.8	41-53 Warrender Avenue 19 Glen Agar Drive 50 Firwood Crescent
Willowridge-Martingrove-Richview	2.5	4780 Eglinton Avenue West 4750 Eglinton Avenue West 4650 Eglinton Avenue West 63 Callowhill Drive Subject Site
Humber Heights-Westmount	2.6	4000 Eglinton Avenue West 45 La Rose Avenue
Edenbridge-Humber Valley	2.4	4208 Dundas Street West 289 The Kingsway 270 the Kingsway
Islington-City Centre West	2.2	400 The East Mall

Using the same method and the average household size of the Willowridge-Martingrove-Richview neighbourhood (2.5 persons per household), the proposed development is estimated to generate a residential population of 1,678 people. Within the Study Area as a whole, and including the subject site, an estimated population increase of 11,339 persons may result from the proposed and recently approved developments listed in **Table A13**.

Of these developments within the Study Area, 4 of the 14 are either constructed or are currently under construction, 5 have been approved, but not yet built, and 5 are under review by City staff or before the Ontario Municipal Board. As many of these applications have been approved or constructed/are under-construction, the neighbourhoods within the Study Area may have already adapted to the influx of residents. With respect to the remaining applications under review, any increase in the population would likely occur incrementally as the timeline between filing an application and tenant occupation is typically around 5 years. As such, the population that may be added to area as a result of the pending applications is not expected to occur all at once or in the immediate term.

15.01

CONCLUSION

Neighbourhood Demographics

In 2016, the population of the Willowridge-Martingrove-Richview was 22,150, which increased roughly 3.6 percent from 2011. With respect to demographics, 'working age' residents accounted for much of the population (37 percent), with 'couples with children' being the most common form of census family. While 45 percent of census families were made up of 2 people and consequently, the average household size in the neighbourhood was 2.5 persons per household, which is greater than the City as a whole. The greatest proportion of dwellings in the neighbourhood were located in apartment buildings greater than 5-storeys in height (44 percent), closely followed by single-detached houses (42 percent).

In terms of socio-economic characters, in 2016, 11.2 percent of the population of the Willowridge-Martingrove-Richview neighbourhood was earning below the Low Income Cut-Off (After Tax) as established for the City of Toronto, which is lower than the City as a whole. Compared to the City as a whole, the Willowridge-Martingrove-Richview neighbourhood had a lower proportion of residents earning less than \$20,000 per year and a higher proportion of residents earning more than \$100,000 per year.

In terms of immigration and diversity, 37 percent of the neighbourhood identified as a visible minority in 2016 and just over half of the residents were born in Canada. Compared to the City as a whole, this neighbourhood had fewer visible minorities and a greater number of residents born in Canada.

Community Services and Facilities

In terms of school accommodation, the projected 47 elementary public school students that may be generated by the proposed development could be accommodated the schools serving the site. However, accommodation issues may arise for the 27 secondary public school students projected from the development. Similarly, with respect to TCDSB schools, the projected 27 Catholic elementary school students that may be generated by the development could be accommodated by some of the schools serving the site, while accommodation for the projected 18 Catholic secondary school students may be an issue as all of the TCDSB secondary schools are currently over-subscribed.

In terms of childcare, there are a total of 36 facilities within the Study Area, 22 of which provide subsidized spaces (if available). The proposed development is expected to produce an estimated 85 children who may require childcare. Based on the information collected from the near-by child care providers, the projected demand exceeds the current available spaces within facilities in the Study Area. According to those facilities that could be reached for comment, there is currently a combined total of 66 childcare vacancies for infant, toddler, pre-school and school aged children. It is noted that a new 35 space child care facility is being constructed within the adjacent development to the west (4650 Eglinton Avenue West).

The Richview and Eatonville library branches are located within the Study Area. Both of these branches offers computer work stations, large print collections and have recently or are currently undergoing renovations to better serve the surrounding community.

In terms of Parks and Recreation, the Study Area contains four publicly funded

recreation facilities operated by the City of Toronto's Parks and Recreation Division. However all of these facilities are fairly specialized (arenas, seniors centres, etc.) and none are traditional "community centres" providing a range of community and recreational opportunities. Comparatively, the Study Area contains a large amount of parks and open space with 263.56 hectares of parkland. In this regard, the Official Plan identifies the subject site as within an area with a moderate parkland provision rate per capita.

In terms of human service providers, there are at least eleven operators providing service to residents within the Study Area. These organizations offer a mix of social, health, recreational and employment services, with many programs geared towards older adults, youth and newcomers.

Lastly, there are 30 Places of Worship identified within the Study Area, the majority of which offer outreach and community services including ESL classes, food bank collections, and after-school and seniors programming.

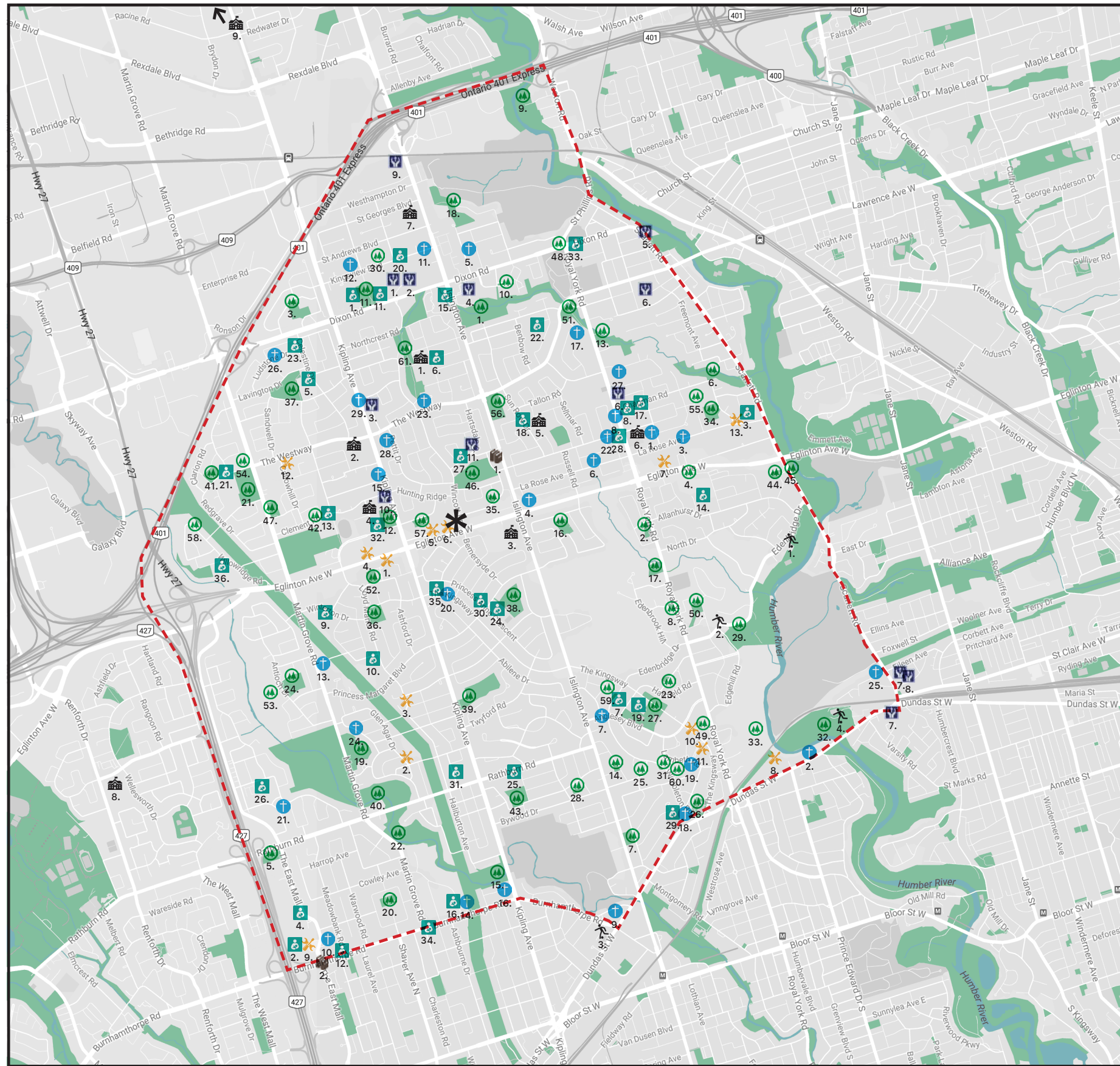
Development Activity

As of March 2018, there were fourteen proposed and/or recently approved developments in the study area, of which 5 are approved and 4 are known to be under construction. The estimated population generated from these developments, as well as the proposed development for the subject site, is approximately 11,329 persons. As these applications are close to evenly distributed between the categories of under-construction, approved and under review, any increase in the population is expected to occur incrementally.

Conclusion

Based upon the review of the existing community services and facilities in the Study Area provided in this report, it is our opinion that many of the service sectors have sufficient capacity to accommodate the estimated population increase resulting from the proposed development. Therefore, it is our opinion that the proposed development will not significantly impact the provision of community services and facilities in the study area, with some exceptions. In this regard, we have identified some possible accommodation concerns in childcare and secondary school capacities. While school capacity is typically addressed through school board led accommodation reviews, the lack of capacity in the existing childcare facilities in the study area may warrant further review and consideration by the appropriate City Staff. However, as a new child care facility is currently under construction directly adjacent to the subject site, there may be sufficient child care capacity in the study area by the time the proposed development is completed. Notwithstanding, should Staff identify a need for additional childcare capacity, detailed discussions with the proponent will be required to determine if and how a new childcare facility could be accommodated within the proposed development.

As with all CSF Reports, it is important to note that the statistics and data contained within this report related to service capacity and enrolment are subject to change. Therefore, ongoing consultation with City Staff from various departments and other service providers in the Study Area will be required as part of the development application review process for the proposed development, as additional service gaps or opportunities may be identified in the future.



SCHOOLS

1. Westway Junior School
2. Dixon Grove Junior Middle School
3. Richview Collegiate Institute
4. St. Marcellus
5. Father Serra
6. All Saints
7. Don Bosco
8. Michael Power/St Joseph
9. Msgr Percy Johnson



CHILD CARE SERVICES

1. Carefree Preschool
2. Educare Kindergarten - Rathburn
3. Etobicoke Montessori School*
4. First Stage - Burnhamthorpe*
5. Garderie La Farandole Felix-Leclerc
6. Gold Circle Early Childhood Day Care Centre
7. Hillside Montessori School*
8. Humber Valley Montessori School Inc*
9. John G. Althouse - Princess Margaret*
10. John G. Althouse B & A School Program*
11. Kingsview Child Care
12. Lady Bug Day Care Centre
13. Le Petit Chaperon Rouge - Richview*
14. Learning Jungle - Buttonwood Campus
15. Learning Jungle School - Briarcrest Manor
16. Olivet Church Of The New Jerusalem
17. Plasp - All Saints Catholic School
18. Plasp - Father Serra Catholic School
19. Plasp - Humber Valley Village Junior Middle School
20. Plasp - Kingsview Village Junior School
21. Plasp Parkfield Junior School
22. Plasp St Eugene Catholic School
23. Plasp Transfiguration Of Our Lord Catholic School
24. Princess Margaret Nursery School*
25. Rosethorn Before And After School Program
26. Sadochok Preschool Centre*
27. Silver Creek Centre For Early Learning & Development*
28. Snowdrop Montessori School Inc
29. St. George's (Islington)Nursery*
30. St. George's School Age Child Care Programme*
31. St. Gregory's Before & After School Club
32. St. Marcellus Early Learning Centre
33. Three R's Schoolhouse Inc
34. Treasured Moments - Burnhamthorpe
35. Ukrainian Co-Op Nursery School*
36. Willowridge Early Learning & Child Care Centre



HUMAN SERVICES

1. Rexdale Women's Centre
2. Somali Women & Children's Support Network
3. George Hull Centre for Children and Families
4. Community MicroSkills Development Centre
5. Yorktown Child and Family Centre
6. ESS Support Services
7. College-Montrose Children's Place
8. Big Brothers Big Sisters of Toronto
9. Career Foundation
10. Richview Residence
11. Etobicoke Children's Centre



LIBRARIES

1. Richview Branch
2. Eatonville Library



RECREATION

1. Edenbridge Centre
2. Edgemoor House
3. Islington Senior's Centre
4. Lambton Area



SURROUNDING DEVELOPMENTS

1. 41-53 Warrender Avenue
2. 19 Glen Agar Drive
3. 50 Firwood Crescent
4. 4780 Eglinton Avenue West
5. 4750 Eglinton Avenue West
6. 4650 Eglinton Avenue West
7. 4000 Eglinton Avenue West
8. 4208 Dundas Street West
9. 400 The East Mall
10. 289 The Kingsway
11. 270 the Kingsway
12. 63 Callowhill Drive
13. 45 La Rose Avenue



PLACES OF WORSHIP

1. All Saints Roman Catholic Parish
2. Bosnian Community Mosque
3. Church Of St Demetrius
4. First Church Of Christ
5. German Church Of God
6. Hilltop Chapel
7. Humber Valley United Church
8. Humbervale United Church
9. Islington United Church
10. Kingdom Hall Of Jehovah'S Witnesses
11. Kingsview Free Methodist Church
12. Kingsview Village Church
13. Martin Grove Baptist Church
14. Olivet Church Of New Jerusalem
15. Richview Baptist Church
16. Roman Catholic Episcopal
17. Royal York Baptist Church
18. St. George On The Hill
19. St. Giles Kingsway Presbyterian
20. St. Lukes United Church
21. St. Phillips Lutheran Church
22. St. Matthias Anglican Church
23. St. Richard Of Chichester
24. St. Timothy Presbyterian Church
25. The Assembly Of Gods People
26. Transfiguration Of Our Lord
27. Westmount Park Church
28. Westway Christian Church
29. Westway United Church



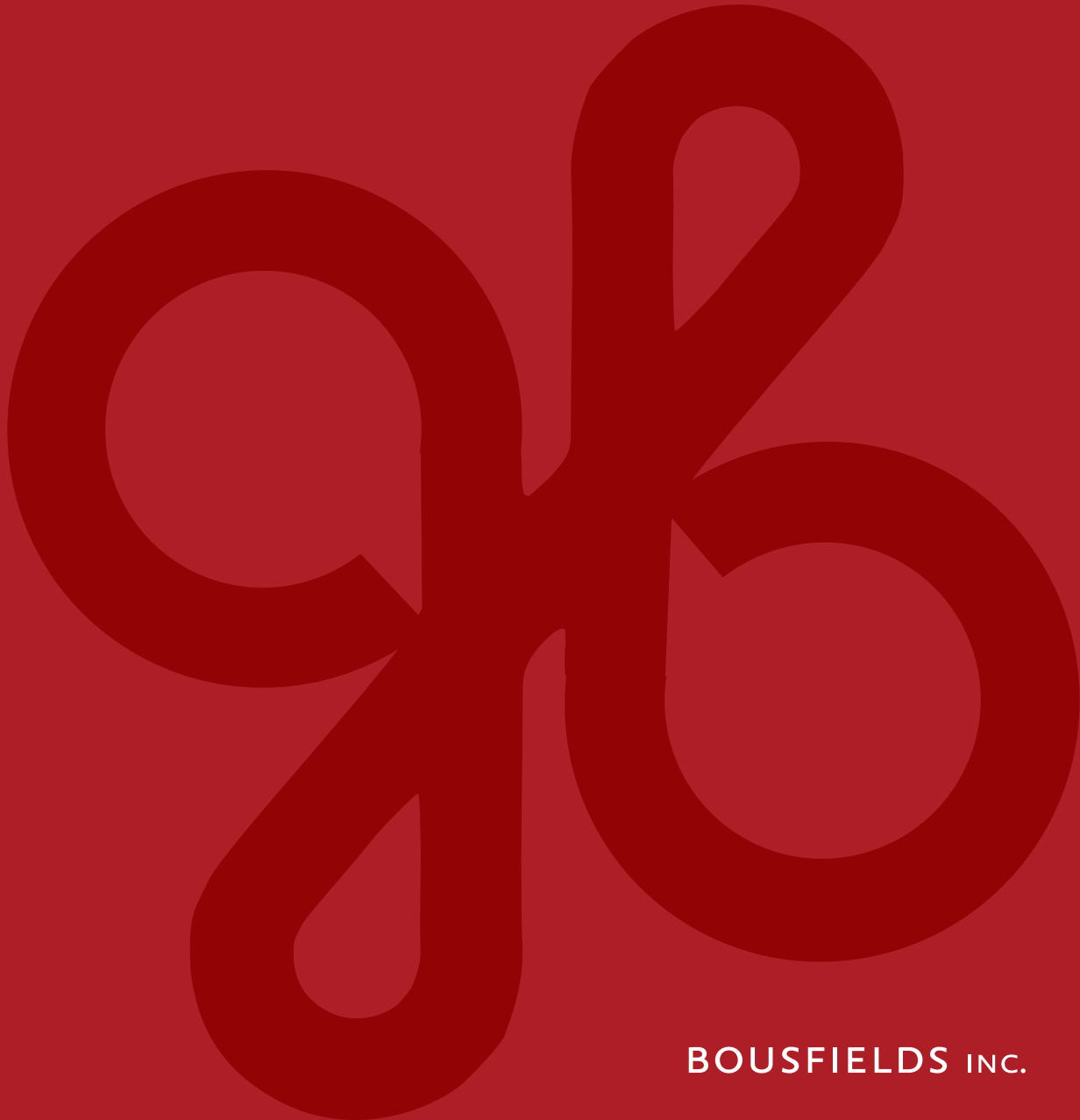
PARKS

1. Alex Marchetti Park
2. Allanhurst Park
3. Blackfriar Park
4. Buttonwood Park
5. Capri Park
6. Chapman Valley Park
7. Chestnut Hills Park
8. Cobble Hills Parkette
9. Crawford-Jones Memorial Park
10. Dixington Parkette
11. Dixon Park
12. Denfield Park
13. Douglas B. Ford Park
14. Drumoak Road Parkette
15. Echo Valley Park
16. Eden Valley Park
17. Edenbrook Park
18. Fairhaven Park
19. Glen Agar Park
20. Glen Park
21. Green Meadows Park
22. Hampshire Heights Park
23. Hartfield Court Parkette
24. Heathercrest Park
25. Hilldowntree Parkette
26. Humberdown Park
27. Humber Valley Park
28. Islington Heights Park
29. James Gardens
30. Kingsview Park
31. Lambeth Crescent Parkette
32. Lambton Park
33. Lambton Woods
34. La Rose Park
35. Lion's Gate Park
36. Lloyd Manor Park
37. Martin Grove Gardens Park
38. Princess Anne Park
39. Princess Margaret Park
40. Ravenscrest Park
41. Redgrave Park
42. Richview Park
43. Rosethorn Park
44. Scarlett Heights Park
45. Scarlett Mills Park
46. Silver Creek Park
47. Stonehouse Park
48. St. Phillips Road Parkette
49. St. Stevens Court Parkette
50. Valecrest Park
51. Valleyfield Park
52. Warrender Park
53. West Deane Park
54. Westgrove Park
55. Westmount Park
56. Westway Park
57. Widdicombe Hill Park
58. Willowridge Park
59. Wimbleton Road North Parkette
60. Wimbleton Road South Parkette
61. Wincott Park

--- Study Area Boundary

COMMUNITY FACILITIES

Figure A3 - Community Facilities Map



BOUSFIELDS INC.