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 AVENUE  
SEGMENT  
STUDY

320 McCOWAN ROAD  
CITY OF TORONTO

PREPARED FOR:  
BLAUSON ASSETS MANAGEMENT LTD.  
C/O LING KEE GROUP



Job Number - 18348

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# 1.0

## INTRODUCTION

This Avenue Segment Study has been prepared in support of an application filed by the Blauson Assets Management Ltd. c/o Ling Kee Group ("Blauson Assets") to amend the City of Toronto Zoning By-law No. 569-2013, as amended. Ling Kee Group is the owner of a 1.68 hectare property located southwest of the Eglinton Avenue East and McCowan Road intersection, municipally known as 320 McCowan Road. The property is located adjacent the CP Rail corridor (Metrolinx rail corridor), on the west side of McCowan Road, south of Eglinton Avenue East, in the Eglinton East neighbourhood, as shown on **Figure 1** (the "subject site").

The requested rezoning will permit the redevelopment and intensification of the subject site with 27- and 31-storey buildings atop a 6-storey podium comprised of 520 residential units, and a total gross floor area of 64,664.4 metres (including above grade parking). The details of this proposal are included in the Planning and Urban Design Rationale that accompanies this Avenue Segment Study.

## 1.1 Purpose of this Avenue Segment Study

Map 2 of the Official Plan (see **Figure 4**, Urban Structure – Map 2) identifies this section of Eglinton Avenue East as an *Avenue*. The Official Plan permits development to occur on an *Avenue* prior to an Avenue Study, provided that development proponents also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. These specific analysis are referred to as "Avenue Segment Studies".

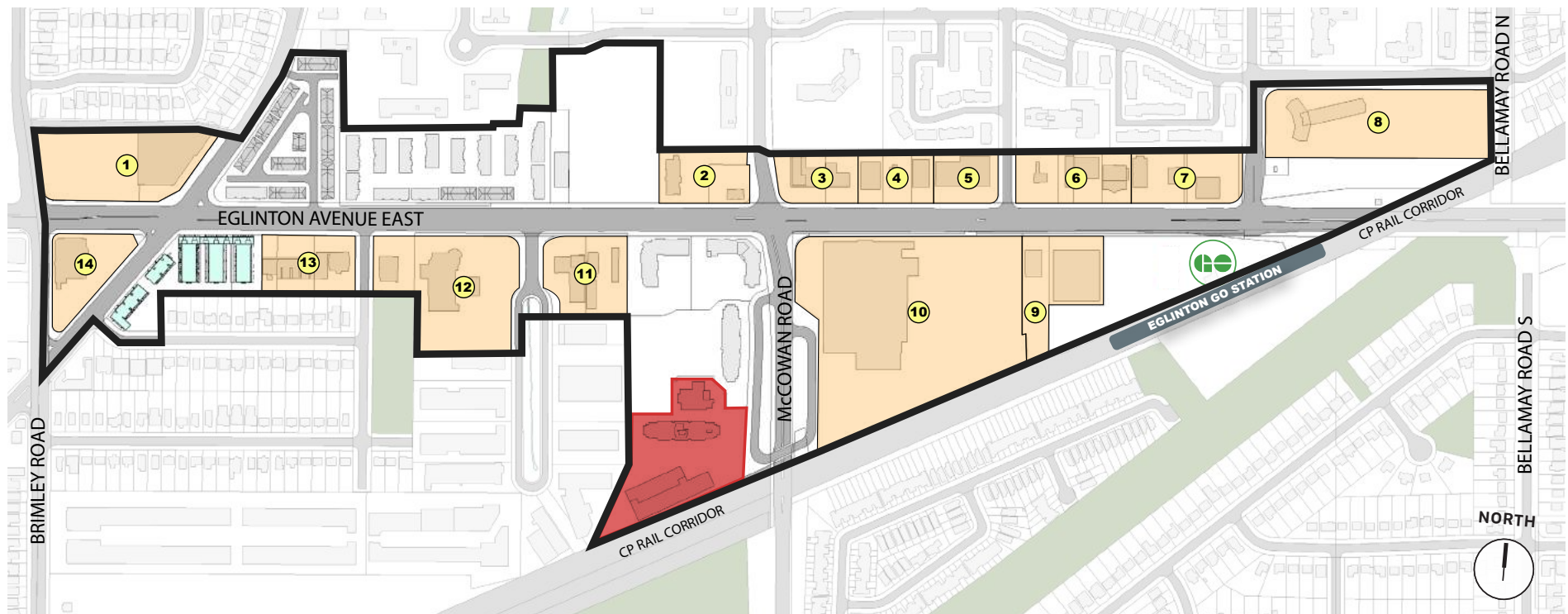


Figure 1 - Location Map

In Section 2.2.3 (*Avenues: Reurbanizing Arterial Corridors*), Policy 3(a) provides that development may be permitted on the *Avenues* prior to an Avenue Study and will be considered on the basis of all the policies of the Official Plan. It also requires that development on the *Avenues* prior to an Avenue Study is to implement the policies of the Plan for the relevant designation area(s). Policy 2.2.3(4) establishes the requirement for an Avenue Segment Study in such circumstances and sets out the parameters for the required study:

Development in *Mixed Use Areas* on Avenues, prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. It is noted that the subject site is not located directly on Eglinton Avenue East (the *Avenue*). It is located approximately 300 metres south of Eglinton Avenue East. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located.

This review will:

- include an assessment of the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- consider whether incremental development of the entire Avenue segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
- consider whether the proposed development is supportable by available infrastructure; and
- be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development."

This Avenue Segment Study seeks to:

1. Identify soft sites and consider their development potential according to the Official Plan's *Avenues* policy framework and Provincial planning and infrastructure investment initiatives;
2. Discuss the potential impacts of the proposed development scenarios for each of the identified soft sites;
3. Evaluate whether the proposed development will establish a positive precedent for the future reurbanization of the *Avenue*, with particular regard to building form, massing and intensity;
4. Assess the impacts of incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
5. Assess the impacts of incremental development on adjacent *Apartment Neighbourhoods* and *Neighbourhoods*;
6. Provide a synopsis of traffic and transportation implications arising from the redevelopment of the potential sites within the subject corridor, which forms part of a traffic impact analysis;
7. Provide a synopsis of the functional servicing study prepared to address the serviceability of the subject site for the proposed redevelopment as well as other potential redevelopment sites as determined through the preparation of a segment study; and
8. Review community services and facilities within an appropriate "study area" context that includes the subject corridor.

The Segment Study identifies soft sites within the study area that may develop in a manner generally consistent with the built form approach taken by the proposed development of the subject site. In this regard, the proposal is generally consistent with the Tall Buildings Guidelines. As discussed further, in our opinion, the proposed built form approach, if applied to the soft sites, will not have adverse impacts on the surrounding context, including the public realm along the *Avenue*.

Additionally, the incremental development of the *Avenue* would not adversely impact the *Apartment Neighbourhoods* north of the Study Area. Accordingly, we have evaluated whether the development of the soft sites would revitalize the street with an appropriate built form that does not negatively impact the surrounding context. The evaluation also addresses whether the incremental development would be supportable by the available hard and soft infrastructure.

The findings of the Avenue Segment Study are that:

- The planned infrastructure will be able to accommodate the level of anticipated development along the *Avenue*;
- The incremental development of the entire Avenue Segment will not adversely impact surrounding *Apartment Neighbourhoods* to the north of the study area, *Core Employment Areas*, and *Parks*; and
- The proposed intensification of the subject site is consistent with the policy direction established in the City of Toronto Official Plan.

## 1.2 Review of Previous Avenue Segment Study

According to the Avenue Segment Review - Terms of Reference, all applicants must submit an Avenue Segment Review as part of their Zoning By-law Amendment application package for any proposed development in the Mixed Use Areas on Avenues where an Avenue Study has not yet been completed.

For applications within areas where a Segment Review has been previously submitted, a full Segment Review may not be required. However, this depends on when the previous Segment Review was completed.

In April 2018, Bousfields Inc. prepared an "Eglinton Avenue East Segment Study" in connection with the Mattamy Homes application (2787 & 2791 Eglinton Avenue East). Given the contextual changes, the recent developments in the Scarborough area and changes to the policy context close to transit nodes since that study was submitted, a new study is required in support of the subject application. In addition, as directed by City Planning Staff, the study area boundaries will change with Brimley Road as the new west boundary and will expand to Bellamy Road as the new east boundary.

That Segment Study presented a detailed analysis of development potential on soft sites in the area. The study area was confirmed with City Planning Staff and focused on the intersection of Danforth Road and Eglinton Avenue East between the east side of Midland Avenue to Bellamy Road. A total of twenty-one soft sites (all appropriate for mid-rise buildings) were identified in the Segment Study.

The current subject site was not identified as it was not within the study boundary or fronting in Eglinton Avenue East. The proposal for 2787 & 2791 Eglinton Avenue East for which the 2018 Segment Avenue Study was prepared, was approved last year in 2019.

Only eleven of the twenty-one identified soft sites in the 2018 study are situated on the new Avenue Segment study area. The sites were identified as "mid-rise building sites" due to their site depth and distance to Eglinton GO Station. Bousfields has identified variations to the built form massing recommendations prepared in the 2018 study for four opportunity sites and three supplementary soft sites (in addition to the subject site) within the extended Study Area boundary (please refer to section 5.5 Soft Site Development Scenarios for revised recommendations and massing scenarios for opportunity sites).

The 2018 Segment Study concluded that the implications of development across the Avenue Segment will not adversely impact the overall area from a traffic standpoint, and the incremental development of the segment would not adversely impact adjacent parks and lands designated *Neighbourhoods*.

# 2.0

## SITE & SURROUNDINGS

The subject site is located adjacent the CP Rail corridor, west side of McCowan Road, south of Eglinton Avenue East and has frontage on Landmark Boulevard, in the Eglinton East neighbourhood (see **Figure 2**, Aerial Photo of Study Area). It is 16,888 square metres (4.1 acres) in area, and is irregular in shape, with approximately 49.75 metres of frontage along McCowan Road, and a depth of 133.22 metres along the railway.

The subject site to be redeveloped is located in the southern portion of the subject lands which is currently occupied by an above-grade parking garage. There are some mature trees directly behind and in front of the parking garage, along the existing building and along Landmark Boulevard.

The subject site is currently occupied by a 19-storey slab-style residential building and a four storey vehicular garage. The residential building will be retained upon redevelopment of the site with compatible infill and green space. The subject site has vehicular access from Landmark Boulevard which connects to McCowan Road.

The subject site is located within the Eglinton East Neighbourhood Improvement Area, one of the 31 neighbourhoods identified in March 2014 through the Toronto Strong Neighbourhoods Strategy 2020 as falling below the Neighbourhood Equity Score and requiring special attention. Neighbourhood Improvement Areas are supported by Neighbourhood Action Teams to help strengthen the social, economic and physical conditions.

Lands along Eglinton Avenue East, within the Avenue Segment Study Area, are generally comprised of a mix of low-rise buildings with primarily commercial uses, employment and low-rise and mid-rise buildings with primarily residential uses. Taller apartment buildings ranging between 15-19 storeys are located in close proximity to Eglinton Avenue East.

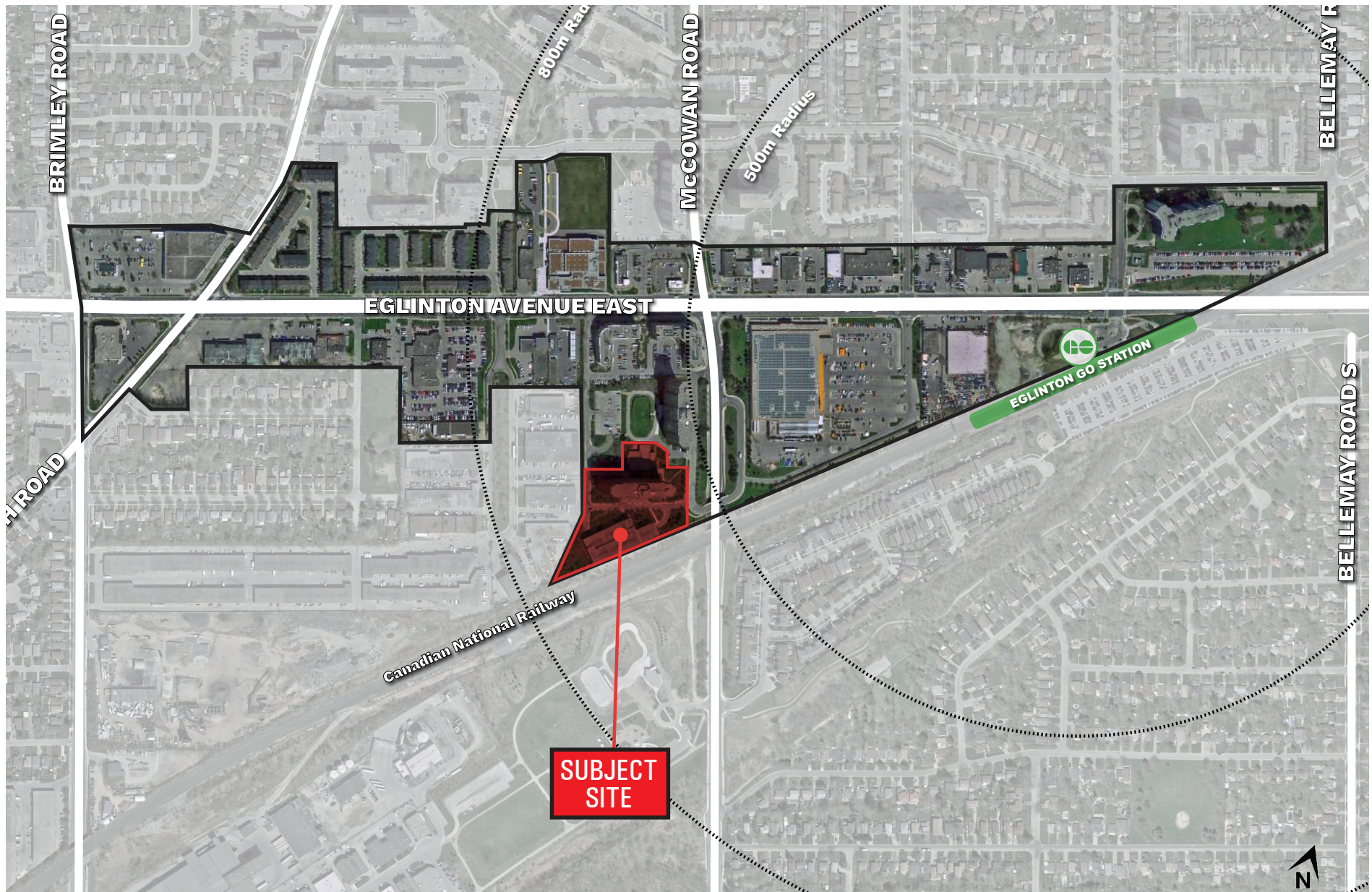


Figure 2 - Aerial Photo of Study Area



# 3.0

## STUDY AREA & CONTEXT

### 3.1 Study Area Development

The Study Area was determined in consultation with City of Toronto Planning staff. The Study Area is bounded by Brimley Road to the west and Bellamy Road to the east.

The Study Area focuses on the properties fronting Eglinton Avenue East, representing the north and south limits of the *Avenue* as identified by the Toronto Official Plan. The Study Area generally consists of lands designated *Mixed Use Areas* and *Apartment Neighbourhoods*.

The City of Toronto Terms of Reference Guide for an Avenue Segment review refers to applications within areas where Segment Review has been previously submitted, stating that in this case a full Segment Review may be required.

### 3.2 Land Use and Built Form Context

The Avenue Segment Study area is located in the Eglinton East neighbourhood, generally bounded by Birchmount Road to the west, the CP Rail corridor to the south, north of Eglinton Avenue East to the north and Bellamy Road to the east. The Eglinton East neighbourhood is generally focused along Eglinton Avenue East, a main street corridor comprised of commercial plazas and townhouses along Eglinton Avenue East while the mid and high rise buildings, ranging between 8 to 19 storeys, are located along McCowan Road. South of the rail corridor is a low-rise community comprised of single and semi-detached houses, townhouses and the McCowan District Park.

The non-residential uses are comprised primarily of older, low-rise buildings with extensive amounts of surface parking adjacent to Eglinton Avenue East, occupied by uses such as automotive and service commercial facilities (for example, gas stations, drive-ins, repair shops) and retail uses (for example, stand-alone big-box stores and plazas with many tenants).

The residential uses include more recently constructed low and medium density residential redevelopments. There are two mid-rise retirement residence buildings (6- and 7-storeys in height) located at the southwest corner of Eglinton Ave. E. and McCowan Road.

### 3.3 Transportation Context

Eglinton Avenue East is classified as a Major Arterial Road with a seven-lane cross-section and a 36-metre right-of-way. Pedestrian sidewalks are provided on both sides of the street and street parking is generally not permitted. McCowan Road is classified as a Collector Road from Savarin Street to Eglinton Avenue East and as a Minor Arterial from Eglinton Avenue East to Kingston Road and with a 27-metre right-of-way.

The subject site is well served by rapid transit and surface transit services. As noted above, the subject site is in close proximity to Eglinton GO Transit station (a 12-minute walk) and 2.2 kilometres away from the Kennedy Go Station (a 28-minute walk).

The Eglinton East Light Rail Transit (LRT) is being planned as an easterly extension of the Eglinton Crosstown LRT. This system would run from Kennedy Station to the University of Toronto Scarborough Campus (11 kilometres) and would include a stop at Eglinton Avenue East and McCowan Road. At the time of the writing of this report, this project remains unfunded; however, City staff have commenced Phase 1 of the Eglinton East LRT Planning Study.

In terms of TTC service, the subject site is served by several local bus routes (See **Figure 3**, Transit Map), including Routes 9 (Bellamy), 86 (Scarborough), and 116 (Morningside), as well as Express Network routes 905 (Eglinton East Express).

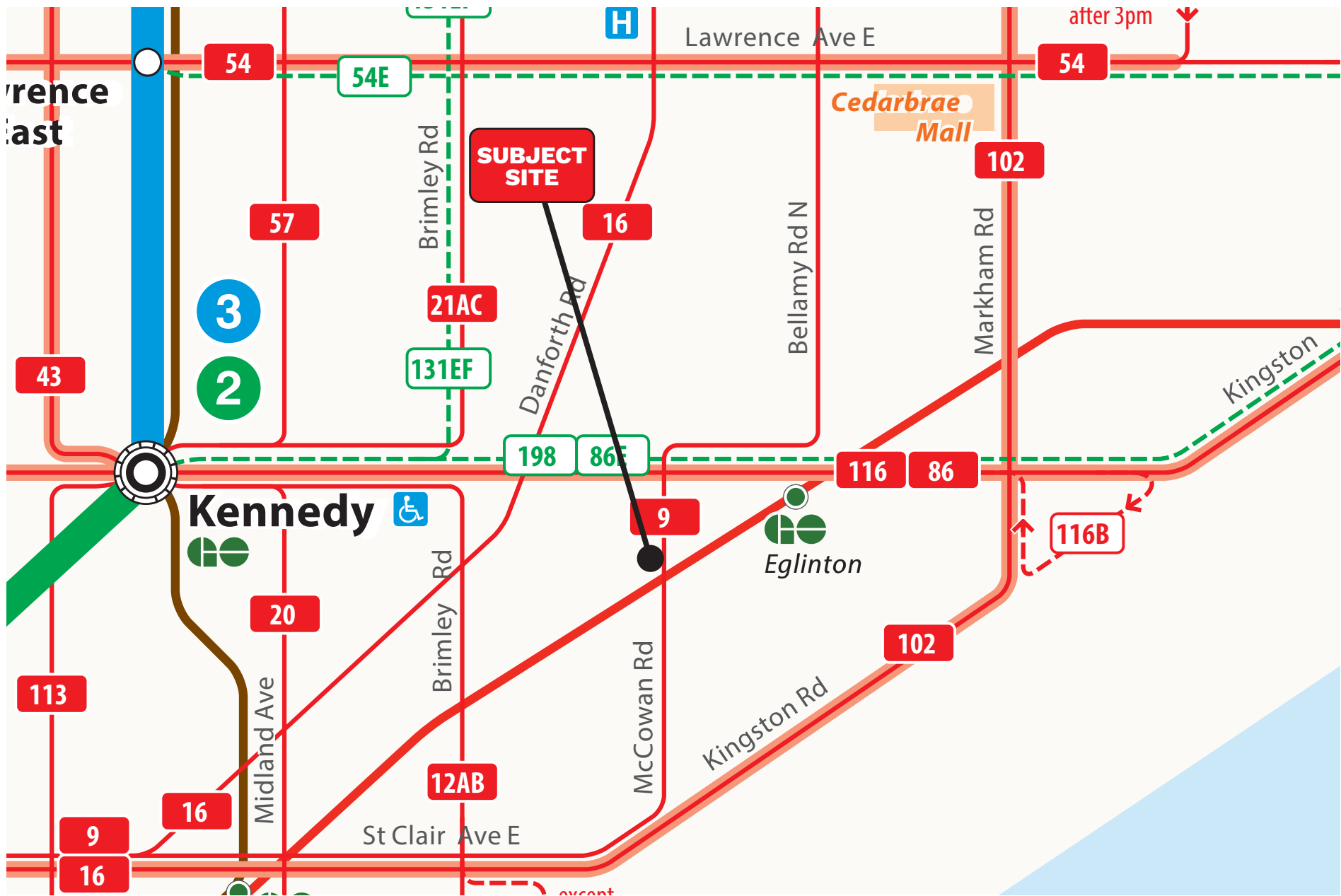


Figure 3 - Transit Map

# 4.0

POLICY FRAMEWORK

## 4.1 Provincial Policy Statement

The current Provincial Policy Statement (the “PPS”) came into effect on April 30, 2014. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all 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(a) and (b) 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 are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify 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 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 transit.

Policy 1.5.1 of the PPS promotes the development of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The policy also promotes planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, and trails and linkages.

In addition, the efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6.7). 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 vitality and viability of downtowns and main streets, and encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 requires that planning authorities 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 set out in Section 5.1 of the Planning and Urban Design Rationale Report, it is our opinion that the proposal is consistent with the Provincial Policy Statement and, specifically, the policies relating to intensification and the efficient use of land and infrastructure.

## 4.2 Growth Plan

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("A Place to Grow") came into effect and replaced the 2017 Growth Plan for the Greater Golden Horseshoe. As noted in Section 1.2.2 of A Place to Grow, all municipal decisions made after May 16, 2019 will have to conform to A Place to Grow, subject to any legislative or regulatory provisions providing otherwise.

A Place to Grow provides a framework for implementing the Province's vision for managing growth across the region to the year 2041 and supports the achievement of complete communities. Under the *Planning Act*, all decisions with respect to land use planning matters shall conform to the Growth Plan. The Guiding Principles, which are important for the successful realization of the Growth Plan, are set out in Section 1.2.1. Key principles relevant to the proposal include:

- Supporting the achievement of complete communities<sup>1</sup> that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities in Strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- Supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

Section 1.2.3 provides that A Place to Grow is to be read in its entirety and the relevant policies are to be applied to each situation.

A Place to Grow policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. A Place to Grow includes objectives to support the development of a complete community and promotes transit-supportive

<sup>1</sup> Complete Communities : Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

development adjacent to existing and planned "frequent transit". Section 2.1 of the Growth Plan states that:

*"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."*

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

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

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas (i), strategic growth areas (ii), locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) (iii), and areas with existing or planned public service facilities (iv). 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.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities in a number of ways, including: (a) featuring a diverse mix of land uses; (c) providing a diverse range and mix of housing options; (d) expanding convenient access to a range of transportation options; and, (e) ensuring the development of compact built form and a vibrant public realm.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things:

- identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development (a);
- identify the appropriate type and scale of development and transition of built form to adjacent areas (b);
- encourage intensification generally throughout the delineated built-up area (c);
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities (d); and
- be implemented through official plan policies and designation, updated zoning and other supporting documents (f).

The subject site has characteristics of a "strategic growth area" pursuant to A Place to Grow (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form<sup>2</sup>). 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 or higher order transit corridors may also be identified as strategic growth areas.

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<sup>2</sup> *Compact Built Form* : A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.

The subject site is located within 600 metres of existing higher order transit (the Eglinton GO station) and within 300 metres of a planned higher order transit corridor: the Eglinton East LRT. Preliminary plans for this planned transit route provide that a station stop is to be located at the Eglinton Avenue East and McCowan Road intersection, which is approximately 300 metres to the north of the subject site. In addition to this, the subject site is located within 300 metres of frequent transit service (a minimum of every 15 minutes all day every day) via TTC Bus Route 116, which travels along Eglinton Avenue East and has a station stop at the Eglinton Avenue East and McCowan Road intersection.

Therefore, based on the definition of *major transit station areas* (as set out below), the subject site would be considered to be within a *major transit station area*, as it is within 500 to 800 metres of both existing and planned higher order transit station stops.

A Place to Grow defines a *major transit station areas* as "The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk." Higher Order Transit is defined by A Place to Grow as *transit that generally operates in partially or completely dedicated rights-of-way ... and can include light rail and buses in dedicated rights-of-way*.

The A Place to Grow Growth Plan includes a number of policies applying to *major transit station areas*. In particular, Policy 2.2.4(2) requires upper tier municipalities in consultation with lower tier municipalities to delineate the boundaries of *major transit station areas* on *priority transit corridors* or subway lines "in a *transit supportive* manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station".

Policy 2.2.4(3) goes on to require that *major transit station areas* on *priority transit corridors* be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit (b) and a minimum density target of 150 residents and jobs combined per hectare for those that are served by GO transit (c).

Policy 2.2.4(8) states that *major transit station areas* will be planned and designed to be *transit-supportive* and to achieve connections to local and regional transit and connections to *major trip generators* (i.e. downtown Toronto) by providing, where appropriate, infrastructure that supports active transportation, and commuter pick up and drop off areas.

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

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing choices that, among other matters, supports the achievement of the minimum intensification and density targets in A Place to Grow and identifies a diverse range and mix of housing options and densities to meet projected needs of current and future residents (a). The strategy is to be implemented through official plan policies and designations and zoning by-law amendments (d).

Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in providing housing choices, 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 A Place to Grow (2019) place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

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

A cornerstone of Section 4 is the policies regarding climate change. Policy 4.2.10(1) requires that municipalities identify in their official plans actions that will reduce greenhouse gas emissions and address climate change adaptation goals. These are to include supporting the achievement of complete communities as well as the minimum intensification and densification targets in A Place to Grow (a), and reducing dependence on the automobile and supporting existing and planned transit and active transportation systems (b).

In planning to reduce greenhouse gas emissions and address the impacts of climate change Policy 4.2.10(2) encourages municipalities to develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for *infrastructure*, including transit and energy.

The timely implementation of the Growth Plan policies is seen as a key consideration in the Implementation Section (Section 5). In this respect, Policy 5.1, Context, provides that:

*“The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise) [...]*

*It is therefore in the best interest of all municipalities to complete their work to conform with this Plan, including all official plans and zoning by-laws, as expeditiously as possible within required timeframes. This should include using relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets in this Plan.*

*Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.” (our emphasis)*

Policy 5.2.1 assists in determining how A Place to Grow should be interpreted by providing that the A Place to Grow sets out an integrated policy framework (5.2.1(1)) and that a municipal comprehensive review undertaken in accordance with A Place to Grow will be deemed to fulfill the municipal comprehensive review requirements of the PPS (5.2.1(2)).

Policy 5.2.5(1) clearly states that the targets set out in A Place to Grow are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan. Policy 5.2.5(3) identifies the area which should be delineated in official plans in order to implement the minimum targets, including *major transit station areas* and *strategic growth areas*. Within each delineated area the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(5) including zoning all lands in a manner that would implement the official plan policies (c).

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal not only conforms with A Place to Grow but specifically implements its policies promoting growth and intensification on lands that have characteristics of a "strategic growth area" and would be considered to be within a *major transit station area*.

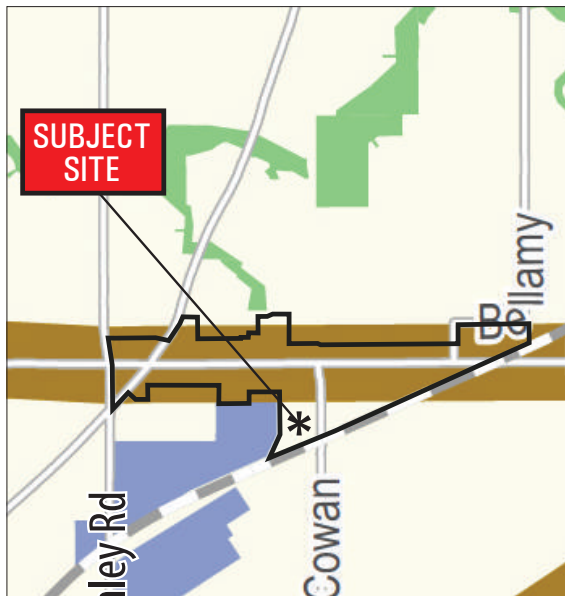
## 4.3 Toronto Official Plan

The lands within the Study Area are designated *Mixed Use Areas* (see **Figure 5**). As detailed in the associated Planning and Urban Design Rationale prepared by this office, it is our opinion that the proposed redevelopment conforms to the *Mixed Use Areas* policies of the Official Plan.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings. The introductory text in Section 4.5 states that the intent of the designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreational, and cultural activities, and parks and open spaces.

The segment of Eglinton Avenue East from Brimley Road to the west to Bellamy Road to the east is identified as an *Avenue* on Map 2 (Urban Structure) (See **Figure 4**). The introductory text to Section 2.2.3 states that *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities, and transit service for community residents. The growth and redevelopment of the *Avenues* is to be supported by high quality transit services, including priority measures for buses and streetcars, combined with urban design and traffic engineering practices that promote a street that is safe, comfortable, and attractive for pedestrians and cyclists.

As noted in the introduction of this study, where an Avenue Study has not been completed, an Avenue Segment Study is required. The study is to consider the potential for the proposed development to set a precedent for the form and scale of future reurbanization of the balance of the designated *Avenue*.



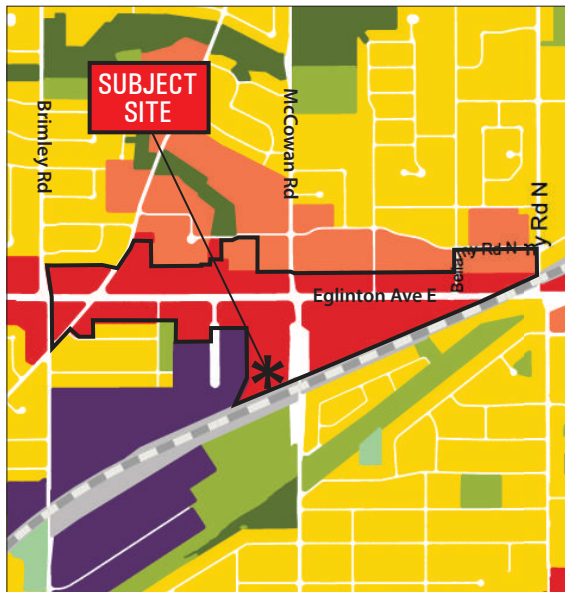
### URBAN STRUCTURE

#### Legend

- Avenues
- Centres
- Employment Areas
- Downtown and Central Waterfront
- Green Space System
- Greenbelt Protected Countryside
- Greenbelt River Valley Connections



Figure 4 - Toronto Official Plan - Map 2 - Urban Structure



### LAND USE DESIGNATION

#### Legend

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors



Figure 5 - Toronto Official Plan - Map 14 - Land Use

Specifically, under Section 2.2.3(4)(a), the study is to include an assessment of the impacts of incremental development of the entire *Avenue* segment at a similar form, scale and intensity, "appropriately allowing for distinguishing circumstances". Related considerations include the potential for adverse impact on adjacent *Neighbourhoods* or *Apartment Neighbourhoods* and the adequacy of supporting community facilities and infrastructure.

Criteria for development in *Mixed Use Areas* on an *Avenue* prior to the completion of an *Avenue Study* are outlined in Section 2.2.3(6) as follows:

- i. Support and promote the use of transit;
- ii. Contribute to the creation of a range of housing options in the community;
- iii. Contribute to an attractive, safe and comfortable environment that encouraged walking and strengthens local retailing;
- iv. Provide universal physical access to all publicly accessible spaces and buildings;
- v. Conserve heritage properties;
- vi. Be served by adequate parks, community services, water and sewers, and transportation facilities;
- vii. Be encouraged to incorporate environmentally sustainable building design and construction practices that:
  - Reduce stormwater flows;
  - Reduce the use of water;
  - Reduce waste and promote recycling;
  - Use renewable energy systems and energy efficient technologies; and
  - Create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.

## 4.4 Zoning

The in-force Zoning By-law applicable to the subject site is the former City of Scarborough's Eglinton Community Zoning By-law No. 10048, as amended. The new City-wide Zoning By-law 569-2013 was enacted by City Council on May 9, 2013; however, it remains subject to several appeals before the LPAT and therefore is not yet in force as it relates to the subject site.

### Eglinton Community Zoning By-law No. 10048

The subject site is zoned Apartment Residential (A) and is subject to a number of performance standards (20V-40C-80E-130-155-156-157-159) (see **Figure 6**). No exceptions apply to the site, as per Schedule C. The subject site has the same zoning as the 330 McCowan Road Property.

The A zoning permits apartment buildings, nursing homes, day nurseries, senior citizen homes and group homes.

Performance Standards:

- 20V: The total number of dwelling units shall not exceed 600.
- 40C: No building or structure shall be erected less than 7 m from the street line of Eglinton Avenue and not less than 3 m from the street line of McCowan Road. A canopy and supporting columns may be erected to the street line of McCowan Road.
- 80E: All suite types permitted. Minimum floor area (inside dimensions):
  - Bachelor 41 m<sup>2</sup>
  - 1 Bedroom 60 m<sup>2</sup>
  - 2 Bedrooms 78 m<sup>2</sup>
  - 3 Bedrooms 102 m<sup>2</sup>
  - Minimum 9 m<sup>2</sup> for each additional bedroom.
- 130: Recreation room to be provided, to have a minimum area of 46 m<sup>2</sup> plus 0.9 m<sup>2</sup> for every suite in excess of fifty up to a maximum of 93 m<sup>2</sup> in one room. Where total requirements of all suites in the buildings exceed 93 m<sup>2</sup> said requirements shall be provided in two or more rooms each having not less than 46 m<sup>2</sup> floor area.
- 155: Parking structures shall not exceed a height of 5 storeys.

- 156: Maximum height of all buildings, exclusive of parking structures, shall not exceed 19 storeys.
- 157: Notwithstanding other parking requirements contained in this By-law, parking spaces shall be provided on the basis of a minimum of 1.0 spaces per dwelling unit but not exceeding 1.4 spaces per dwelling unit. Of the total parking provided, a minimum of 0.25 spaces per dwelling unit shall be allocated for visitor parking.
- 159: Underground structures shall be set back from streets in accordance with the main wall building setbacks applying within this Zone.

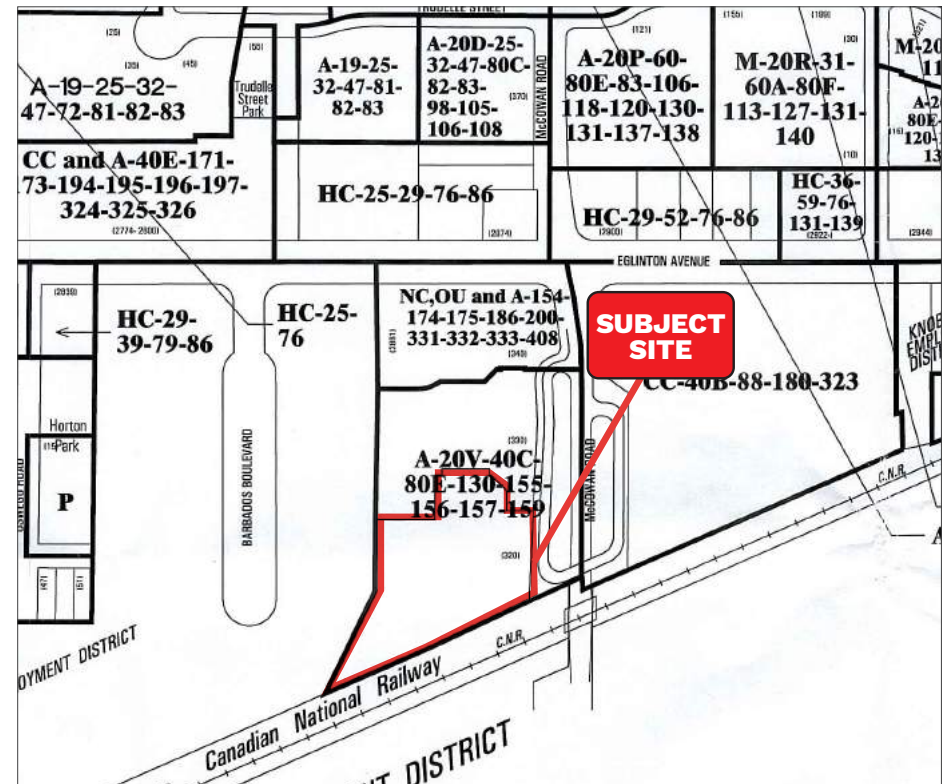


Figure 6 - Eglinton Community Zoning By-law No. 10048



Figure 7 - By-law 569-2013 - Zones

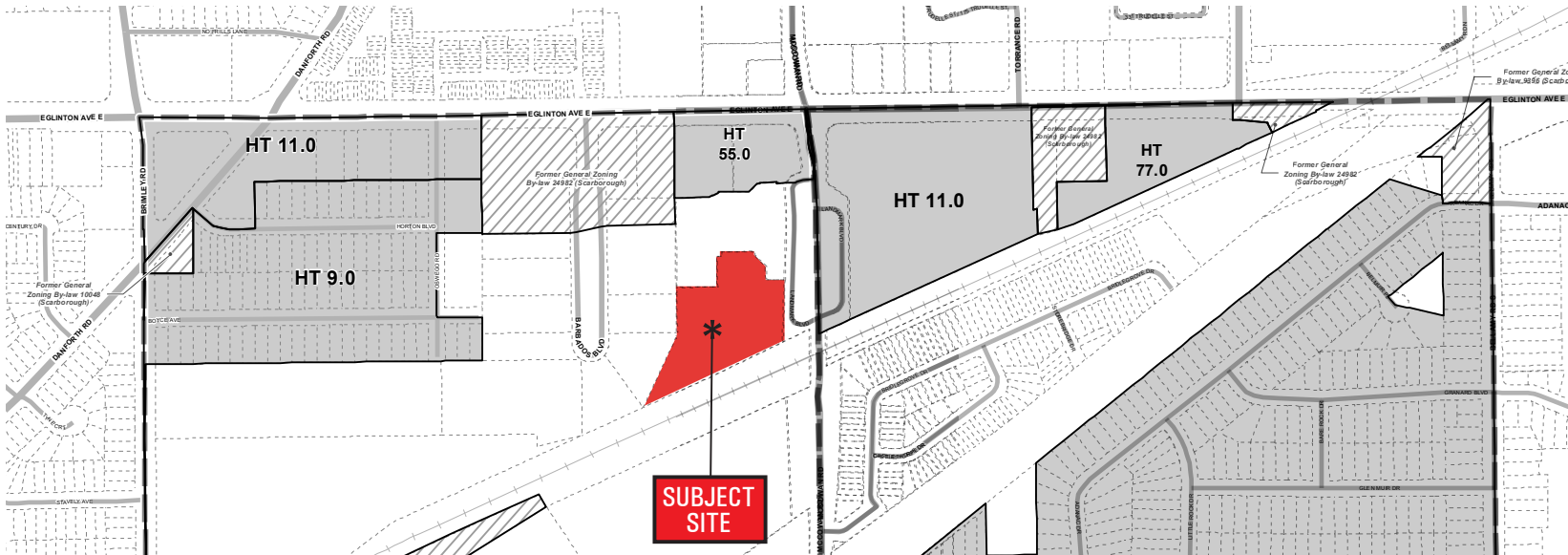


Figure 8 - By-law 569-2013 - Heights

## City-wide Zoning By-law 569-2013

Under the City-wide Zoning By-law, the subject site is zoned Residential Apartment, RA (u600)(x333). See **Figure 7 and 8**. The RA zone permits apartment buildings. Combined with the existing residential building located at 330 McCowan Road, a maximum of 600 units are permitted.

Exception 333 provides the following:

- A. *Minimum building setback from a lot line that abuts a street is:*
  - i. *7.0 metres from a lot line that abuts Eglinton Avenue; and*
  - ii. *3.0 metres from a lot line that abuts McCowan Road*
- B. *A canopy and its supporting columns may encroach into a required yard setback from McCowan Rd.;*
- C. *Amenity space must be provided at a minimum rate of 46.0 square metres plus 0.9 square metres per dwelling unit in excess of fifty (50);*
- D. *If the total required amenity space area exceeds 93 square metres, the required amenity space area must be provided in two or more rooms, each having a floor area of not less 46 square metres;*
- E. *Parking structures must not exceed a height the greater of 5 storeys and 17.0 metres;*
- F. *The maximum height of a building is the lesser of 19 storeys and 59 storeys;*
- G. *Parking spaces must be provided at a minimum rate of 1.0 per dwelling unit, to a maximum rate of 1.4 per dwelling unit;*
- H. *Of the total number of parking spaces provided, a minimum of 0.25 spaces per dwelling unit must be for visitor parking; and*
- I. *The maximum lot coverage is 33%.*

## 4.5 Avenues and Mid-Rise Buildings Study

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). 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 updated Guidelines are adopted in the fourth quarter of 2017.

Section 3 of the Mid-Rise Building 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. 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.

## 4.6 Tall Building Design Guidelines

On May 8, 2013, City Council adopted the City-wide Tall Building Design Guidelines, which updated and replaced the "Design Criteria for the Review of Tall Building Proposal" (2006). The document specifically notes that the guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively".

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

The applicable guideline recommendations are addressed in Section 5.5 of the Planning and Urban Design Rationale Report.

## 4.7 Townhouse and Low-Rise Apartment Design Guidelines

Council adopted the Townhouse and Low-Rise Apartment Guidelines in March 2018, replacing the Infill Townhouse Guidelines (2003). Prior to this, a draft version of the Guidelines had been approved by Council in 2017 for the purpose of evaluating townhouse and low-rise development applications. These guidelines are intended to help implement the policies of the Official Plan by achieving the appropriate design for low-rise, primarily residential buildings for a range of building types. These types include townhouses, stacked townhouses, low-rise apartment buildings and low-rise hybrid buildings.

These guidelines address infill townhouse developments as well as mid to larger sites and the more complex and intensive types of low-rise, multi-unit development in terms of site context, site organization, building massing, detailed design and private and public realm.

As it relates to the Segment Study area, soft sites that are appropriate locations for townhouses have been studied in accordance with the Guidelines (discussed in detail in Section 5.0). The characteristics of this type of residential built form include the following: shared side walls; unit entrances have direct access to grade from an outside shared landing, often on more than one side of the building; and two fronts, where individual entrances are accessed via a street or pedestrian mews. Further to this, the Guidelines make note that thoughtful design and coordination should be given to the built characteristics, including shared landings, entrances and private amenity spaces, which can be overwhelming to the public and private realm.

**5 . 0**  
SOFT SITE



Image: Existing condition of Soft Site 2

## 5.1 Methodology for selection of soft sites

For the purposes of this Avenue Segment Study, a total of fourteen soft sites have been identified, which exhibit reasonable redevelopment potential in the short to medium term. Soft sites are understood to be under-utilized and/or vacant sites fronting on *Avenues* where opportunities to redevelop to a more intense, urban and transit-oriented land use and built form exist.

The street and block pattern was used to identify potential redevelopment sites within the Study Area. Each block was analyzed in terms of its existing use and built form, property ownership composition, block dimensions, access and potential for land assembly, in order to identify sites which were most likely to have redevelopment potential (see **Figure 9**).

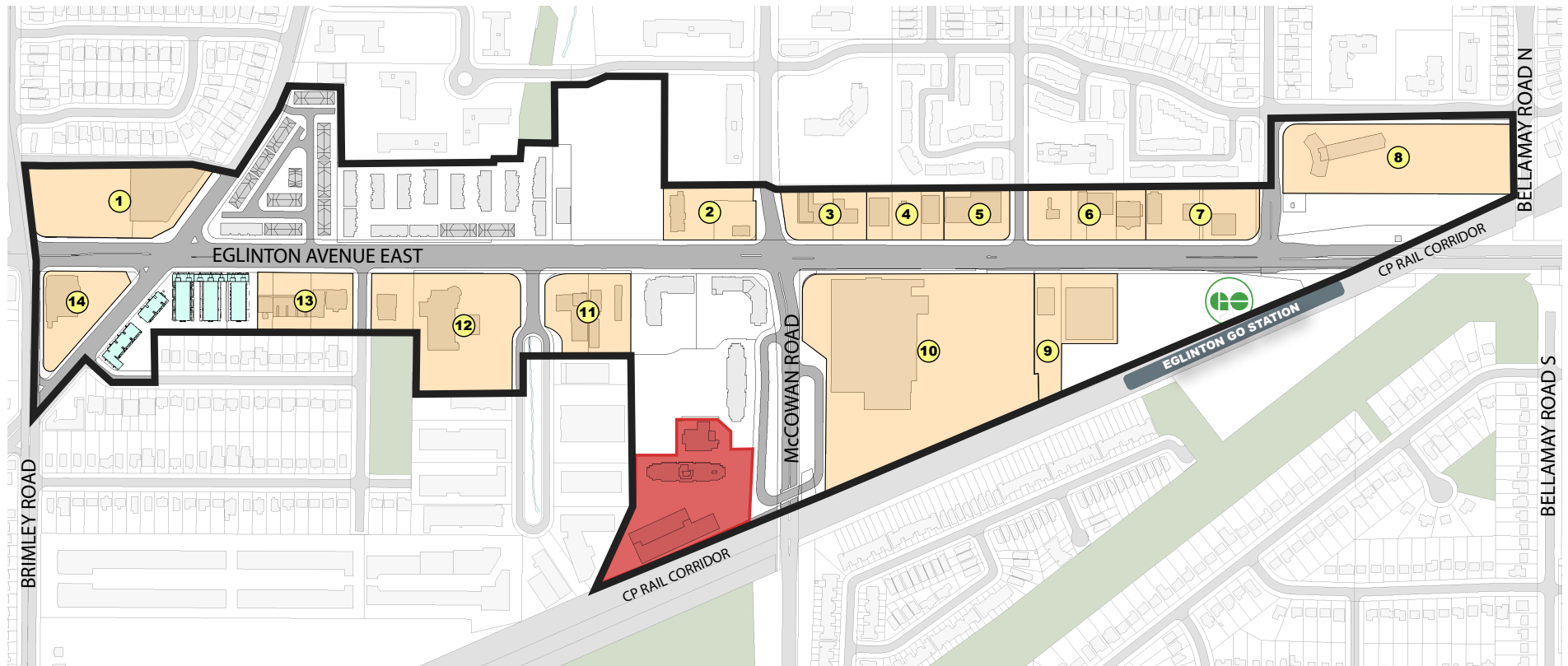


Figure 9 - Soft Site Locations

### Municipal Addresses

- Site 1: 529 Brimley Road & 2730-2742 Eglinton Avenue East
- Site 2: 2870 & 2874 Eglinton Avenue East
- Site 3: 2900-2906 Eglinton Avenue East
- Site 4: 2910-2918 Eglinton Avenue East
- Site 5: 2922 Eglinton Avenue East
- Site 6: 2944-2956 Eglinton Avenue East
- Site 7: 2966-2990 Eglinton Avenue East

- Site 8: 123 Bellamy Road
- Site 9: 2937-2945 Eglinton Avenue East
- Site 10: 2911 Eglinton Avenue East
- Site 11: 2869-2873 Eglinton Avenue East
- Site 12: 2839-2851 Eglinton Avenue East
- Site 13: 2795-2829 Eglinton Avenue East
- Site 14: 2751-2753 Eglinton Avenue East

The assessment process, which resulted in the selection of these soft sites, was based on the following criteria:

- **Existing land uses:** the lands within the Avenue Segment Study are designated *Mixed Use Areas* and *Apartment Neighbourhoods*. *Mixed Use Areas* are expected to absorb most of the anticipated growth and intensification in retail, office and service employment in the city, as well as much of the new housing. Currently, many of the blocks within the Study Area are under-utilized, and as a result, an opportunity exists to better reflect the mixed commercial character contemplated in the Official Plan, and to provide new and more dense forms of housing in support of Provincial growth targets;
- **Location of transit:** The entire Study Area is well served by surface transit routes. The central and eastern portion of the Study Area fall within a 500 metre radius from the Eglinton GO Station;
- **Heritage Status:** None of the properties within the Study Area are listed on the City's Heritage Property Inventory, designated under Part IV or V of the Ontario Heritage Act;
- **Opportunity for assembly:** The majority of properties within the Study Area are under separate ownership and with small pockets of land consolidation. There is a mix of parcel sizes along this section of Eglinton Road, which indicates that previous consolidation has already occurred. Highly fragmented ownership presents a significant obstacle to property acquisition and consolidation for redevelopment;
- **Opportunity for Intensification:** Sites with one-storey buildings, or sites containing strip-mall-style developments, with surface parking fronting the street or surrounding the building, were considered more likely to be redeveloped in order to maximize return on investment;
- **Rental units:** there appear to be properties within the Study Area that contain dwelling units on the upper floors, which, through land assembly, and depending on existing tenure, may result in the requirement for rental replacement units, and;
- **Properties that are subject to recent reinvestment:** Properties that have recently been the subject of reinvestment are less likely to redevelop in the near term.

The lands that were identified as not being likely candidates for redevelopment were those that had some or all of the following characteristics:

- Lands that are already the subject of an approved or proposed development application;
- Lands that contain an existing building of 5 or more storeys (it is considered unlikely that larger buildings would be demolished to make way for intensified development, particularly for mid-rise buildings);
- Lands that show evidence of containing numerous existing rental residential units (on the basis that the cost of replacement of rental residential units will act as an impediment to intensification of a site unless a sufficient number of new units can be developed); and
- Lands with very shallow property depths i.e. generally less than 30 metres average (on the basis that the provision of underground parking, ramps, loading and reasonable floorplate depths are difficult to accommodate on very shallow sites).

### 5.1.1 Urban Design Analysis Applied to Soft Sites

An urban design framework was developed by Bousfields Inc. for the subject site and surrounding soft sites in order to define the general approach to massing and height of buildings. These urban design principles were utilized in developing the soft site massing scenarios.

For each of the fourteen selected candidate redevelopment sites or "soft sites," the conceptual massing is based on a number of considerations. The applicable Official Plan policies direct that the Avenue Segment Study is to include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances. The subject site is larger than many of the other "soft sites" within the Segment Study, and has very different characteristics. Therefore, it may only be directly comparable to Soft Site 10.

In this instance, a similar form, scale and intensity was assumed for sites within the Study Area that had similar characteristics. For example, Soft Sites 2, 3, 6, 7, 9 and 10, within 500 metres or less from the Eglinton GO Station, were considered suitable for tall buildings. For sites located within 500 metres from the Eglinton GO Station, and were too small to accommodate a tall building, a similar form and scale was not assumed, based on distinguishing circumstances. Rather, a mid-rise form and scale was assumed, resulting in a somewhat lesser intensity (i.e. typical densities ranging from 1.7-3.95 FSI, as compared with 3.67-4.42 FSI for the tall building sites).

The first step was to determine whether a site is appropriate for a tall building or for a mid-rise building, which was based on the following considerations:

- In general, sites located within 500 to 800 metre radius from a GO station are considered to have potential for high intensity development and for tall buildings based on the policy direction established for “major transit station areas” in the Growth Plan and the Tall Building Guidelines to promote the highest intensity and greatest mix of uses within 500 metres/5 minute walking radius to encourage high levels of transit use (Soft Sites 2, 3, 6, 7, 9 and 10);
- Sites adjacent or in close proximity to approved or existing tall buildings would generally fit the existing built form context (Soft Sites 2, 3, 6 and 10); and
- In general, small sites (less than 40 metres deep and/or wide) are considered to have lesser potential for tall buildings based on the ability to accommodate tower floorplates, tower separation guidelines and efficient underground parking and loading and the ability to achieve significant development densities on shallow sites with mid-rise buildings e.g. densities ranging from 3.67-4.42 for the current 11-storey proposals.

For the sites which are considered to be appropriate for tall buildings (i.e. Soft Sites 6, 7, 8 and 10), we have applied the following assumptions:

- Tower height based on proximity to the Eglinton GO Station and the Eglinton Avenue East and McCowan Road intersection as well as other tall towers and on a 45-degree angular plane to adjacent *Neighbourhoods* (south of the rail corridor and northwest, southwest, northeast of the Study Area);

- 750 square metre floorplate;
- Tower separation distance of 25 metres;
- 6-storey podium building, stepped back above 4-6 storeys;
- Setback tall building a minimum of 12.5 metres from property side and rear property line; and
- Average gross unit size of 80 square metres (similar to the proposed development).

For mid-rise building sites (i.e. all other sites), the design parameters include the following:

- Maximum 11-storey building height (approx. 34.5 metres), generally consistent with the Avenues and Mid-Rise Building Study and the 36 metre right-of-way for Eglinton Avenue East;
- Upper-floor stepbacks on the street elevations above the 6th and above the 8th floor at a minimum;
- A 45-degree angular plane to adjacent *Neighbourhoods* (northeast and east end); and
- Average gross unit size of 80 square metres (on the basis of recent approvals).

Section 5.4 provides a brief overview of the general blocks and specific details regarding the potential soft site(s) within each block, as well as a summary of the conceptual redevelopment potential for the identified soft sites. All analysis is based on site area measurements from the City’s 2012 Property Data Maps.

The principles are consistent with the Avenue Studies undertaken by the City, and the City’s policy framework, and are widely accepted as appropriate standards in urban design practice. Furthermore, these standards have regard for the City’s Performance Standards contained in the Avenues and Mid-Rise Buildings Study, Tall Building Design Guidelines and the Townhouse & Low-Rise Apartment Guidelines, having consideration for the specific context of the corridor and each individual site.

They are as follows:

- Enhanced public realm should be provided with active street frontages that are visually and physically accessible to the surrounding street network;
- Parking and loading for new development should be hidden from view and accessed through side streets and rear lanes;
- Buildings located adjacent to properties designated *Neighbourhoods* in the Official Plan shall be designed to be generally consistent with the deep lot or shallow lot angular planes of the Mid-Rise Guidelines;
- Buildings should be sited and massed to limit shadow impacts on adjacent streets, parks and low-rise residential neighbourhoods;
- Mid-rise, street-related buildings should provide a continuity of street-wall edge promoting active at-grade uses and generally maintain a 1:1 relationship between building height and the public right-of-way width, having regard to existing zoning height permissions, as well as potential for increased height at corner locations having due regard to impact on adjacent properties and streets;
- Additional height and density was considered on sites located directly adjacent to transit, and sites directly adjacent to major redevelopment sites (Soft Site 9 and 10);
- Key terminus sites and intersections should be enhanced and be made visually prominent; and
- Mid-rise, street-related buildings should be located parallel to the street with a consistent front yard setback.

In total, the conceptual development potential for the fourteen identified soft sites amounts to approximately 5,198 residential units and 453,391.6 square metres of total residential gross floor area. Including the subject proposal, a total of 5,718 new residential units and 518,056 square metres of total residential gross floor area would be theoretically achievable within the Avenue Segment Study Area. Table 1 and 2 provides a consolidated summary of all fourteen soft sites and the development proposal in the Avenue Segment Study Area. A more fulsome description of the design approach taken on each soft site is provided in Section 5.4.

## 5.2 Conceptual Analysis

In assessing possible impacts from the conceptual redevelopment potential identified here, a number of important considerations must be kept in mind, including:

- the redevelopment of a number of the soft sites would require demolition of existing commercial or institutional uses, which may or may not be economically viable;
- the redevelopment of ten of the soft sites, as described, would require property assembly or consolidation, which may or may not occur; and
- the conceptual redevelopment identified for each of the sites does not comply with the existing zoning and would require either an application for rezoning or minor variance, which could be refused or reduced through the application review process.

## 5.3 Assumptions

Unit yields and GFA are approximate, and based upon an assumption of an average of 80 square metres per unit. GFA is assumed to be 95% of GCA (Gross Construction Area). Massing assumptions, including angular planes, separation distances and stepping down of heights have been employed in assessing potential incremental development opportunities in each case, in order to minimize adverse impacts on Neighbourhoods, parks and streets in the general vicinity. A floor-to-floor height of 4.5 metres has been proposed at grade to accommodate retail uses, while all subsequent floor achieve a floor-to-floor height of 3 metres. An average building depth of 23.0 to 25.0 metres has been applied on deep lots.

A maximum building height of 94.5 metres (31 storeys) has been utilized on Soft Site 10 in the corner of Eglinton Avenue East and McCowan Road, due to its corner location west of the Eglinton GO Station while complying with 45-degree angular plane taken from *Neighbourhoods* designation south of the rail corridor and special site characteristics (site depth, size and land designation). Building heights for soft site 10 range between 19 to 31 storeys. Residential uses are setback a minimum of 30 metres from the rail corridor.



Image: View of Eglinton Avenue East looking west from Soft Site 7

A slightly lower height of 88.5 metres (29 storeys) is proposed for Soft Site 9, adjacent to the Eglinton GO Station. Additional soft sites proposing conceptual towers (Soft Sites 2 and 3) are located in the intersection of Eglinton Avenue East and McCowan Road and on soft sites closer to Eglinton GO Station (Soft Site 6 and 7). Towers have an average floorplate size of 750 square metres.

For the rest of the sites, the maximum height of 34.5 metres (11-storeys) has been utilized. This is based on the Avenues and Mid-Rise Buildings Study in terms of rear angular planes, transition to *Neighbourhoods*, pedestrian perception step-back, and setbacks.

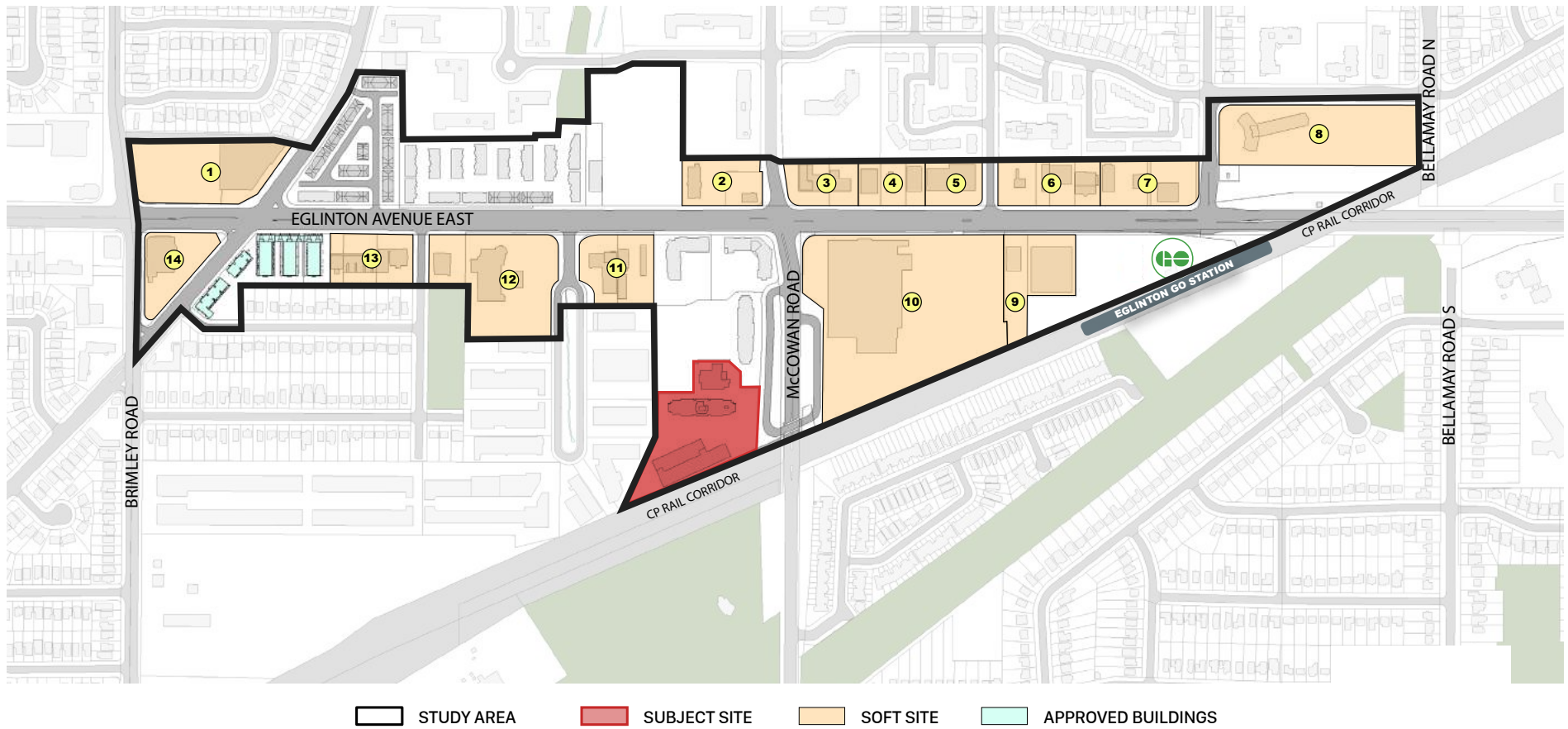


Figure 10 - Block Locations



Figure 11 - Axonometric View of Soft Sites: Looking northwest

## SUBJECT SITE AND SOFT SITES

	SUBJECT SITE	SOFT SITE 1	SOFT SITE 2	SOFT SITE 3	SOFT SITE 4	SOFT SITE 5	SOFT SITE 6	SOFT SITE 7
<b>Address</b>	320 McCowan Road	529 Brimley Road & 2730-2742 Eglinton Avenue East	2870 & 2874 Eglinton Avenue East	2900-2906 Eglinton Avenue East	2910-2918 Eglinton Avenue East	2922 Eglinton Avenue East	2944-2956 Eglinton Avenue East	2966-2990 Eglinton Avenue East
<b># of Properties</b>	1	2	2	2	3	1	4	2
<b>Site Area (m<sup>2</sup>)</b>	16,888.00	14,122.00	6,310.00	5,444.00	5,060.00	4,290.00	7,730.00	7,374.00
<b>Depth (m)</b>	81.1-81.9	81.50	63.56	60.30	60.30	60.30	60.35	60.35-61.80
<b>Avenue Frontage (m)</b>	41.20	152.10	100.47	89.96	83.80	71.63	128.10	120
<b>Existing Use</b>	MIXED-USE	COMMERCIAL	COMMERCIAL	COMMERCIAL	COMMERCIAL	COMMERCIAL	COMMERCIAL	COMMERCIAL
<b>Potential Use</b>	MIXED-USE	MIXED-USE	MIXED-USE	MIXED-USE	MIXED-USE	MIXED-USE	MIXED-USE	MIXED-USE
<b>Total G.F.A (m<sup>2</sup>)</b>	71,022	37,763.00	25,180.00	24,073.00	16,695.00	16,939.00	26,541.00	27,046.00
<b>Residential G.F.A (m<sup>2</sup>)</b>	71,022	36,963.00	23,980.00	23,073.00	15,895.00	15,939.00	25,741.00	26,246.00
<b>Non-Residential G.F.A (m<sup>2</sup>)</b>	0.00	800.00	1,200.00	1,000.00	800.00	1,000.00	800.00	800.00
<b>FSI</b>	4.21	2.67	3.99	4.42	3.30	3.95	3.43	3.67
<b># of Residential Units*</b>	520	410	282	271	187	187	297	303
<b>No. of Storeys</b>	27 & 31	9 & 11	6 & 23	6 & 22	9	9	6 & 18	6 & 16
<b>Opportunity of Intensification</b>	SHORT	SHORT	SHORT	SHORT	MEDIUM	SHORT	SHORT	SHORT

Table 1 - Soft Site Planning Parameter Breakdown

\*Residential unit size: 80m<sup>2</sup>/Unit (Gross) / Townhouse Unit size: 144m<sup>2</sup>/Unit (Gross)

## SUBJECT SITE AND SOFT SITES

	SOFT SITE 8	SOFT SITE 9	SOFT SITE 10	SOFT SITE 11	SOFT SITE 12	SOFT SITE 13	SOFT SITE 14	TOTAL
<b>Address</b>	123 Bellamy Road	2937-2945 Eglinton Avenue East	2911 Eglinton Avenue East	2869-2873 Eglinton Avenue East	2839-2851 Eglinton Avenue East	2795-2829 Eglinton Avenue East	2751-2753 Eglinton Avenue East	
<b># of Properties</b>	1	2	1	2	2	3	1	
<b>Site Area (m<sup>2</sup>)</b>	18,967.00	8,585.00	45,660.00	7,130	16,214	6,378	6,266	
<b>Depth (m)</b>	76.10	76.1-241.4	141.3-241.5	88.40	61.5-129.5	61.50	13.4 - 108.9	
<b>Avenue Frontage (m)</b>	247.90	90.40	251.80	93.88	162.40	103.60	89.40	
<b>Existing Use</b>	RESIDENTIAL	COMMERCIAL	COMMERCIAL	COMMERCIAL	COMMERCIAL	MIXED-USE	COMMERCIAL	
<b>Potential Use</b>	RESIDENTIAL	MIXED-USE	MIXED-USE	MIXED-USE	MIXED-USE	MIXED-USE	MIXED-USE	
<b>Total G.F.A (m<sup>2</sup>)</b>	12,011.00	33,584.00	163,810.00	23,705.00	48,676.00	22,999.00	22,210.00	<b>577,241.00</b>
<b>Residential G.F.A (m<sup>2</sup>)</b>	12,011.00	32,984.00	127,469.60	22,705	46,976.00	22,099.00	21,310.00	<b>524,413.60</b>
<b>Non-Residential G.F.A (m<sup>2</sup>)</b>	0.00	600.00	41,327.40	1,000	1,700.00	900.00	900.00	<b>52,827.40</b>
<b>FSI</b>	1.70	3.91	3.70	3.32	3.00	3.61	3.54	
<b># of Residential Units*</b>	141	388	1,499	226	513	235	216	<b>5,718</b>
<b>No. of Storeys</b>	8	6 & 29	UP TO 31	11	11	11	11	
<b>Opportunity of Intensification</b>	MEDIUM	SHORT	MEDIUM	SHORT	SHORT	MEDIUM	SHORT	

Table 2 - Soft Site Planning Parameter Breakdown

\*Residential unit size: 80m<sup>2</sup>/Unit (Gross) / Townhouse Unit size: 144m<sup>2</sup>/Unit (Gross)

## 5.4 Soft Site Development Scenarios

### Soft Site 1:

Soft Site 1 is located on the north side of Eglinton Avenue East, between Danforth Road and Brimley Road. The site is currently developed with a one-story No Frills Grocery store and its accompanying surface parking lot.

As the site has already been assembled, it may support a redevelopment of up to 11 storeys with townhouse units and a proposed parkland dedication without many constraints in the short term.

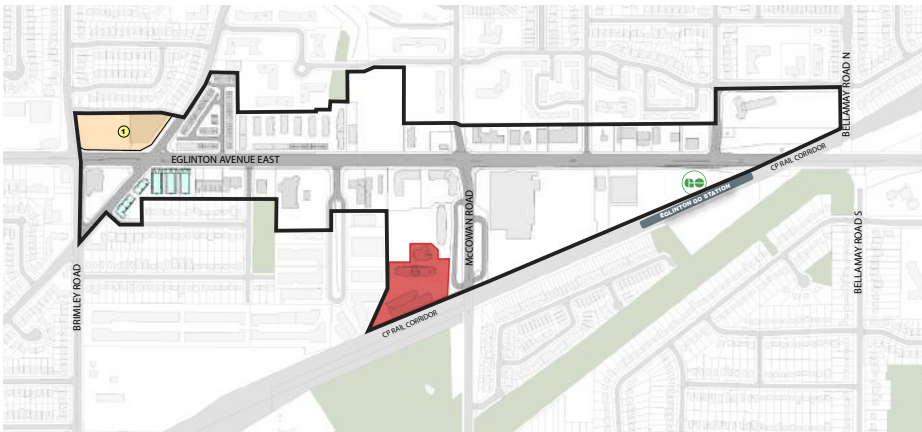
The conceptual massing proposes 9 and 11-storey mixed use buildings with retail uses at grade and two blocks of townhouses located north of the site. Due to the depth of the site, the proposed buildings could be designed to respect a 45-degree angular plane taken from the *Neighbourhoods* designation to the north, while the proposed townhouses provide an appropriate transition to the existing lower residential buildings to the north.



Aerial Plan view of Soft Site 1 - Existing Condition



Aerial View of Soft Site 1 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

<b>Soft Site 1</b>	
<b>529 BRIMLEY ROAD &amp; 2730-2742 EGLINTON AVENUE EAST</b>	
Number of Properties	2
Site Area	14,122 m <sup>2</sup>
Depth	81.50
Frontage	152.10
Existing Use	Commercial
Potential Use	Mixed Use
Gross Floor Area (Total)	37,763 m <sup>2</sup>
Residential	36,963 m <sup>2</sup>
Non-Residential	800 m <sup>2</sup>
Floor Space Index	2.67
Height	9 & 11
# of Residential Units	410



Plan View of Soft Site 1



Soft Site 1 - Looking Northeast



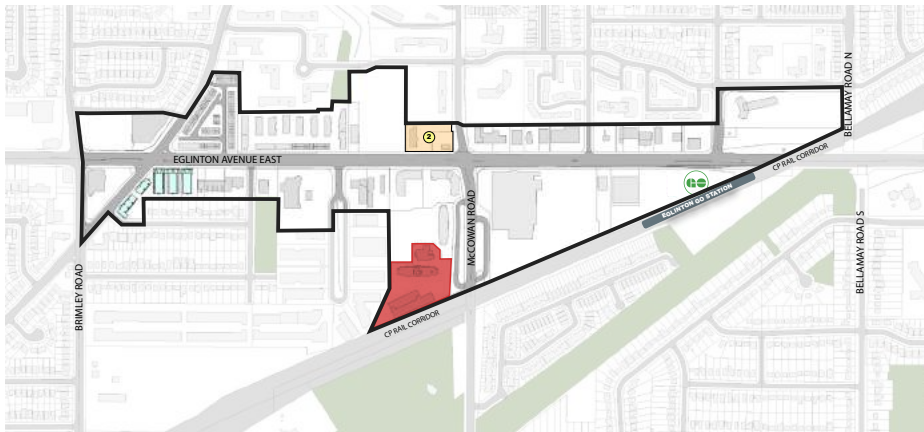
Soft Site 1 - Looking Southeast



Aerial Plan view of Soft Site 2 - Existing Condition



Aerial View of Soft Site 2 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

## Soft Site 2:

Soft Site 2 is located at the northwest corner of Eglinton Avenue East and McCowan Road. The site is 6,310 square metres in size and is occupied by a McDonald's and a Tim Hortons with surface parking and driveways. To the north, is McCowan Apartments, a 15-storey rental residential building.

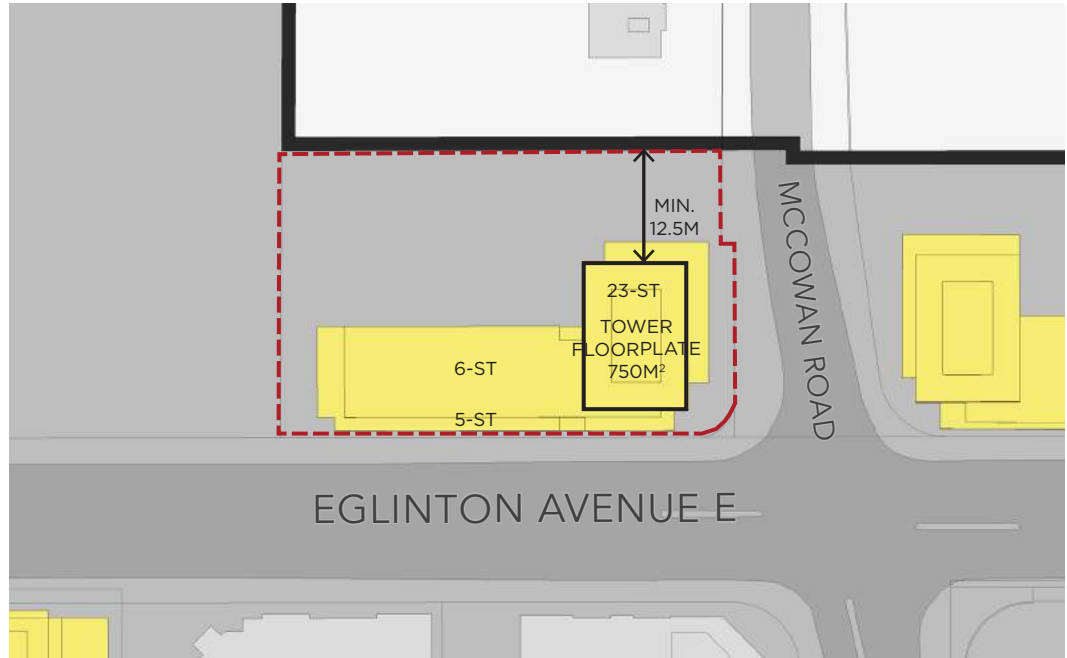
The site is designated *Mixed-Use Areas* and surrounded by *Apartment Neighbourhoods* to the north. The site can provide a suitably sized site for a high-rise development due to its proximity to Eglinton GO Station, existing tall buildings, its corner location and its substantial separation distance from buildings in the *Neighbourhood*.

The massing proposes a 23-storey (70.5 metre) mixed-use building with retail uses at grade with a total gross floor area of 25,180 square metres.

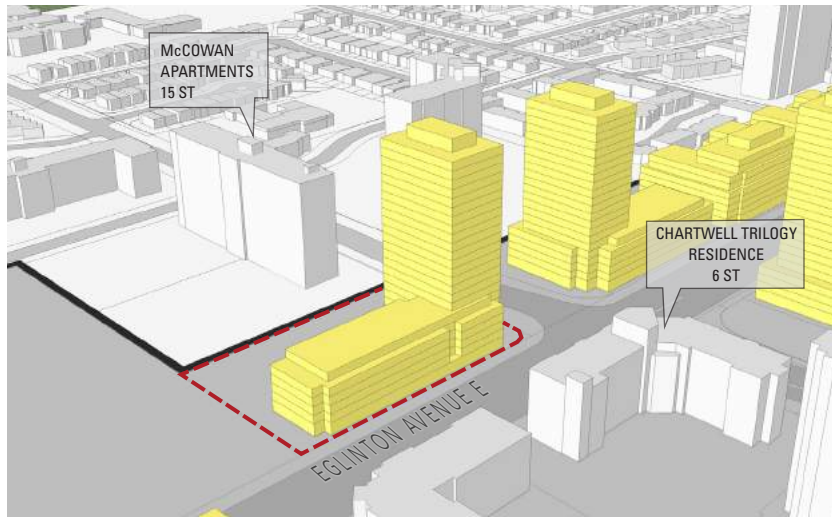
The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East and a setback between 2.8-5.9 metres along McCowan Road. The conceptual massing will be setback a minimum of 12.5 m from the north and west property lines and the podium steps back above the 5th and 6th storey to mitigate perception of height at the pedestrian level.

The site has a short-term redevelopment potential as only two properties would require assembly.

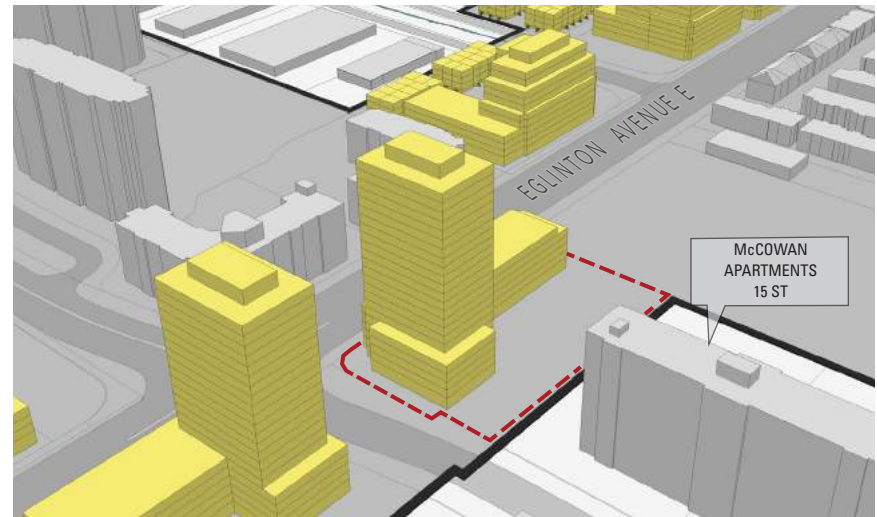
<b>Soft Site 2</b>	
<b>2870 &amp; 2874 EGLINTON AVENUE EAST</b>	
Number of Properties	2
Site Area	6,310 m <sup>2</sup>
Depth	63.56m
Frontage	100.47m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	25,180 m <sup>2</sup>
Residential	23,980 m <sup>2</sup>
Non-Residential	1,200 m <sup>2</sup>
Floor Space Index	3.99
Height	6 & 23 Storeys
# of Residential Units	282



Plan View of Soft Site 2



Soft Site 2 - Looking Northeast



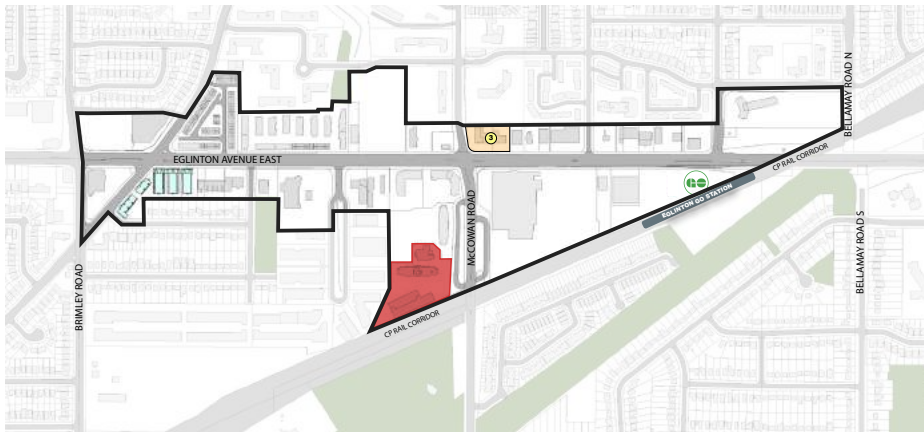
Soft Site 2 - Looking Southwest



Aerial Plan view of Soft Site 3 - Existing Condition



Aerial View of Soft Site 3 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

### Soft Site 3:

Soft Site 3 is located at the northeast corner of Eglinton Avenue East and McCowan Road. The site is 5,444.0 square metres in size and is occupied by a two-storey commercial building (with retail, restaurant and office tenants) and a retail unit occupied by a tire store.

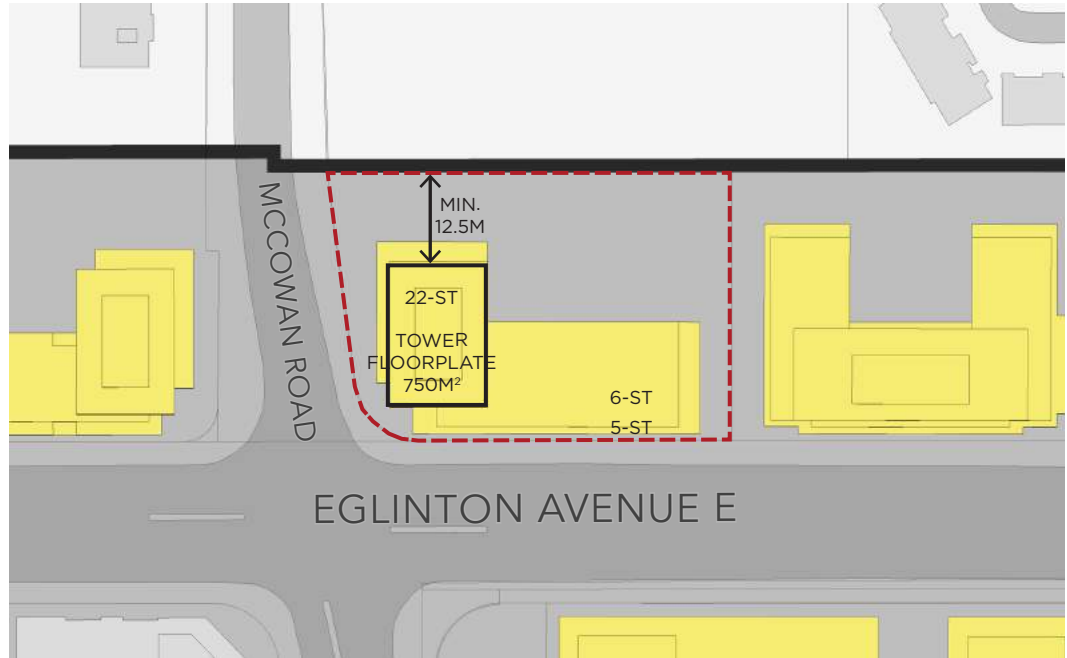
The site is designated by *Mixed-Use Areas* and surrounded by *Apartment Neighbourhoods* to the north. The site can provide suitably sized site for a high-rise development due to its proximity to Eglinton GO Station and existing tall buildings, its corner location and its substantial separation distance from buildings in the *Neighbourhood*.

The massing proposes a 22-storey (67.5 metre) mixed-use building with retail uses at grade with a total gross floor area of 24,073 square metres.

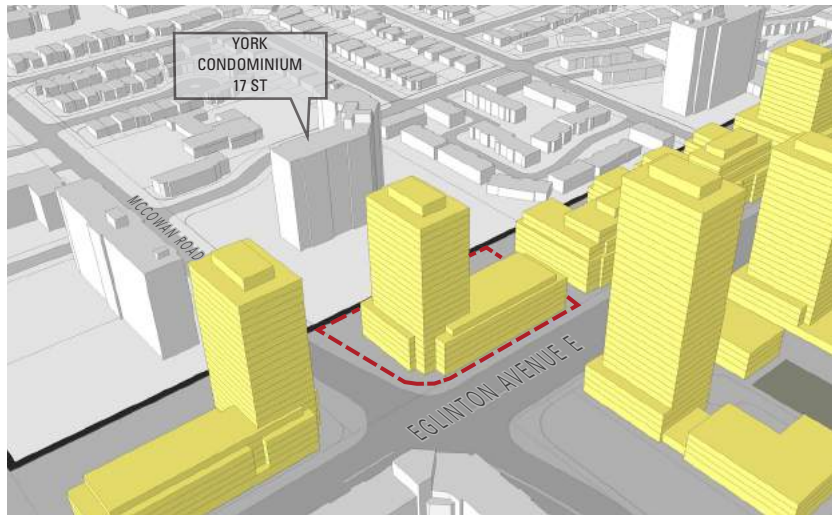
The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East and a setback between 5.0-9.0 metres along McCowan Road. The conceptual massing will be setback a minimum of 12.5 m from the north and east property line and the podium steps back above the 5th and 6th storey to mitigate perception of height at the pedestrian level.

The site has a short-term redevelopment potential as only two properties would require assembly.

<b>Soft Site 3</b>	
<b>2900-2906 EGLINTON AVENUE EAST</b>	
Number of Properties	2
Site Area	5,444 m <sup>2</sup>
Depth	60.30 m
Frontage	89.96 m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	24,073 m <sup>2</sup>
Residential	23,073 m <sup>2</sup>
Non-Residential	1,000 m <sup>2</sup>
Floor Space Index	4.42
Height	6 & 22 Storeys
# of Residential Units	271



Plan View of Soft Site 3



Soft Site 3 - Looking Northeast



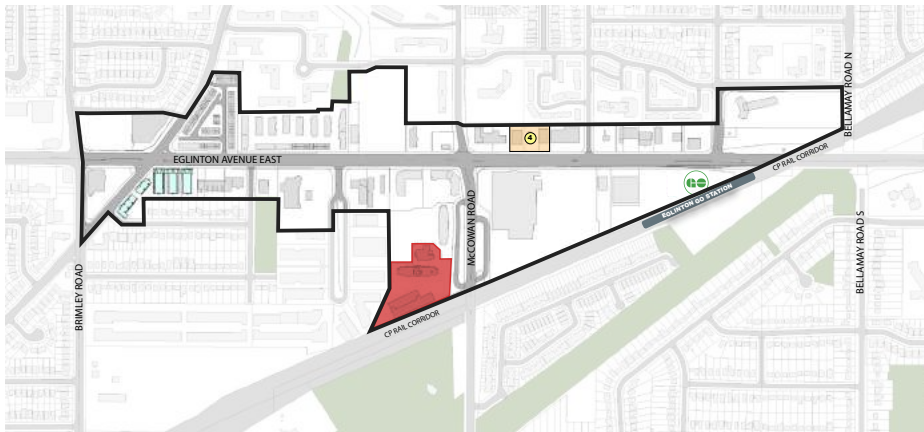
Soft Site 3 - Looking Southeast



Aerial Plan view of Soft Site 4 - Existing Condition



Aerial View of Soft Site 4 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

## Soft Site 4:

Soft Site 4 is located on the north side of Eglinton Avenue East mid-block between McCowan Road and Torrance Road. The site is 5,060 square metres in size and is occupied by 2 separate auto stores and a Dairy Queen.

The site is designated *Mixed-Use Areas* and surrounded by *Apartment Neighbourhoods* to the north.

The massing proposes a 9-storey (28.5 metre) mixed-use building with retail uses at grade and a total gross floor area of 16,695 square metres.

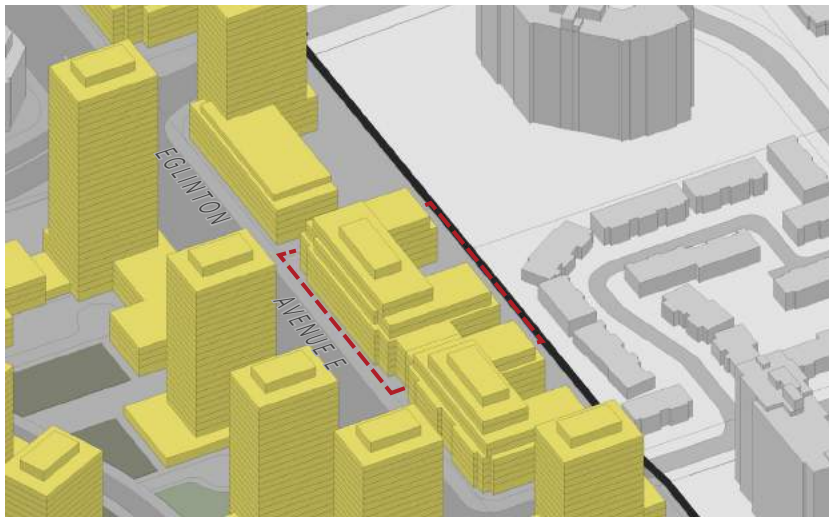
The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East. The conceptual massing steps back above the 5th and 7th storey to mitigate perception of height at the pedestrian level. It also steps back at the rear to create a transition with the existing townhouse complex to the north.

The site has a mid-term redevelopment potential as three properties would require assembly.

<b>Soft Site 4</b>	
<b>2910-2918 EGLINTON AVENUE EAST</b>	
Number of Properties	3
Site Area	5,060 m <sup>2</sup>
Depth	60.30m
Frontage	83.80m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	16,695 m <sup>2</sup>
Residential	15,895 m <sup>2</sup>
Non-Residential	800 m <sup>2</sup>
Floor Space Index	3.30
Height	9 Storeys
# of Residential Units	187



Plan View of Soft Site 4



Soft Site 4 - Looking Northwest



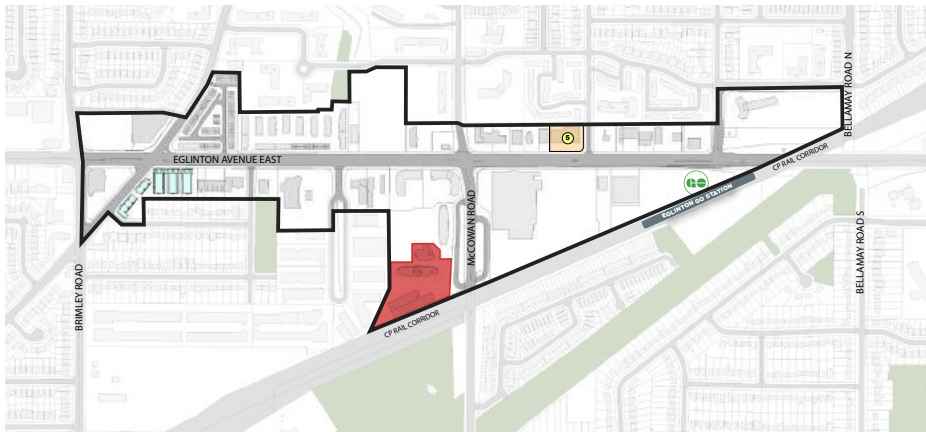
Soft Site 4 - Looking Southeast



Aerial Plan view of Soft Site 5 - Existing Condition



Aerial View of Soft Site 5 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

## Soft Site 5:

Soft Site 5 is located at the northwest corner of Eglinton Avenue East and Torrance Road. The site is 4,290 square metres in size and is occupied by a one storey commercial building with retail tenants and a community centre. As the site has already been assembled, the site may support a redevelopment of up to 9-storey without many constraints in the short term.

The site is designated *Mixed-Use Areas* and surrounded by *Apartment Neighbourhoods* to the north.

The massing proposes a 9-storey (28.5 metre) mixed-use building with retail uses at grade and a total gross floor area of 16,939 square metres.

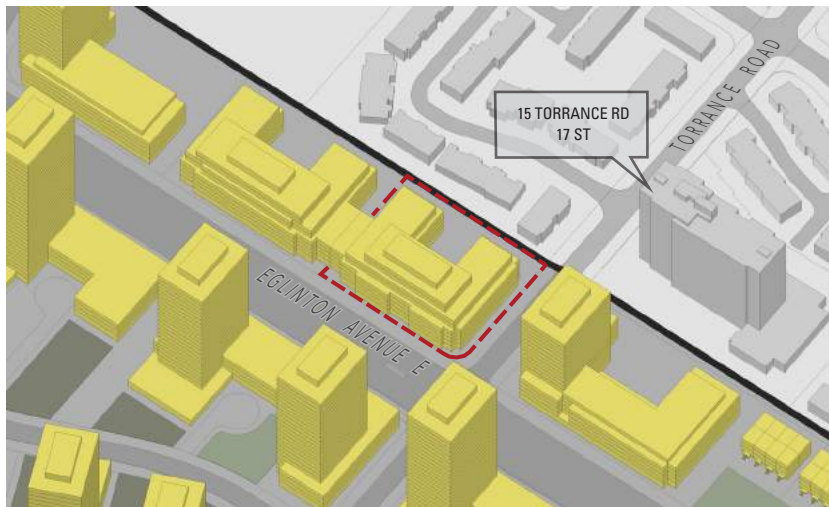
The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East. The conceptual massing steps back above the 5th and 7th storey to mitigate perception of height at the pedestrian level. It also steps back at the rear to create a transition with the existing townhouse complex to the north.

The site has a short-term redevelopment potential as assembly would not be required.

<b>Soft Site 5</b>	
<b>2922 EGLINTON AVENUE EAST</b>	
Number of Properties	1
Site Area	4,290 m <sup>2</sup>
Depth	60.30 m
Frontage	71.63 m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	16,939 m <sup>2</sup>
Residential	15,939 m <sup>2</sup>
Non-Residential	1,000 m <sup>2</sup>
Floor Space Index	3.95
Height	9 Storeys
# of Residential Units	187



Plan View of Soft Site 5



Soft Site 5 - Looking Northwest



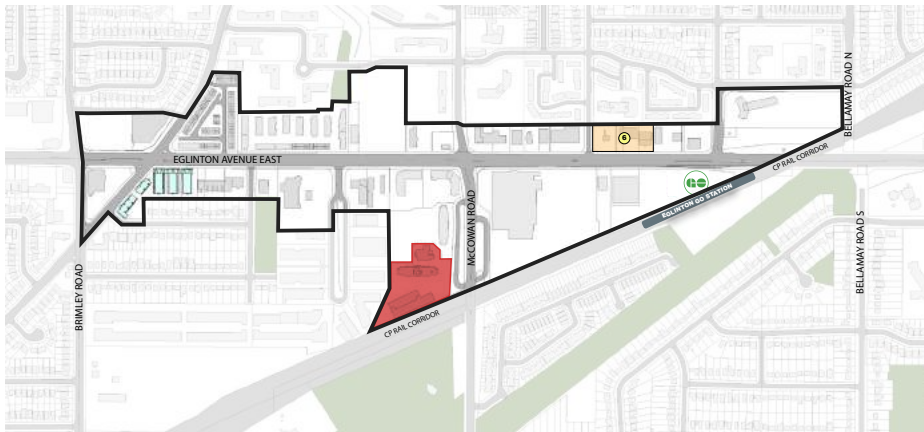
Soft Site 5 - Looking Southwest



Aerial Plan view of Soft Site 6 - Existing Condition



Aerial View of Soft Site 6 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

## Soft Site 6:

Soft Site 6 is located at the northeast corner of Eglinton Avenue East and Torrance Road. The site is 7,730 square metres in size and is occupied by three one-storey buildings with various commercial uses including a credit business, auto repair shop, a walk-in medical centre, a rehabilitation clinic, a hair dresser, and a computer repair store.

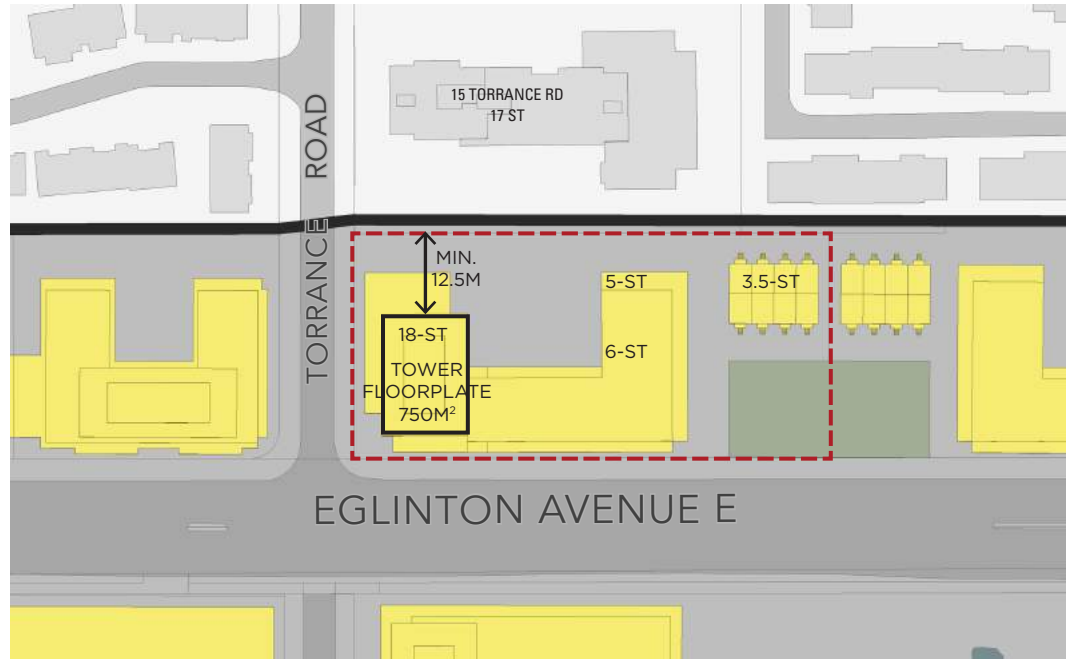
The site is designated *Mixed-Use Areas* and surrounded by *Apartment Neighbourhoods* to the north. The site can provide suitably sized site for a high-rise development due to its proximity to Eglinton GO Station, existing tall buildings, its corner location and its substantial separation distance from buildings in the *Neighbourhood*.

The massing proposes a 18-storey (55.5 metre) mixed-use building with retail uses at grade with a total gross floor area of 26,541 square metres. In addition, the conceptual proposal includes 8 townhouse units and a public park.

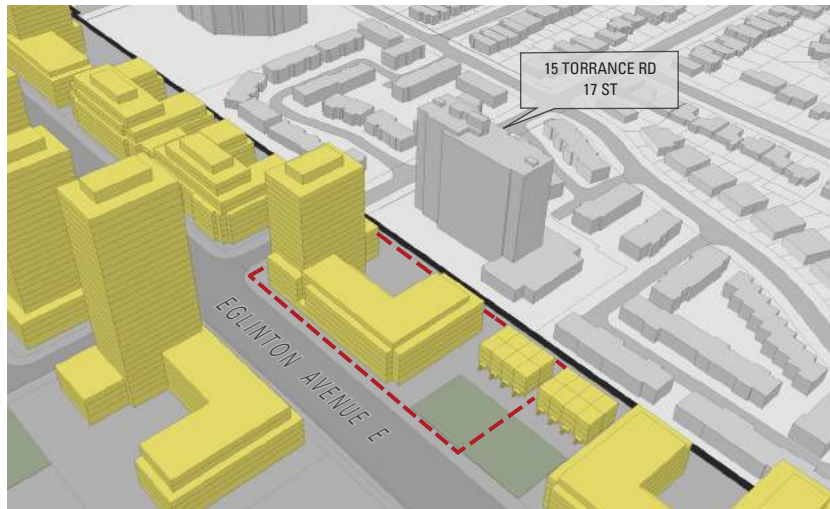
The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East and a setback of 3.0 metres along Torrance Road. The conceptual massing will be setback a minimum of 12.5 m from the north property line and the podium steps back above the 5th and 6th storey to mitigate perception of height at the pedestrian level.

The site has a mid-term redevelopment potential as four properties would require assembly.

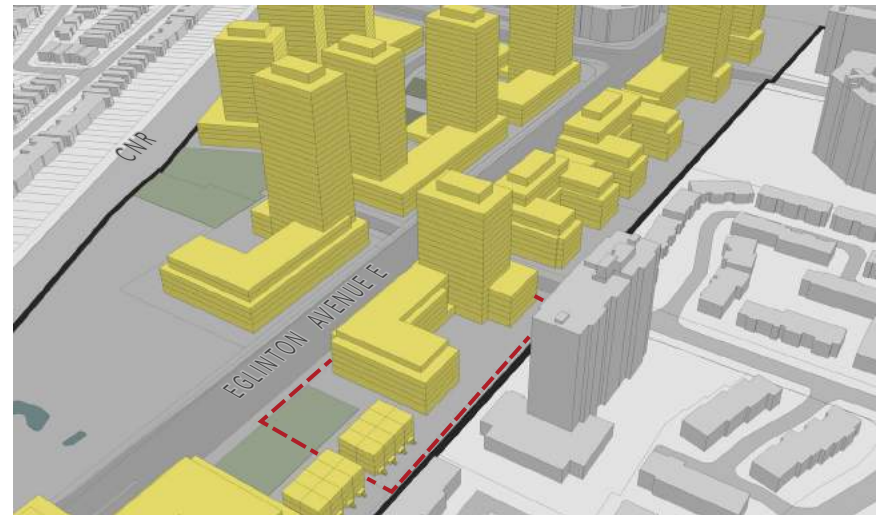
Soft Site 6	
2944-2956 EGLINTON AVENUE EAST	
Number of Properties	4
Site Area	7,730 m <sup>2</sup>
Depth	60.35 m
Frontage	128.10 m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	26,541 m <sup>2</sup>
Residential	25,741 m <sup>2</sup>
Non-Residential	800 m <sup>2</sup>
Floor Space Index	3.43
Height	6 & 18 Storeys
# of Residential Units	297



Plan View of Soft Site 6



Soft Site 6 - Looking Northwest



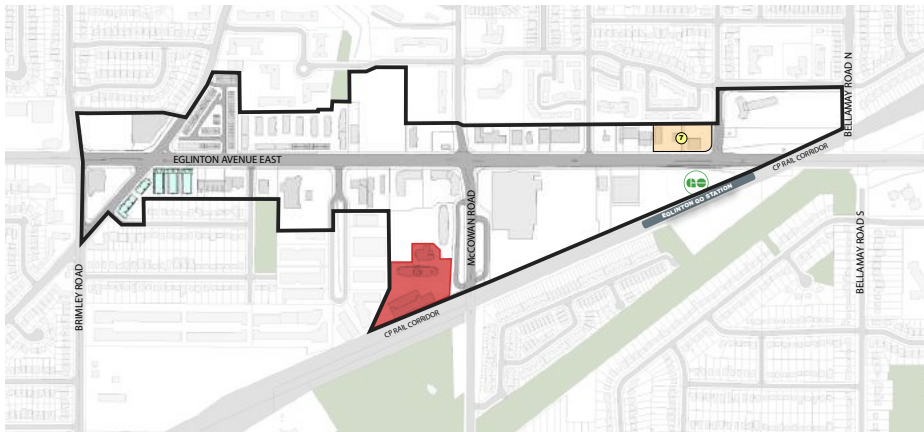
Soft Site 6 - Looking Southwest



Aerial Plan view of Soft Site 7 - Existing Condition



Aerial View of Soft Site 7 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

## Soft Site 7:

Soft Site 7 is located at the northwest corner of Eglinton Avenue East and Bellamy Road North. The site is 7,374 square metres in size and is occupied by a one-storey building occupied by the Universal Church, a one-storey plaza with restaurant tenants and a Swiss Chalet restaurant. The site is designated *Mixed-Use Areas* and surrounded by *Apartment Neighbourhoods* to the north.

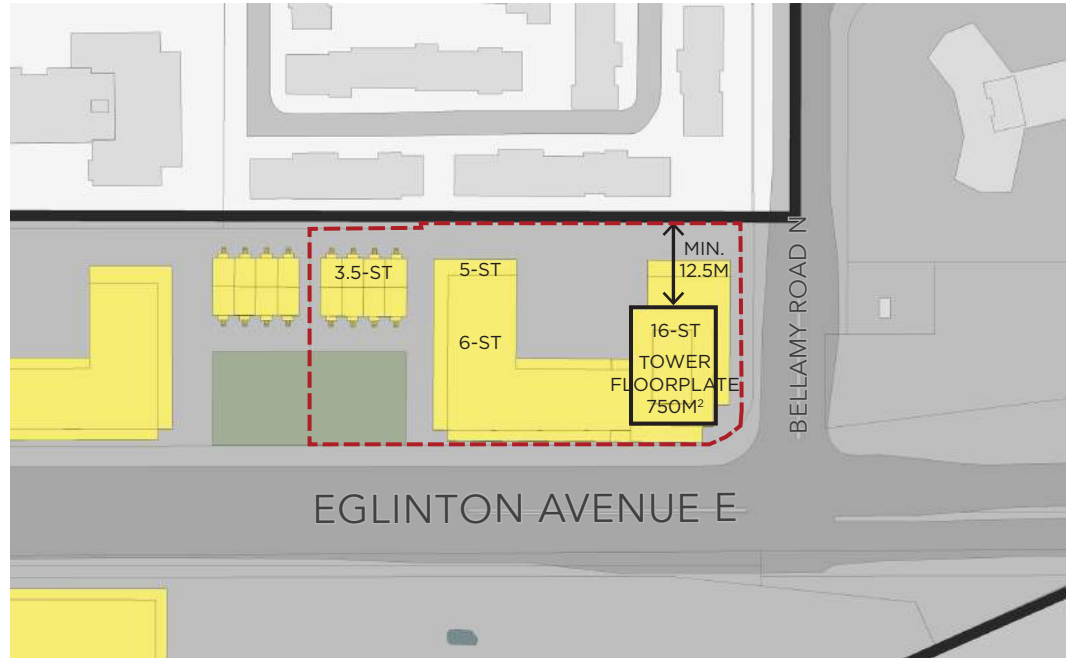
The site can provide suitably sized site for a taller building due to its proximity to Eglinton GO Station and existing tall buildings and its substantial separation distance from buildings in the *Neighbourhood*.

The massing proposes a 16-storey (49.5 metre) mixed-use building with retail uses at grade with a total gross floor area of 27,046 square metres. In addition, the conceptual proposal includes 8 townhouse units and a public park.

The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East and a setback of 3.0 metres along Bellamy Road. The conceptual massing will be setback a minimum of 12.5 m from the north property line and the podium steps back above the 5th and 6th storey to mitigate perception of height at the pedestrian level.

The site has a short-term redevelopment potential as only two properties would require assembly.

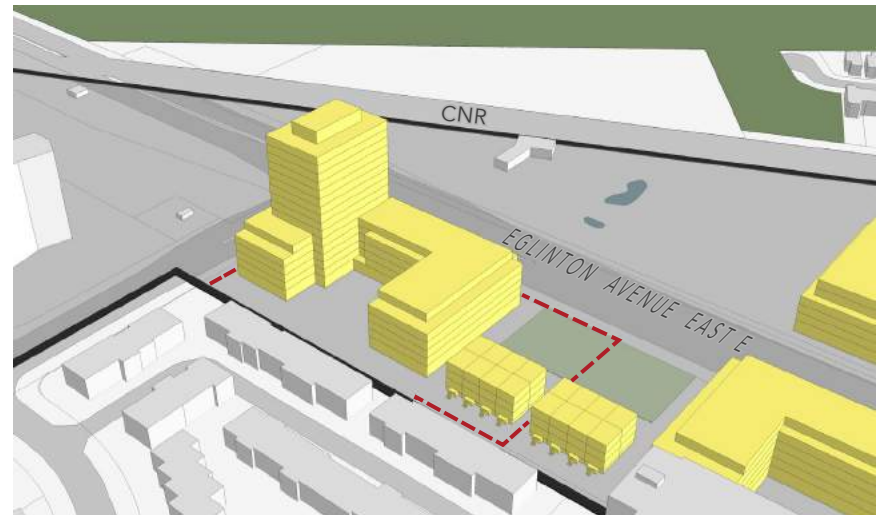
<b>Soft Site 7</b>	
<b>2966-2990 EGLINTON AVENUE EAST</b>	
Number of Properties	2
Site Area	7,374 m <sup>2</sup>
Depth	60.35-61.80m
Frontage	120m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	27,046 m <sup>2</sup>
Residential	26,246 m <sup>2</sup>
Non-Residential	800m <sup>2</sup>
Floor Space Index	3.67
Height	6 & 16 Storeys
# of Residential Units	303



Plan View of Soft Site 7



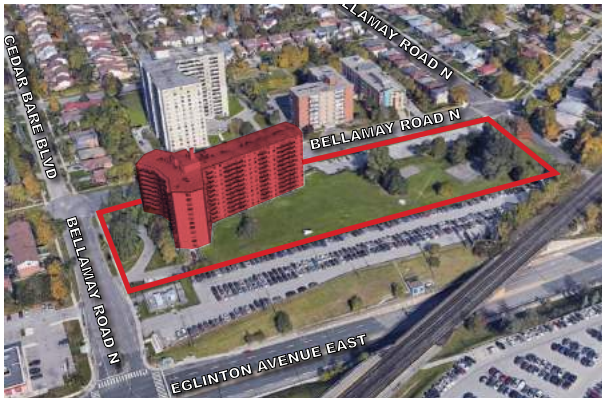
Soft Site 7 - Looking Northwest



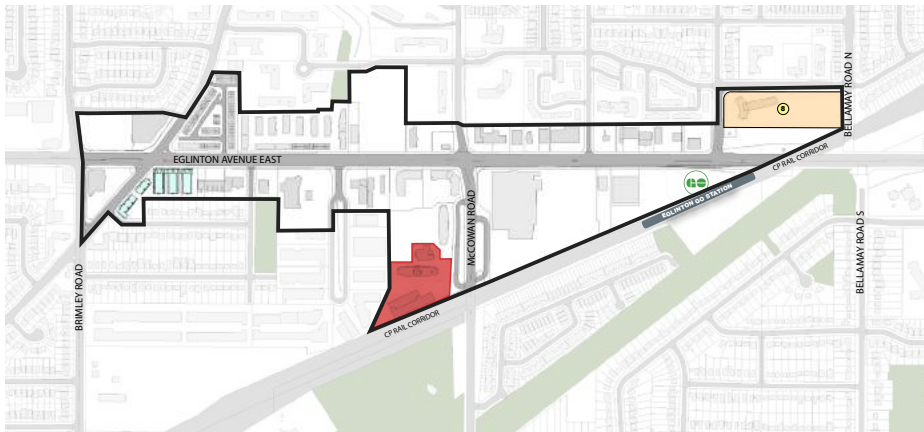
Soft Site 7 - Looking Southeast



Aerial Plan view of Soft Site 8 - Existing Condition



Aerial View of Soft Site 8 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

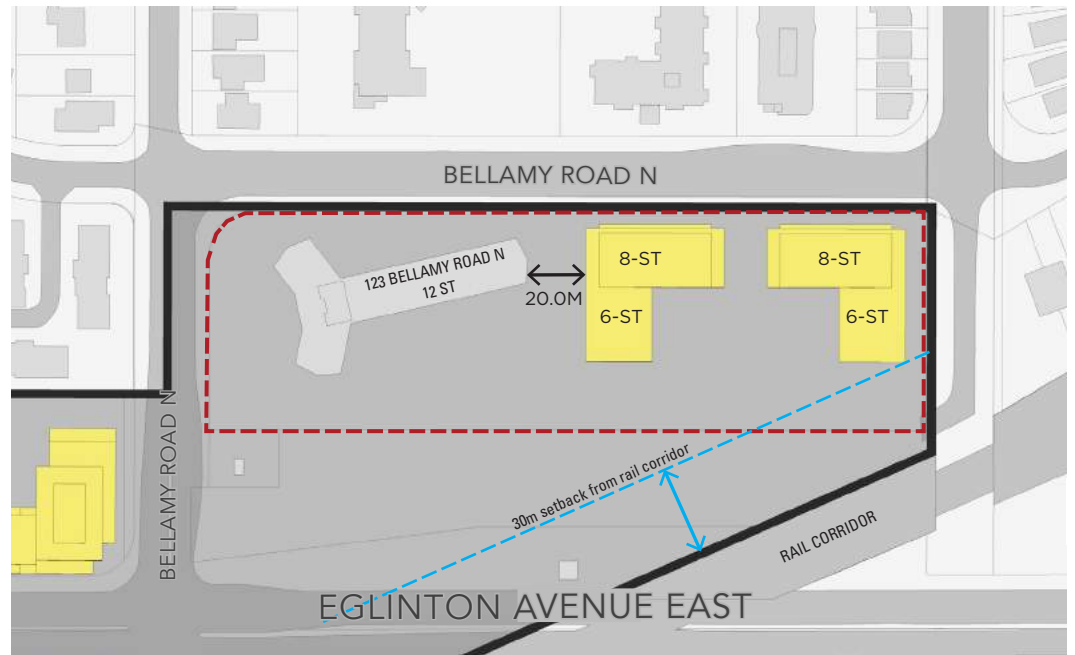
## Soft Site 8:

Soft Site 8 is located north of the Eglinton GO Station and west side of Bellamway Road North. The site is occupied by Bellamway Towers, a 17-storey rental apartment building. The site is designated *Apartment Neighbourhoods*.

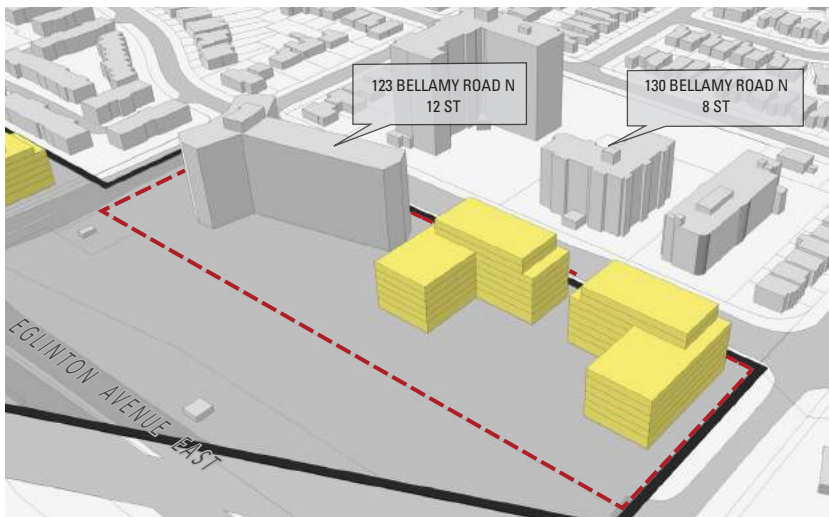
In this analysis, two 8-storey residential infill buildings may be accommodated, fitting within the front angular plane and align with the 45-degree angular plane projected from the *Neighbourhoods* designated lands northwest and northeast of the site. The conceptual buildings will be setback 30.0 metres from the railway corridor.

Although the site consists of only one property, the site has a medium-term redevelopment potential as extensive discussions of technical, financial, legal and planning components for the proposed redevelopment would be required.

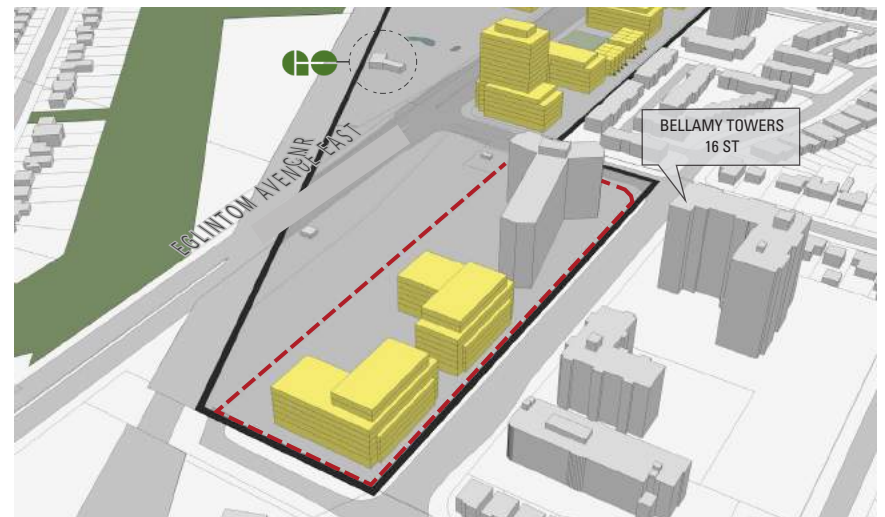
Soft Site 8	
123 BELLAMY ROAD	
Number of Properties	1
Site Area	18,967 m <sup>2</sup>
Depth	76.10m
Frontage	247.90m
Existing Use	Residential
Potential Use	Residential
Gross Floor Area (Total)	12,011 m <sup>2</sup>
Residential	12,011 m <sup>2</sup>
Non-Residential	--
Floor Space Index	1.70
Height	8 Storeys
# of Residential Units	141



Plan View of Soft Site 8



Soft Site 8 - Looking Northeast



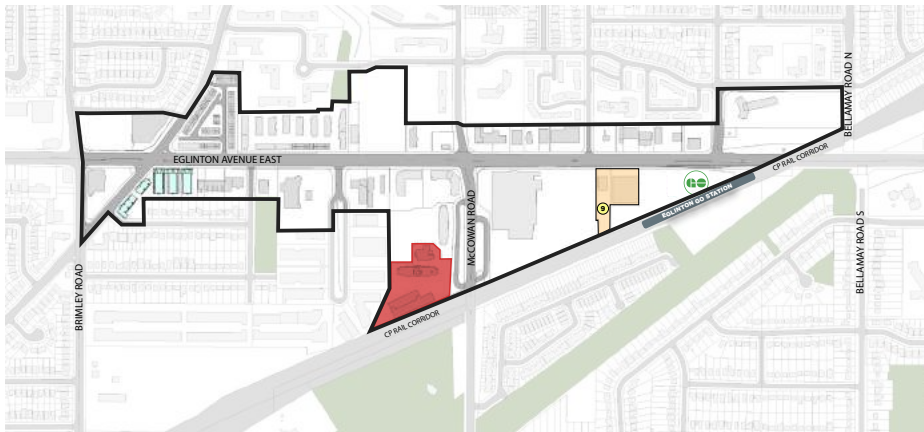
Soft Site 8 - Looking Southwest



Aerial Plan view of Soft Site 9 - Existing Condition



Aerial View of Soft Site 9 - Existing Condition



## Soft Site 9:

Soft Site 9 is located on the south side of Eglinton Avenue East, immediately west of Eglinton GO Station. The site is 8,585 square metres in size and is occupied by two one-storey commercial buildings with body and auto repair shops.

The site is designated *Mixed-Use Areas* and surrounded by *Mixed-Use Areas* to the north and *Neighbourhoods* south of the rail corridor. The site is a suitably sized site for a high-rise development due to its close proximity to Eglinton GO Station, existing tall buildings, and its substantial separation distance from buildings in the *Neighbourhood*.

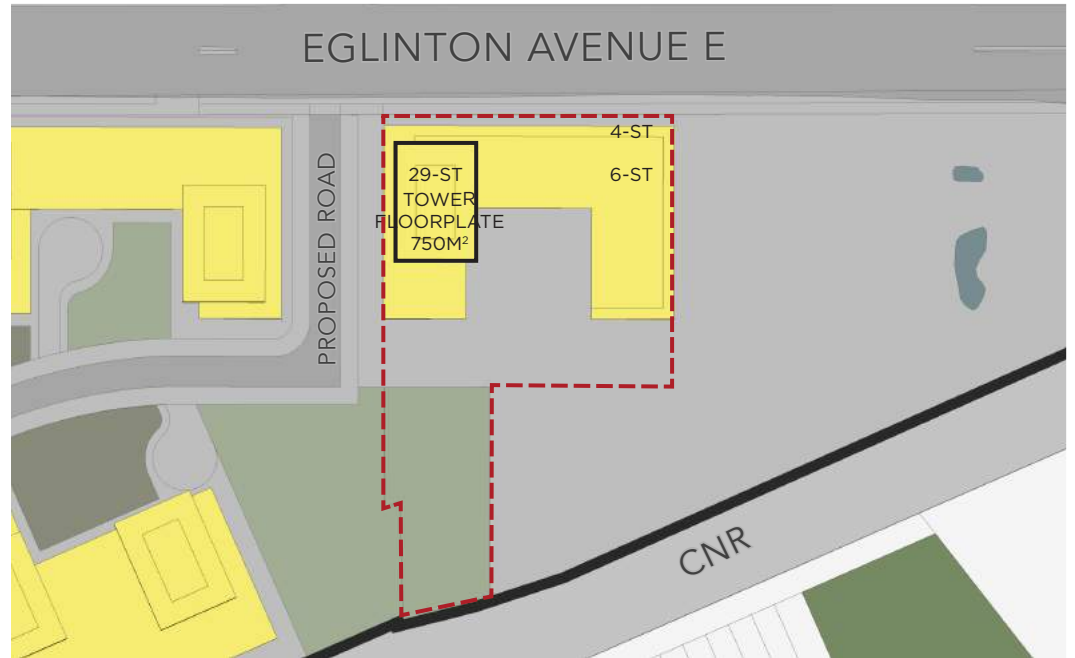
The 29-storey concept could be designed to respect a 45-degree angular plane taken from the *Neighbourhoods* designation south of the rail corridor, while the podium steps down to a height of 6 and 4 storeys to mitigate perception of height at the pedestrian level.

The massing proposes a 29-storey (88.5 metre) mixed-use building with retail uses at grade with a total gross floor area of 33,584 square metres.

The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East. The conceptual massing will be setback a minimum of 12.5 m from the south and east property line and the podium steps back above the 5th and 6th storey to mitigate perception of height at the pedestrian level. The conceptual massing proposed a public park at the rear of the site.

The site has a short-term redevelopment potential as only two properties would require assembly.

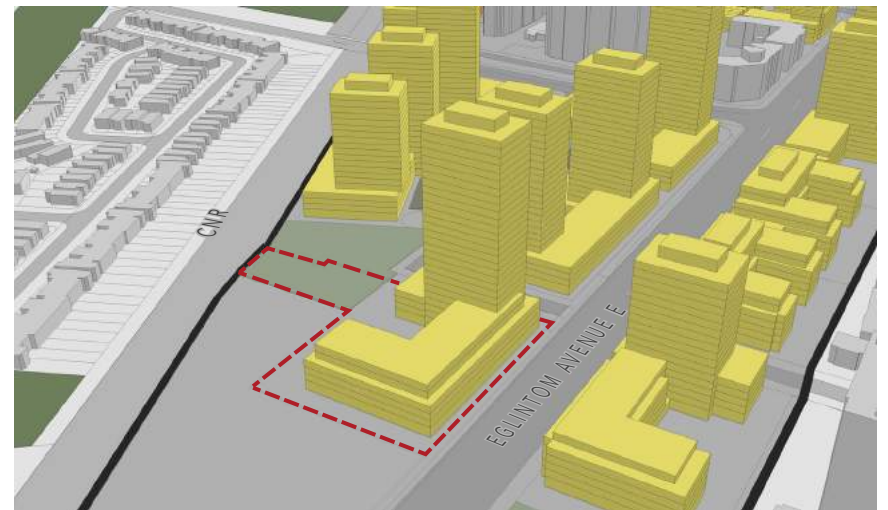
<b>Soft Site 9</b>	
<b>2937-2945 EGLINTON AVENUE EAST</b>	
Number of Properties	2
Site Area	8,585 m <sup>2</sup>
Depth	76.1-241.4m
Frontage	90.40m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	33,584 m <sup>2</sup>
Residential	32,984 m <sup>2</sup>
Non-Residential	600 m <sup>2</sup>
Floor Space Index	3.91
Height	6 & 29 Storeys
# of Residential Units	388



Plan View of Soft Site 9



Soft Site 9- Looking Northwest



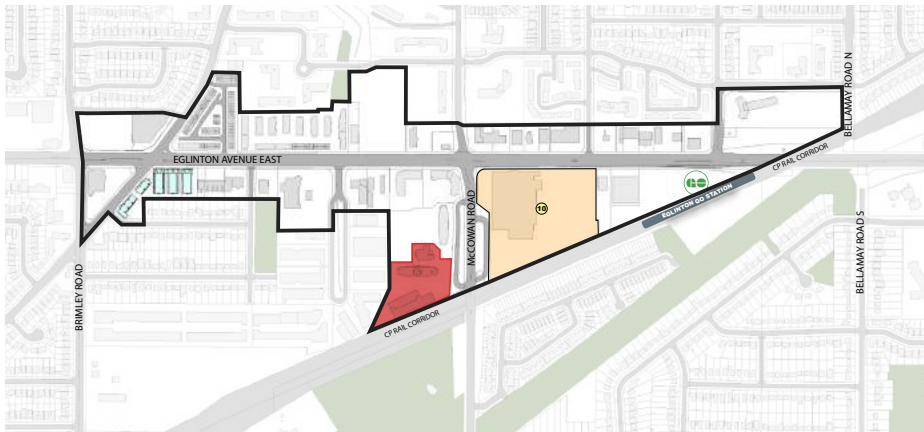
Soft Site 9 - Looking Southwest



Aerial Plan view of Soft Site 10 - Existing Condition



Aerial View of Soft Site 10 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

## Soft Site 10:

Soft Site 10 is located at the southeast corner of the intersection of McCowan Road and Eglinton Avenue East. This site is currently occupied a Home Depot store and its surrounding parking lot. The site is designated and surrounded to the west, north and east by *Mixed-Use Areas*.

The site is a suitably sized site for a high-rise development due to its proximity to the Eglinton GO Station, its corner location, and its substantial separation distance from buildings in the *Neighbourhood*.

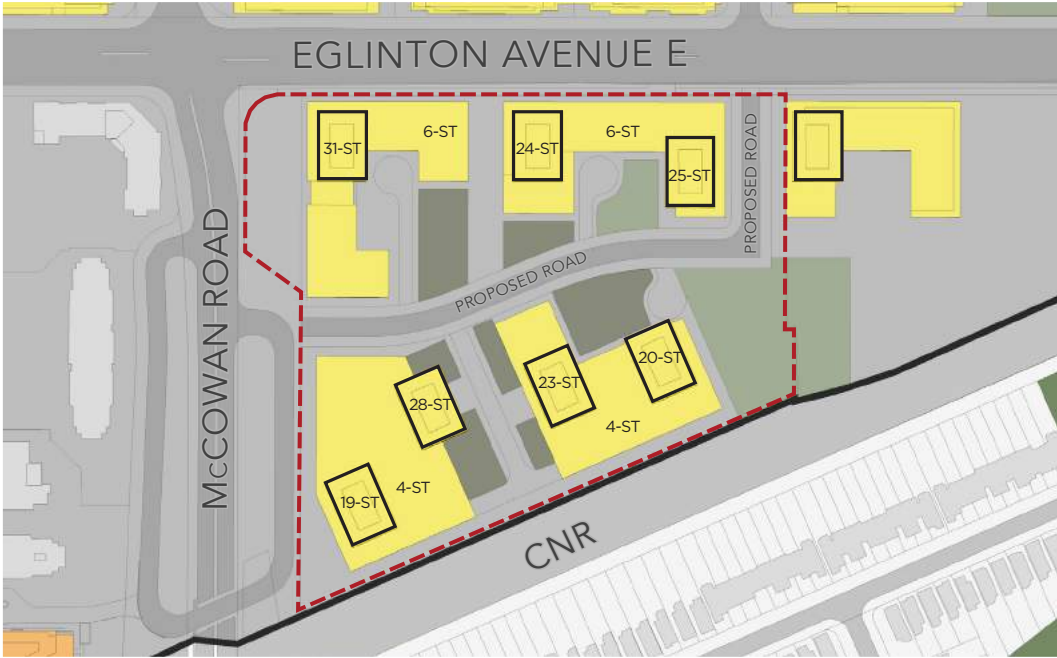
The design proposes a comprehensive redevelopment of the site . The soft site is large enough to accommodate a mix of uses within 7 buildings that range from 24 to 31-storeys residential and mixed-use buildings, a public park and the creation of a new public street with a total gross floor area of 168,797 square metres. A maximum height of up to 31-storeys is considered appropriate in relation to the existing context, approved densities in the surrounding area and up to 31-storey height assumed for the subject site.

The concept buildings could be design to respect a 45-degree angular plane taken from the *Neighbourhoods* designation south of the rail corridor, while the podium steps down to a height of 6 and 4-storeys to mitigate perception of height at the pedestrian level.

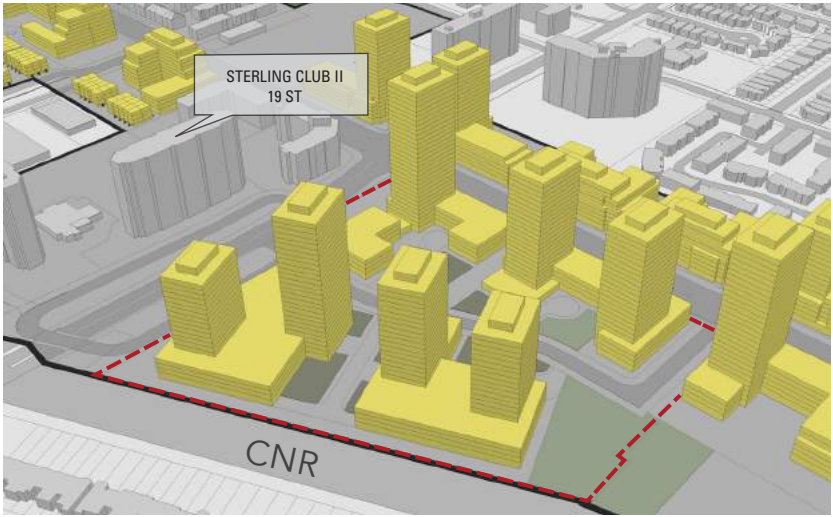
The podiums of the buildings facing the rail corridor would partially contain non-residential uses with residential dwellings above. These towers would be setback between 18 to 23-metres from the south property line and the podium would be setback 8.0 metres from the railway corridor. The residential uses would be located at a height of 13.5 metres. Thus the combined horizontal and vertical setback between the rail corridor and the residential uses is a minium of 30 metres.

Even though the site consists of only one property, the site has a medium-term redevelopment potential as extensive discussions of technical, financial, legal and planning components for the proposed redevelopment would be required.

<b>Soft Site 10</b>	
<b>2911-2945 EGLINTON AVENUE EAST</b>	
Number of Properties	1
Site Area	45,660 m <sup>2</sup>
Depth	141.3-241.5m
Frontage	251.80m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	168,797 m <sup>2</sup>
Residential	164,797 m <sup>2</sup>
Non-Residential (parking and retail)	41,327 m <sup>2</sup>
Floor Space Index	3.7
Height	24 - 31 Storeys
# of Residential Units	1,499



Plan View of Soft Site 10



Soft Site 10 - Looking Northwest



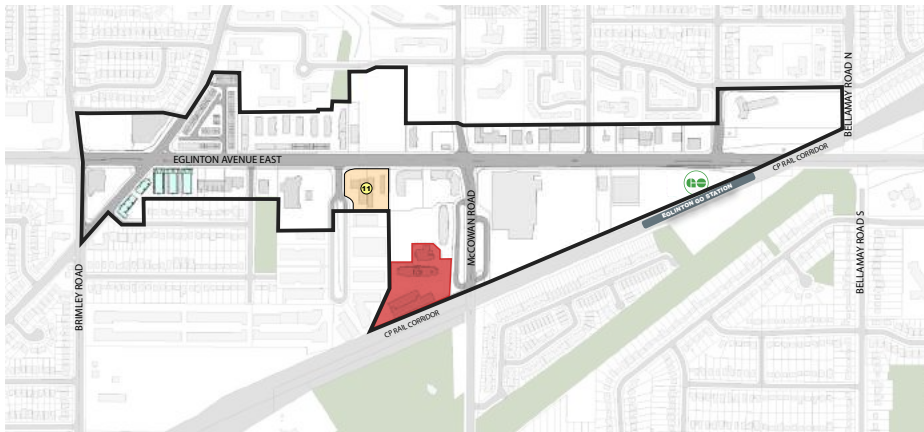
Soft Site 10 - Looking Southwest



Aerial Plan view of Soft Site 11 - Existing Condition



Aerial View of Soft Site 11 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

## Soft Site 11:

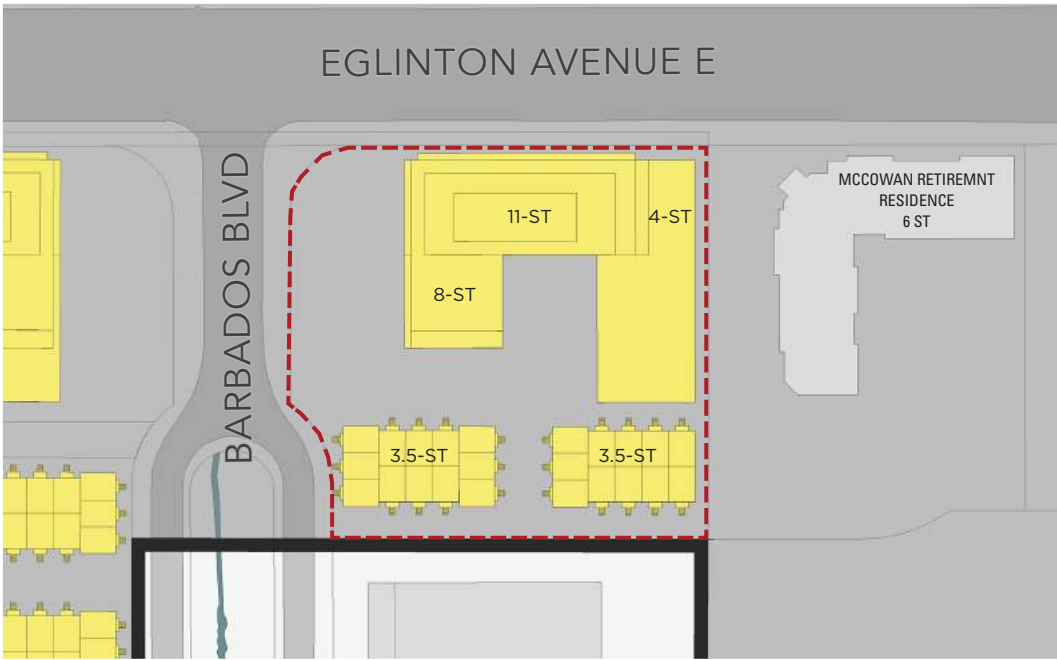
Soft Site 11 is located on the southeast corner of Barbados Boulevard and Eglinton Avenue East. The site is 7,130 square metres in size and is occupied by a gas station and an auto repair shop.

This site has medium to long-term redevelopment potential due to environmental site remediation requirements for the lands occupied by a service garage and gas station. The site is designated *Mixed-Use Areas* and surrounded by *Mixed-Use Areas* to the west, north and east and *Core Employment Areas* to the south.

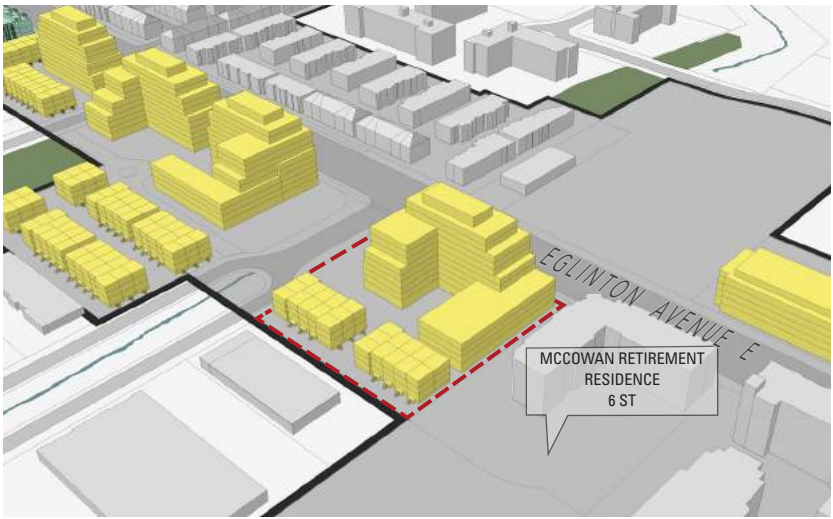
The massing proposes a 11-storey (34.5 metre) mixed-use building with retail uses at grade, 23 townhouse units and a total gross floor area of 23,705 square metres.

The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East. The conceptual massing steps back above the 4th and 6th storey to mitigate perception of height at the pedestrian level.

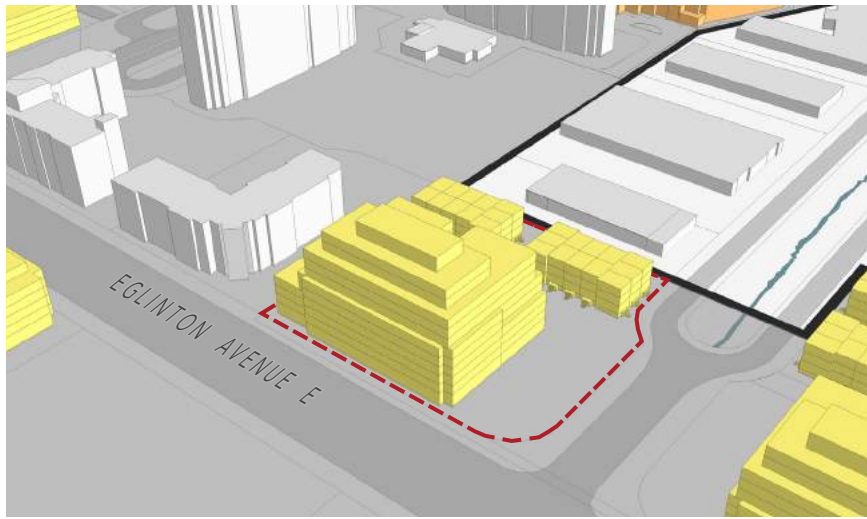
<b>Soft Site 11</b>	
<b>2869-2873 EGLINTON AVENUE EAST</b>	
Number of Properties	2
Site Area	7,130 m <sup>2</sup>
Depth	88.40m
Frontage	93.88m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	23,705 m <sup>2</sup>
Residential	22,705 m <sup>2</sup>
Non-Residential	1,000 m <sup>2</sup>
Floor Space Index	3.32
Height	11 Storeys
# of Residential Units	249



Plan View of Soft Site 11



Soft Site 11 - Looking Northwest



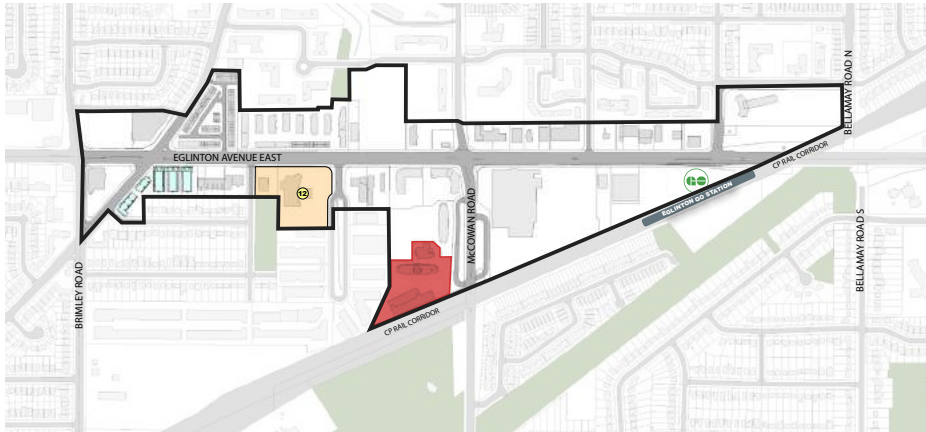
Soft Site 11 - Looking Southeast



Aerial Plan view of Soft Site 12 - Existing Condition



Aerial View of Soft Site 12 - Existing Condition



## Soft Site 12:

Soft Site 12 is located on the southwest corner of Barbados Boulevard and Eglinton Avenue East. The site is 16,214 square metres in size and is occupied by a car dealership and a restaurant.

The site is designated *Mixed-Use Areas* and surrounded by *Mixed-Use Areas* to the west, north and east and *Core Employment Areas* to the south.

The massing proposes a 11-storey (34.5 metre) mixed-use building with retail uses at grade, 56 townhouse units and a total gross floor area of 48,676 square metres.

The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East. The conceptual massing steps back above the 4th and 6th storey to mitigate perception of height at the pedestrian level.

The site has a short-term redevelopment potential as only two properties would require assembly.

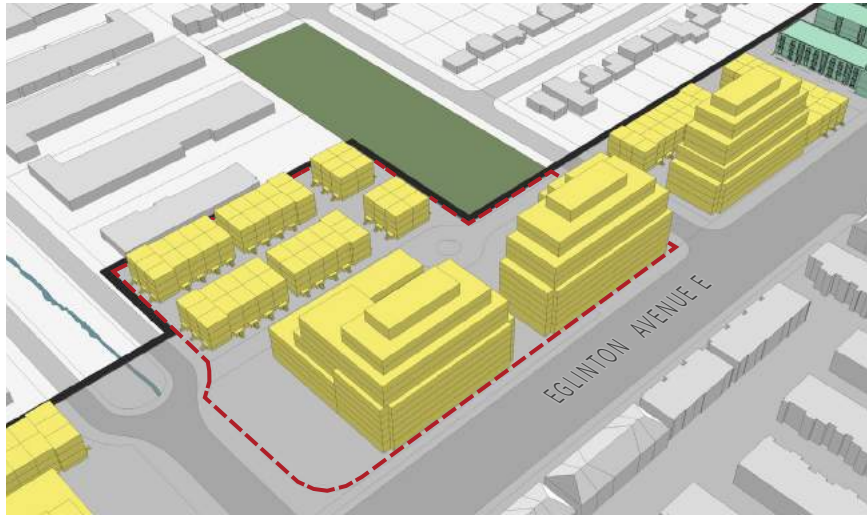
<b>Soft Site 12</b>	
<b>2839-2851 EGLINTON AVENUE EAST</b>	
Number of Properties	2
Site Area	16,214 m <sup>2</sup>
Depth	61.5-129.5m
Frontage	162.40m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	48,676 m <sup>2</sup>
Residential	46,976 m <sup>2</sup>
Non-Residential	1,700 m <sup>2</sup>
Floor Space Index	3.00
Height	11 Storeys
# of Residential Units	513



Plan View of Soft Site 12



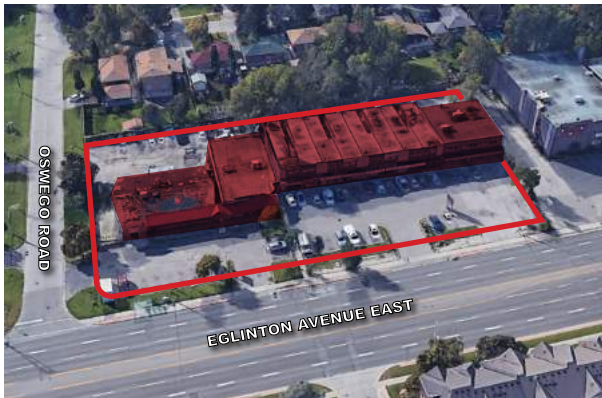
Soft Site 12 - Looking Northeast



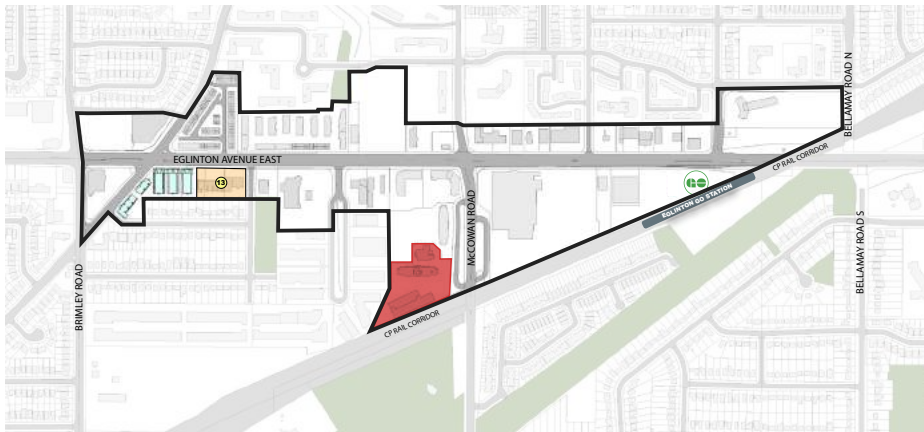
Soft Site 12 - Looking Southwest



Aerial Plan view of Soft Site 13 - Existing Condition



Aerial View of Soft Site 13 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

### Soft Site 13:

Soft Site 13 is located on the southwest corner of Oswego Road and Eglinton Avenue East. The site is 6,378 square metres in size and is occupied by a one-storey retail plaza with restaurant and retail tenants, and a two-storey plaza with restaurant, retail, medical office and office tenants.

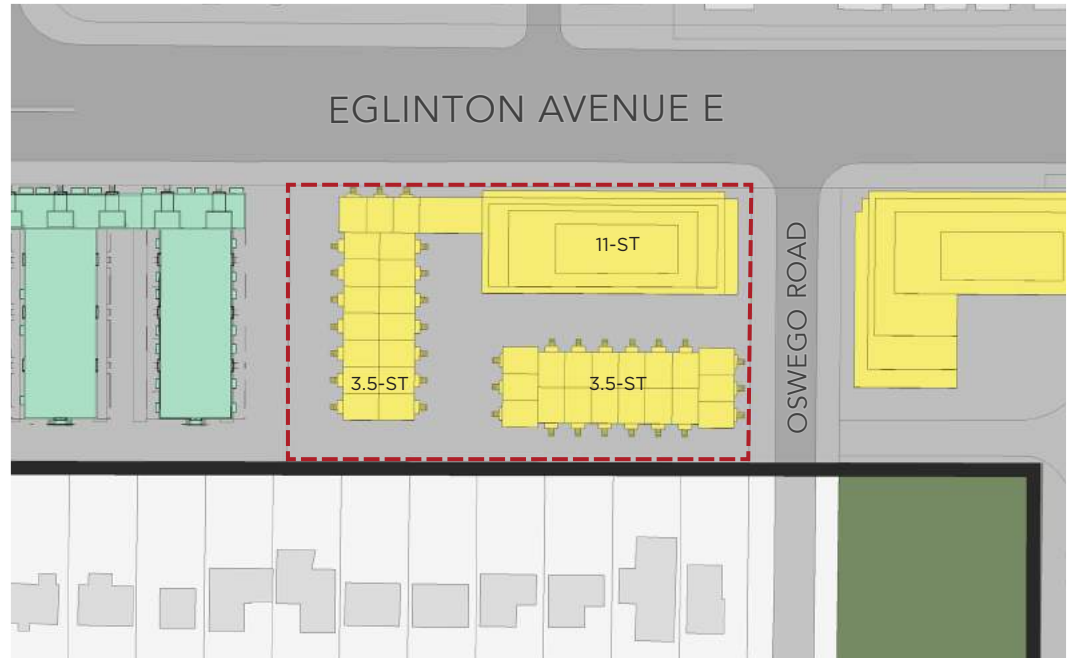
The site is designated *Mixed-Use Areas* and surrounded by *Mixed-Use Areas* to the west, north and east and *Neighbourhoods* to the south.

The massing proposes a 11-storey (34.5 metre) mixed-use building with retail uses at grade, 35 townhouse units and a total gross floor area of 22,999 square metres.

The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East. The conceptual massing steps back above the 4th and 6th storey to mitigate perception of height at the pedestrian level.

The site has a medium-term redevelopment potential as only three properties would require assembly.

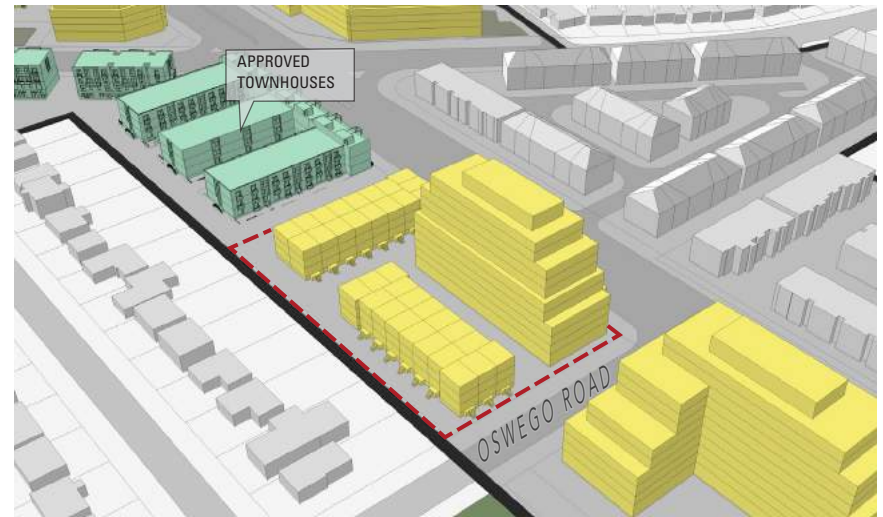
<b>Soft Site 13</b>	
<b>2795-2829 EGLINTON AVENUE EAST</b>	
Number of Properties	3
Site Area	6,378 m <sup>2</sup>
Depth	61.50m
Frontage	103.60m
Existing Use	Mixed-Use
Potential Use	Mixed-Use
Gross Floor Area (Total)	22,999 m <sup>2</sup>
Residential	22,099 m <sup>2</sup>
Non-Residential	900 m <sup>2</sup>
Floor Space Index	3.61
Height	11 Storeys
# of Residential Units	235



Plan View of Soft Site 13



Soft Site 13 - Looking Southeast



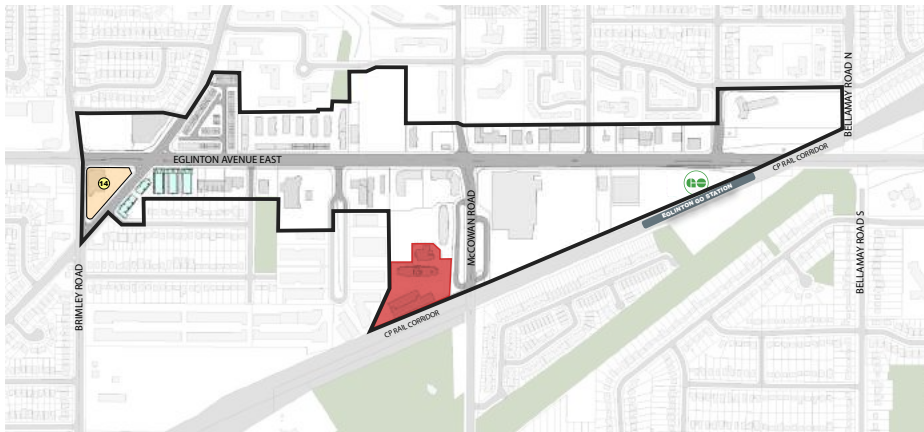
Soft Site 13 - Looking Northwest



Aerial Plan view of Soft Site 14 - Existing Condition



Aerial View of Soft Site 14 - Existing Condition



STUDY AREA SUBJECT SITE SOFT SITE APPROVED BUILDINGS

## Soft Site 14:

Soft Site 14 is located at the block bounded by Eglinton Avenue East, Brimley Road and Danforth Road. The site is 6,266 square metres in size and is occupied by a Shoppers Drug Mart store.

The site is designated *Mixed-Use Areas* and surrounded by *Mixed-Use Areas* to the west, north and east and *Neighbourhoods* to the south.

The massing proposes a 11-storey (34.5 metre) mixed-use building with retail uses at grade, 20 townhouse units and a total gross floor area of 22,999 square metres.

The massing incorporates a front setback of 1.5 metres along Eglinton Avenue East. The conceptual massing steps back above the 4th, 6th and 8th storey to mitigate perception of height at the pedestrian level.

The site has a short-term redevelopment potential as no assembly would be required.

<b>Soft Site 14</b>	
<b>2751-2753 EGLINTON AVENUE EAST</b>	
Number of Properties	1
Site Area	6,266 m <sup>2</sup>
Depth	13.4 -108.9 m
Frontage	89.40 m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	22,210 m <sup>2</sup>
Residential	21,310 m <sup>2</sup>
Non-Residential	900 m <sup>2</sup>
Floor Space Index	3.54
Height	11 Storeys
# of Residential Units	236



Plan View of Soft Site 15



Soft Site 15 - Looking Northeast



Soft Site 15 - Looking Southeast

## 5.5 Traffic

A Transportation Impact Study was prepared by WSP, dated February 14, 2020, in support of the Zoning By-law Amendment application for 320 McCowan Road, to determine the transportation impacts and implications of this development on the existing and future road network and transit services in this area. The transportation assessment included the traffic generated by two future developments in the Eglinton corridor in the vicinity of this site, namely 2787 & 2791 Eglinton Avenue East (at Danforth Road) and 3060 Eglinton Avenue East (east of Bellamy Road North).

In the assessment of future traffic conditions, in addition to the traffic generated by these two specific developments, a traffic growth rate of two percent compounded annually was applied to the east-west traffic volumes on Eglinton Avenue to account for the potential growth in development along the corridor. This potential growth could include any of the 14 soft sites identified in the Avenue Segment Study between Brimley Road and Bellamy Road North. However, as required by the City of Toronto, a transportation study would be required in conjunction with a development application for these sites, to assess the transportation impacts of the respective development. The scope of these transportation studies, which could be similar to the one that WSP prepared for 320 McCowan Road, will be dependent on the scale of development being considered for each of these sites and the associated planning approval process. The studies would include the identification of any measures required to mitigate the impacts of the traffic generated by these development proposals to ensure adequate and safe operating conditions.

## 5.6 Servicing

From a municipal servicing perspective, the segment of Eglinton Avenue East between Brimley Road and Bellamy Road is serviced with a well-established and extensive network of municipal infrastructure such as: roads, storm sewers, sanitary sewers, watermains, and other services and utilities. Counterpoint Engineering, the servicing consultant, has assessed the implications of these redevelopment opportunities along this specific segment of Eglinton Avenue East and has concluded that there may be a need for some of the development sites to mitigate sanitary discharge and/or construct sanitary sewer upgrades along Eglinton Avenue East. Capacity for storm discharge and water distribution is adequate along this segment of Eglinton Avenue East.

As required by the City of Toronto, each development application would be subject to appropriate studies, to be determined by the City of Toronto, which would outline the required infrastructure upgrades, if necessary, to support the proposed intensification illustrated in the Segment Study.

# 6.0

## IMPACT ANALYSIS

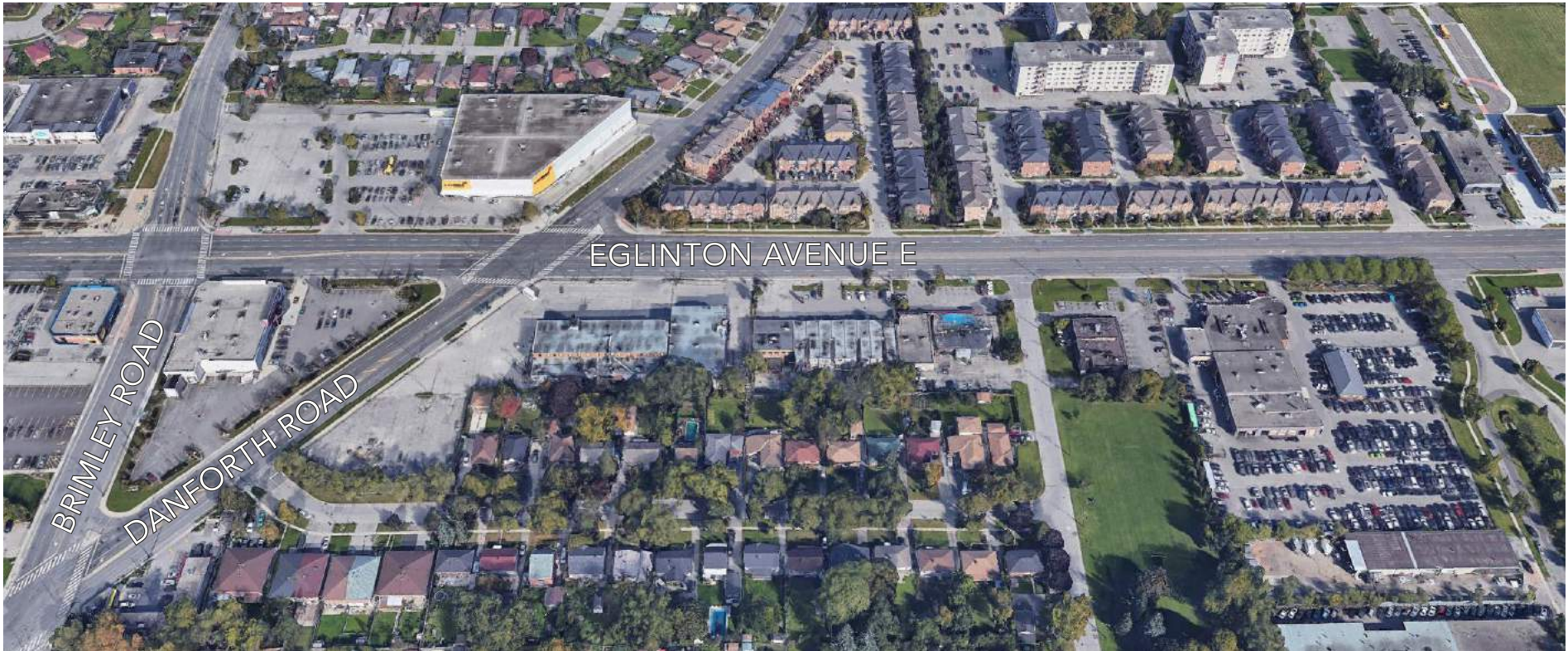


Image: Aerial view of the west portion of the study area

## 6.1 Land Use

In accordance with the *Mixed Use Areas* policies of the Official Plan and the policy direction for development on *Avenues*, it is our opinion that the mixture of residential and commercial development scenarios considered in this Study are appropriate from a land use perspective. The introduction of intensified mixed use development within the Avenue Segment Study Area would:

- establish high quality commercial and residential uses in an area that is well served by existing and planned future public transit services;
- achieve a higher and better use for a number of underutilized sites;
- result in an attractive, comfortable and safe pedestrian environment;
- support high quality and fine grain commercial operations along the *Avenue*;

- support the ongoing provision of community services and facilities;
- establish a more urban, pedestrian-oriented built form that frames existing streets; and
- provide an appropriate transition to adjacent *Apartment Neighbourhoods* and *Neighbourhoods*.

The development scenarios considered for each Soft Site would, in our opinion, meet the Official Plan's development criteria for *Mixed Use Areas* and *Apartment Neighbourhoods* and would therefore only require amendments to the applicable Zoning By-laws.

## 6.2 Built Form Massing

The massing of development scenarios for each Soft Site had regard for the development criteria and built form policies of the Official Plan, and the key elements of the Avenues and Mid-Rise Buildings Study and the Tall Building Guidelines.

The proposed massing and design for each soft site was based on a number of contextual considerations including:

- the size and depth of the site;
- capacity to accommodate underground parking;
- surrounding built form context;
- proximity to *Neighbourhoods*-designated properties;
- proximity to existing and planned transit infrastructure;
- angular plane requirements; and
- preliminary analysis of shadow impacts.

On each soft site, a front setback was applied where necessary to achieve the 36 metre planned right-of-way of Eglinton Avenue East. Likewise, a minimum 7.5 metre rear yard setback was applied to Soft Sites that do not abut a public laneway, in accordance with the angular plane requirements outlined in the Mid-Rise Building performance standards.

A 30 metres separation distance for proposed residential uses from the rail corridor is required. Proposed building concepts for Soft Sites 8 and 9 are setback a minimum of 30 metres from the property line to the building faces. For Soft Site 10, non-residential uses are proposed within the 30 metres separation distance that will be accomplished by a combined horizontal and vertical setback between the railway corridor and the residential uses.

Rear angular planes are cast from the point at which the *Mixed Use Area* meets the adjacent *Neighbourhood* area. Traditionally, this is the rear property line of the *Neighbourhoods* designation.

The Mid-rise Building performance standard classify lots in two categories. Lots with depth of more than 51.8 metres are considered as "deep lots" and those less than 32.6 metres as shallow lots. All of the soft sites are considered deep lots.

The massing exercise found that 8 of the soft sites could accommodate a lower intensity of development. For these soft sites, front angular planes are cast from a point measured 28.8 metres above the front property line (80 per cent of width of the 36 metre ROW).

In addition, it is notable that the subject site is deep enough to accommodate two tall buildings, a 27 and a 31-storeys, and provide enough separation required between residential uses and the railway corridor and a crash wall, in addition to safety, noise and vibration mitigation measures on-site.

Soft Sites 2, 3, 6, 7, 9 and Soft Site 10 can accommodate a higher intensity of development, as they share some distinguishing characteristics previously explained with the subject site. The subject site rears onto the rail corridor with designated *Parks* south of the rail corridor. Soft Sites 9 and 10 rear onto the rail corridor with designated *Neighbourhoods* south of the rail corridor. Soft sites 9 and 10 are subject to a 45-degree angular plane like the rest of the tall buildings soft sites. Soft site 9 can accommodate a similar intensity of development as the subject site. A comprehensive redevelopment of the entire site is needed in order to permit its intensification. Soft site 9 also proposes major changes to the block's overall approach by introducing a new public street, private street and driveways and proposed parkland and open spaces.

In all cases, the rail corridor provides additional horizontal separation from residential properties within designated *Neighbourhoods and Parks*. The subject site and the soft sites are distinguishable from other sites that would have to respect light, view and privacy impacts in its massing.

In addition, it is significantly notable that the subject site and its location possess a number of attributes previously explained, that allow for a "tall building" to accommodate a 27 and a 31-storey building. The subject site possesses a deeper lot than most of the other tall building soft sites, is closer to the Eglinton Avenue East and McCowan Road intersection and it is walking distance to the main entrance of the Eglinton GO Station.

Redevelopment, as demonstrated, would not have an adverse impact on adjacent *Apartment Neighbourhoods* and *Neighbourhoods*, and is not anticipated to result in unacceptable impacts in terms of light, view or privacy. In our opinion, from a built form perspective, the proposed redevelopment of the subject site would establish a positive precedent within the Avenue Segment Study Area.

# 7.0

## CONCLUSION

It is our opinion that the redevelopment of this segment of Eglinton Avenue East would likely take the form of mixed use buildings varying in height and built form according to site specific constraints and opportunities that are related, but not limited to: proximity to Eglinton GO Station, proximity to the intersection of Eglinton Avenue East and McCowan Road, parcel size and land assembly, orientation and impact on adjacent and nearby uses.

Such intensification is consistent with numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan and the City of Toronto Official Plan, all of which support intensification of underutilized sites that are well served by municipal infrastructure. The residential proposal for the subject site will establish a positive precedent for those sites with similar opportunities and constraints in its vicinity.

As an *Avenue* segment with good transit access, the Study Area represents a highly appropriate location for mid-rise and high-rise intensification. More residents in the area will enhance the vitality of local retail, while new built form will improve conditions from an urban design perspective. High quality mid-rise buildings, designed generally in accordance with the Tall Building Design Guidelines and the Avenues and Mid-Rise Buildings Study, will help to frame and enclose the street.

This detailed analysis of the segment of Eglinton Avenue East between Brimley Road and Bellamy Road has demonstrated that eight "Soft Sites" have the potential to redevelop as mid-rise buildings and six of the "Soft Sites" may redevelop into high-rise buildings at a scale and intensity that is similar or lower than the proposed development of the subject site.

The medium-term potential demonstrated in this Study represents a suitable form of redevelopment that will achieve the policy goals set out for *Avenues* and will contribute to the reurbanization and intensification of Eglinton Avenue East and McCowan Road in proximity to the Eglinton GO Station.



Image: Artist conceptual rendering of the proposed building

