



# Planning & Urban Design Rationale



175 Wynford Drive  
City of Toronto

PREPARED FOR  
DVP Hotel Development LP

23, SEPTEMBER 2020

[WWW.BOUSFIELDS.CA](http://WWW.BOUSFIELDS.CA)

URBAN PLANNING  
URBAN DESIGN  
COMMUNITY ENGAGEMENT

**TORONTO OFFICE**

3 CHURCH STREET, SUITE 200  
TORONTO, ON  
M5E 1M2

T. 416.947.9744  
F. 416.947.0781

**HAMILTON OFFICE**

1 MAIN STREET EAST, SUITE 200  
HAMILTON, ON  
L8N 1E7

T. 905.549.3005

**BOUSFIELDS INC.**

**JOB NUMBER  
19281**

## **TABLE OF CONTENTS**

<b>1 Introduction</b>	<b>1</b>
<b>2 Site &amp; Surrounding Area</b>	<b>5</b>
<b>3 Proposal</b>	<b>18</b>
<b>4 Policy &amp; Regulatory Context</b>	<b>29</b>
<b>5 Planning &amp; Urban Design Analysis</b>	<b>47</b>
<b>6 Conclusion</b>	<b>60</b>







# Introduction

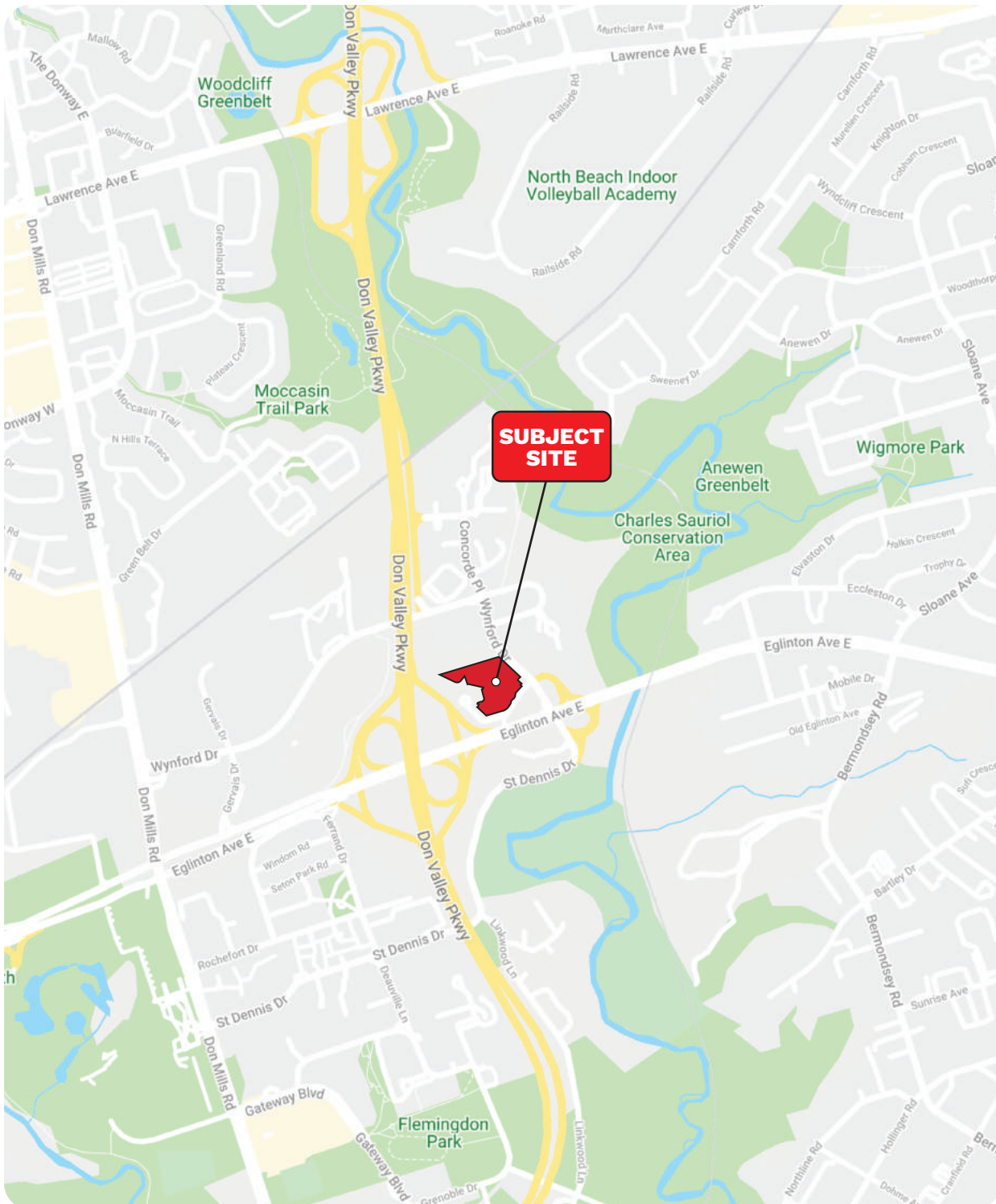


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by DVP Hotel Development LP ("the owner") to amend the former City of North York Zoning By-law 7625, as amended by By-laws 365-2007 and 112-2016, and City-wide Zoning By-law 569-2013, as amended, with respect to a 2.2 hectare site located in the northwest quadrant of Wynford Drive and Eglinton Avenue East, municipally known as 175 Wynford Drive, hereinafter referred to as the "subject site" (see **Figure 1**, Location Map).

The rezoning application would permit the redevelopment of the subject site with four towers, 54, 49, 47 and 45 storeys in height, containing approximately 2,750 dwelling units with 189,863 square metres of residential space as well as 9,832 square metres of non-residential space, together with 6 levels of underground parking. The proposed mixed-use development would redevelop an underutilized site currently occupied by the Don Valley Hotel and Conference Centre, and associated surface parking areas. The total gross floor area of the development would be approximately 199,696 square metres, resulting in a density of approximately 11.9 FSI. Across the original development site subject to By-laws 365-2007 and 112-2016, including the Accolade condominium and the Delmanor retirement residence, the resulting overall density would be 6.73 FSI.

This report concludes that the proposed development is in keeping with the planning and urban design framework established by the applicable planning documents, including

the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), as amended by Growth Plan Amendment No. 1 ("Growth Plan"), the Metrolinx Regional Transportation Plan, the City of Toronto Official Plan and the relevant urban design guidelines.

From a land use perspective, the proposal will contribute to the achievement of numerous policy directions supporting intensification and a range of housing choices through the optimization of underutilized sites within the built-up urban area, particularly in locations which are well-served by municipal infrastructure, including higher order public transit. In this respect, the subject site is located within a "strategic growth area" and a "major transit station area" as defined by the Growth Plan for the Greater Golden Horseshoe and is within approximately 75 metres (130 metres walking distance) from the entrance to the Wynford stop on the Eglinton-Crosstown LRT line, which is currently under construction and is scheduled to open by 2022.

The subject site is located within a *Mixed Use Areas* designation in the City of Toronto Official Plan, which permits a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. In this respect, the proposal will result in a desirable mixed-use intensification project, having convenient access to transit, recreation, cultural and community uses, restaurants, shopping and employment opportunities and incorporating a new hotel use on the site.

From an urban design and built form perspective, the proposed height and massing would fit harmoniously within its existing and planned context. In our opinion, the proposed development would be a high-quality addition to the Concorde Wynford Area, in keeping with the built form policies of the Official Plan and the nodal development pattern emerging around Eglinton-Crosstown LRT stations. The proposal will provide appropriately-scaled podium heights with setbacks providing a comfortable public realm along the central courtyard and Wynford Drive. The massing and siting of the towers will provide appropriate tower separation between the high-rise buildings on the site and adjacent to the site. As well, the use of setbacks and stepbacks will create distinctive building elements that fit with the built form context and reflect the mix of uses, including the hotel at the base of the 54-storey tower at the southwest corner of the site.

The proposed development will improve the pedestrian environment on Wynford Drive and create an enhanced pedestrian connection to the new Wynford stop on the Eglinton-Crosstown LRT line. The two podiums include active retail frontages as well as incorporating the new hotel in the podium of the 54-storey tower at the southwest corner of the site.

For all the foregoing reasons, it is our opinion that the proposed development represents good land use planning and urban design, and reflects an important opportunity to intensify a strategically located site with a new mixed-use development in immediate proximity to the Wynford stop on the Eglinton-Crosstown LRT line. Accordingly, we recommend approval of the rezoning application.





## Site & Surrounding Area

## 2.1 Subject Site

The subject site is located on the west side of Wynford Drive, immediately north of Eglinton Avenue East, and is municipally known as 175 Wynford Drive (see **Figure 2**). The site is irregular in shape and has an area of approximately 21,897 square metres, with a frontage of approximately 93.1 metres along Wynford Drive and a variable depth, ranging of up to 160 metres.

The site is currently occupied by the Don Valley Hotel and Conference Centre, which has a gross floor area of approximately 20,893 square metres, including 353 hotel rooms and accessory recreational amenities and associated commercial uses (including a restaurant and gift shop). The existing building is Y-shaped, with a 6-storey wing on the northeast portion of the site and a 7-storey wing on the northwest portion of the site. A two-storey convention centre wing extends south toward Eglinton Avenue, with surface parking located in front of the convention centre and on the southeast portion of the site.

The hotel was built in 1969 and was operated over the years by Holiday Inn, Radisson and Crowne Plaza prior to the current operator. The northwesterly and southeasterly portions of the original hotel property were redeveloped with the 34-storey Accolade residential condominium with approximately 31,367 square metres of gross floor area (328 residential units), completed in 2009 (181 Wynford Drive) and the 6-storey Delmanor retirement residence with a gross floor area of approximately 11,097 square metres (120 units), completed in approximately 2008 (187 Wynford Drive). Those portions of the original property, with a total area of 14,093 square metres, were subsequently severed from the hotel property, together with the shared access driveway.

The Don Valley Hotel and Conference Centre, Accolade and Delmanor are all served by a private road to the immediate south of the subject site that intersects with Wynford Drive at a signalized intersection opposite the ramps to and from Eglinton Avenue westbound. The private road runs southwesterly from the intersection and



Figure 2 - Site Context





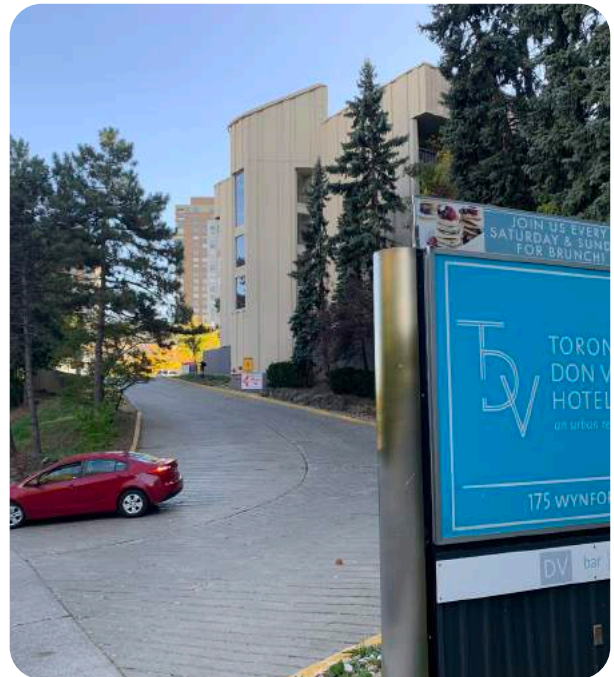
Subject Site, looking North from the private road



Subject Site, looking Northeast from the private road



Subject Site, looking West from Wynford Drive along private road



Subject Site, existing access from Wynford Drive



then parallel to Eglinton Avenue, before turning northwesterly, separating the subject site from the Eglinton Avenue frontage and the entrance ramp to Don Valley Parkway northbound. The hotel has its primary access from Wynford Drive at the northeast corner of the site approximately 115 metres north of the signalized intersection.

The subject site is located above the elevation of Wynford Drive and the adjacent private road (by about 5-8 metres). There are treed slopes located along the easterly portion of the site adjacent to Wynford Drive and within the private road block along the south limit of the site. The northerly portion of the site, approximately 5,117 square metres in size, comprises ravine lands associated with the East Don River valley east of Wynford Drive.

## 2.2 Surrounding Area

The site is located along the Eglinton Avenue Corridor (see **Figure 3**), Eglinton Avenue runs 26 kilometres across the centre of Toronto from Kingston Road near Lake Ontario in the east to south of the Toronto International Airport in the west. It acts as one of the City's traditional main streets, and provides a focus for local neighbourhoods, employment, and shopping, along with linking some of the City's major ravines.

The street illustrates the diversity and breadth of Toronto's metropolitan form. It is the only street in Toronto that spans the centre of the City from east to west, crossing through every former city and borough of Toronto. Eglinton Avenue is also halfway between the City's northern and southern limits and links the Humber and Don River valleys. Eglinton acts as one of the City's most critical urban thoroughfares and plays a key role at the neighbourhood, city and regional scale, serving as a main street for neighbourhoods and linking the broader region, both geographically and economically.

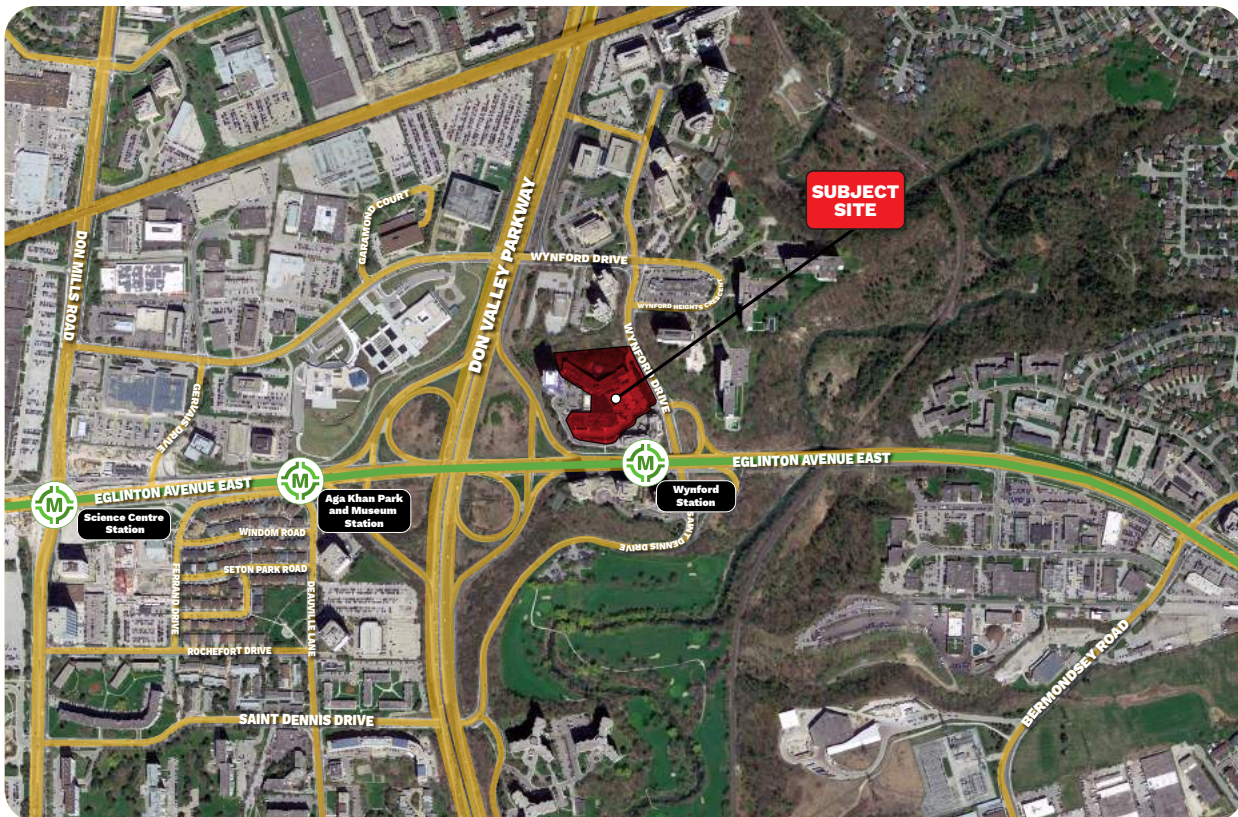


Figure 3 - Surrounding Context



## Wynford-Concorde Area

The subject site is located in the Wynford-Concorde area, the southeasterly portion of the Banbury-Don Mills Neighbourhood, in Ward 26 – Don Valley West. Nestled between the Don Valley Parkway in the west, the Don River and associated conservation area lands in the east, the railway corridor to the north and the Eglinton Avenue East corridor to the south, the Wynford-Concorde area has fixed physical boundaries making intensification, as opposed to expansion, the practical option to create a complete community.

The Wynford-Concorde area is characterized by a mix of predominantly high-rise residential buildings (as well as retirement residences and co-ops), as well as corporate office buildings along the Don Valley Parkway and a retail plaza on Wynford Heights Crescent. The area has direct access to the northbound Don Valley Parkway on-ramps from Eglinton Avenue and Wynford Drive and to the trailhead of the East Don trail system on the north side of Wynford Heights Crescent.

The area is part of the Banbury-Don Mills neighbourhood, which is generally bounded by York Mills Road to the north, the East Don River Valley to the east, Eglinton Avenue East to the south and Wilket Creek to the west. The Banbury-Don Mills neighbourhood has experienced significant growth and intensification over the past decade that is resulting in a more mixed-use and transit-oriented complete community.

The subject site is also located adjacent to the Flemingdon Park neighbourhood. Flemingdon Park is located on the south side of Eglinton Avenue East, between the valleys of the East Don River and Wilket Creek. Flemingdon Park was developed predominantly in the 1960s and consists of high-rise apartment towers, a modest supply of medium-density and low-density dwellings, public schools and community centres, as well as a limited number of neighbourhood commercial uses. The predominant housing typology consists of high-rise apartment towers surrounded by private open space and parkland. Until recently, there has been little new development in Flemingdon Park since the neighbourhood was completed in the early 1970s.



181 Wynford Drive (Accolade Residences)



187 Wynford Drive (Delmanor Wynford Retirement Residence)



Steps from Eglinton Avenue East to Wynford Drive

## Immediate Surroundings

To the north of the subject site is a mix of residential, institutional and employment uses.

Existing residential uses include 11 apartment towers, ranging in height from 21 storeys to 37 storeys. Immediately north of the site are the Rosewood Condos, two 25-storey towers located at 133 and 135 Wynford Drive. Further north, along the east side of Concorde Place (the northerly extension of Wynford Drive) are the Highgate Condos, 31-storey and 23-storey towers located at 1 and 3 Concorde Place, and two 37-storey towers at 5 and 7 Concorde Place (Concorde Park and Concorde Park II). At the north end of Concorde Place are two mid-rise buildings, the 9-storey Almise Co-operative Homes, a 144-unit seniors' co-operative building at 16 Concorde Place, and a 10- to 12-storey building at 18 Concorde Place.

Notable employment uses north of the subject site include the 6-storey McDonalds Corporate Office (1 McDonalds Place), the 12-storey Home Depot Canada Corporate Office (1 Concorde Gate), a 4-storey office building (3 Concorde Gate) and the 10-storey ESRI Canada offices (12 Concorde Place). Bordering these uses to the north is the CP Rail corridor.

To the immediate northwest of the subject site, north of the Accolade condominium and west of the Rosewood Condos, is an institutional use the Noor Cultural Centre, a 3-storey institutional building (123 Wynford Drive).

To the east of the subject site, on the east side of Wynford Drive, are five high-rise slab-style apartment buildings fronting on Wynford Heights Crescent, including 35 Wynford Heights (25 storeys), 45 Wynford Heights (21 storeys), 55 Wynford Heights (21 storeys), 65 Wynford Heights (21 storeys) and 75 Wynford Heights (24 storeys). Within the middle of the Wynford Heights crescent is a neighbourhood shopping centre that includes a Tim Hortons, a dry cleaners, a grocery store and a pharmacy (150 Wynford Drive).

Further east and northeast is the East Don River Valley, which includes the Charles Sauriol Conservation Area and the Anewen Greenbelt, which provides access to the East Don Trail. Beyond the East Don Valley to east along the north



133 and 135 Wynford Drive (Rosewood Condos)



5 and 7 Concorde Place (Concorde Park and Concorde Park II)



1 Concorde Gate (Home Depot Canada Corporate Office)



Entrance to the East Don Trail from Wynford Heights Crescent



side of Eglinton Avenue are a number of low-rise apartment buildings along Ecclestone Drive and Swift Drive. The closest low-rise residential neighbourhoods further east and northeast are a minimum of 650-750 metres away.

To the south of the subject site is the Palisades Condominium development, a three-building condominium complex with heights of 28, 29 and 29 storeys (195, 205 and 215 Wynford Drive). The condos were completed in approximately 1990.

Further south is the Flemington Park Golf Club, a 9-hole golf course that was established in the early 1960s (155 St. Dennis Drive). To the southeast, east of the Don River Valley, is an industrial/employment area including car dealerships, a print shop, a Montessori School and the Bermondsey Waste Transfer Station.

To the west of the subject site, west of the Don Valley Parkway, is a business park area that is home to a number of cultural and community uses, including the Aga Khan Museum (77 Wynford Drive), the Ismaili Centre (49 Wynford Drive), and the Japanese Canadian Cultural Centre (6 Garamond Court). Located next to the Aga Khan Museum is the Aga Khan Park, that is known for its reflecting pool and lawn. There are a variety of employment uses within the business park, including low-rise and mid-rise office buildings, car dealerships, a grocery store, churches and a child care centre.

To the northwest, north of the CP Rail line, is the southeast quadrant of the Don Mills neighbourhood. The area is primarily comprised of low- and mid-rise residential buildings, including detached, semi-detached and townhouse dwellings and existing and approved apartment buildings, up to 10 storeys in height. The Moccasin Trail Park can be accessed northwest of the subject site, which provides access to the East Don Trail.



205-215 Wynford Drive (The Palisades)



77 Wynford Drive (Aga Khan Museum)



6 Garamond Court (Japanese Canadian Cultural Centre)



1185 Eglinton Avenue East (Sonic Condos)



770 Don Mills Road (Ontario Science Centre)

To the southwest of the subject site is the Flemingdon Park neighbourhood, including the Ontario Science Centre (770 Don Mills Road). Flemingdon Park includes two recently completed residential buildings of 28 and 30 storeys (Sonic Condos, 1185 Eglinton Avenue East) and an approved 37-storey building at 25 St. Dennis Drive. At the southeast corner of Don Mills Road and Eglinton Avenue East is a large surface parking area, which is the subject of a rezoning application by Create TO to permit three tall buildings of 34, 28 and 22 storeys (805 Don Mills Road). The southwest corner of Don Mills Road and Eglinton Avenue East, which is currently an overflow surface parking area, is the subject of a rezoning application by Create TO to permit three buildings of 52, 43 and 28 storeys (770 Don Mills Road).

At the northwest corner of Don Mills Road and Eglinton Avenue East is the approved Wynford Green development (former Celestica site), which includes approved towers of 48 storeys (150.0 metres), 40 storeys, 39 storeys, 39 storeys, 34 storeys, 34 storeys, 32 storeys, 31 storeys, 29 storeys and 27 storeys, as well as a site for the relocated Don Mills Civitan Arena.

These uses extend to Leslie Street and Wilket Creek Park, a 44-hectare valley wilderness park. At 1095 Leslie Street, a three-tower development (Auberge on the Park) is currently under construction, with heights of 45, 39 and 29 storeys and 868 dwelling units.

Active development applications in the area are included in **Table 1**.



**Table 1 - Active Development Applications**

Address	Type of Application	Details	Status
10 Concorde Place	Rezoning	39-storey mixed-use/ residential building containing 579 dwelling units, retail and community uses at grade and three levels of underground parking	Under Review
200 David Dunlap Circle	Rezoning	Rezoning application to permit 63 three-storey townhouse units fronting David Dunlap Circle and a proposed 16.5 metre wide public road. The proposal has a gross floor area of 11,950 square metres resulting in a density of 1.43 FSI.	OMB Approved February 10, 2017 File PL131231 Under construction
905 Don Mills Road	OPA & Rezoning	OPA & Rezoning application to permit 10-storey seniors' residence. The proposal has a gross floor area of 11,604 square metres resulting in a density of 4.0 FSI.	OPA 426 and Zoning By-law 376-2020 adopted
40 Moccasin Trail/50-60 Green Belt Drive	OPA & Rezoning	OPA & Rezoning application to demolish the existing rental buildings and replace them with an 8-storey condo building and a 4-storey rental building. Total of 294 dwelling units (including 67 rental replacement units).	OMB Approved June 22, 2017 File PL151208

## 2.3 Transportation Context

### Road Network

**Eglinton Avenue East** is a Major Arterial road which runs east-west, with a planned right-of-way width of 45 metres and over, and an existing right-of-way width in front of the site that varies from 49 metres to 58 metres. Historically, Eglinton Avenue had a 6-lane cross-section, with pedestrian sidewalks and transit stops located along both sides of the street. Eglinton Avenue is currently being reconstructed to accommodate the Eglinton-Crosstown LRT line in the centre median.

Once reconstruction has been completed, Eglinton Avenue will have two eastbound lanes and two westbound lanes, with a separate right-hand turn lane leading to the northbound on-ramp to the Don Valley Parkway.

**Wynford Drive** is a Minor Arterial road that runs north-south in the vicinity of the subject site. To the south of Eglinton Avenue, it continues as St. Dennis Drive, ultimately turning west and passing under the Don Valley Parkway and extending through to Don Mills Road. To the north, Wynford Drive turns west at Concorde Place and crosses over the Don Valley Parkway, connecting to Don Mills Road. In the future, it will be extended through the Wynford Green development to connect with Eglinton Avenue. Wynford Drive has a planned right-of-way width of 27 metres and an existing right-of-way width adjacent to the site that varies from 24 to 27 metres. It has a five-lane cross-section, including a centre left-turn lane, with pedestrian sidewalks and transit stops located on both sides of the street.

The intersection of Eglinton Avenue and Wynford Drive is grade-separated with off- and on-ramps linking the two streets.

The **Don Valley Parkway** is an expressway that runs in a north-south direction, with a planned right-of-way of 45 metres or over and an existing right-of-way width varying from 90 to 95 metres. It has a six-lane cross-section, with three lanes travelling in either direction.

### Transit Network

#### Surface Transit

The subject site is well served by existing surface transit routes in the surrounding area, including (see **Figure 4**):

- **34 Eglinton East:** The 34 Eglinton East bus route operates between Eglinton Station on the Yonge-University subway line and Kennedy Station on the Bloor-Danforth Subway line, generally in an east-west direction. The 34A and 34C Bus routes operate all day, seven days a week. The 34A is part of the 10-minute network and operates 10 minutes or better, all day, every day. The 34B and 34C routes loop through the the Flemingdon Park and Wynford-Concorde apartment neighbourhoods along Wynford Drive.
- The **334 Eglinton East Blue Night** route operates between Eglinton Station on the Yonge-University subway line, the Kennedy Station on the Bloor-Danforth Subway line and the vicinity of Finch Avenue East and Neilson Road, generally in an east-west direction.
- **100 Flemingdon Park:** The 100A Flemingdon Park bus route operates between Broadview Station on the Bloor-Danforth Subway and the area of Don Mills Road and Eglinton Avenue. This route loops through the Flemingdon Park and Wynford-Concorde apartment neighbourhoods along Wynford Drive. This route operates every 10 minutes or better, all day, every day.
- **25 Don Mills:** The 25 Don Mills bus route operates between Pape Station on Line 2 Bloor-Danforth, Don Mills Station on Line 4 Sheppard, and the area of Don Mills Road and Steeles Avenue East, generally in a north-south direction. This route operates every 10 minutes or better, all day, every day. The associated 325 Don Mills Blue Night bus route operates between the area of Steeles Avenue East and Don Mills Road, and the area of Eastern Avenue and Carlaw Avenue, generally in a north-south direction.

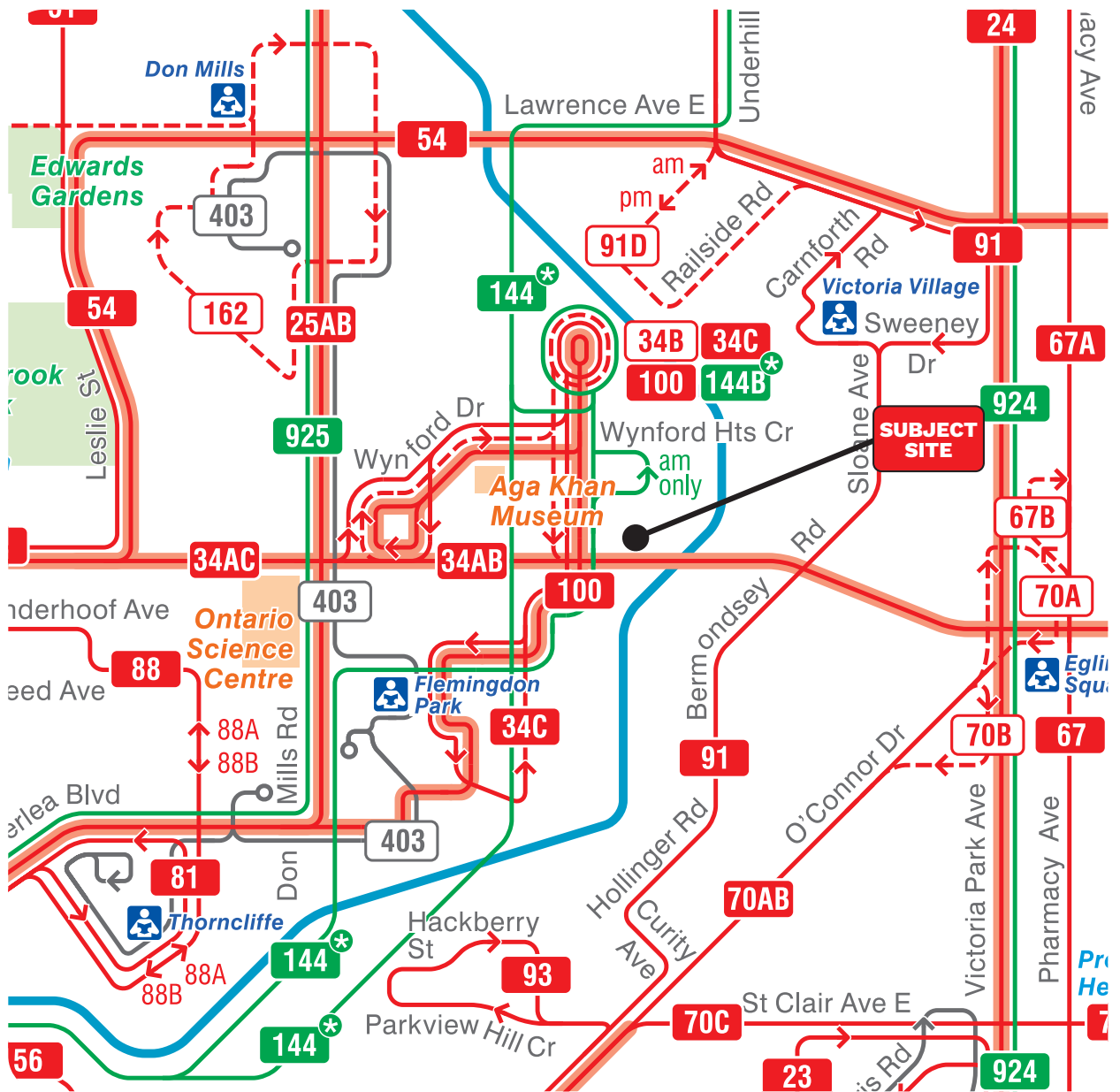


Figure 4 - Transit Map

## Express Routes

The **144 Downtown/Don Valley Express** operates between the area of Victoria Park Avenue and York Mills Road and the area of King Street West and Peter Street, including along Wynford Drive and St. Dennis Drive in the vicinity of the subject site.

**925 Don Mills Express:** The 925 Don Mills Express bus route operates between Pape Station on Line 2 Bloor-Danforth, Don Mills Station on Line 4 Sheppard, and the area of Don Mills Road and Steeles Avenue East, generally in a north-south direction. Accessible service is provided on the route. Both Don Mills Station and Pape Station are accessible subway stations. Bike racks are available on this route.

## Higher Order Transit

### Eglinton Crosstown LRT

The Eglinton-Crosstown LRT line (see **Figure 5**) is currently under construction with an anticipated completion date in 2022. The Eglinton Crosstown will operate along a 19-kilometre route between Jane Street/Black Creek Drive in the west and the Kennedy subway station in the east and will connect to the Eglinton and Eglinton West TTC subway stations as well as to several GO Transit routes, including at Kennedy, Caledonia and

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

As noted, the subject site is immediately adjacent to the planned Wynford LRT station stop at Eglinton Avenue East and Wynford Drive. The stop would be accessed via a pedestrian crossing across the westbound lanes of Eglinton Avenue at the easterly limit of the platforms, just west of Wynford Drive.

## Ontario Line

The Ontario Line was announced by the Province in April 2019 and supported by Council as of October 2019. The proposed Ontario Line is a 15.5-kilometre rapid transit line that will connect from Ontario Place to the Ontario Science Centre and will provide connections to underserved areas of the City. Fifteen stations are proposed, with numerous connections to the transit network, including TTC Lines 1, 2 and 5, multiple bus and streetcar routes, and GO Transit rail services. The most northerly station on the proposed Ontario Line is the Science Centre station at Don Mills Road and Eglinton Avenue East, approximately 1.0 kilometre from the subject site.



Figure 5 - Crosstown Map



## 2.4 East Don Trail

On June 6, 2012, City Council approved the Bikeway Trails Implementation Plan, which recommended adding 77 km of new bikeway trails to the existing network. The East Don Trail was identified as the largest and most complex priority multi-use trail project in the plan. The new multi-use trail connection will fill a significant gap in the Don Valley Trail System and a valuable connection along this trail network which extends from the north end of the city south to Lake Ontario (see **Figure 6**). It will also provide a key connection to the existing Gatineau Corridor Trail and future Meadoway.

The project is being implemented by the City of Toronto and the Toronto and Region Conservation Authority. The project is funded under the Public Transit Infrastructure Fund (PTIF) Phase 1, with the Federal Government and City of Toronto each investing \$11.25 million. Phase 2 of the project spans 1.4 kilometres from the existing East Don Trail off Wynford Heights to Wigmore Park on Elvaston Drive (Victoria Village), which is scheduled for completion in summer 2021.

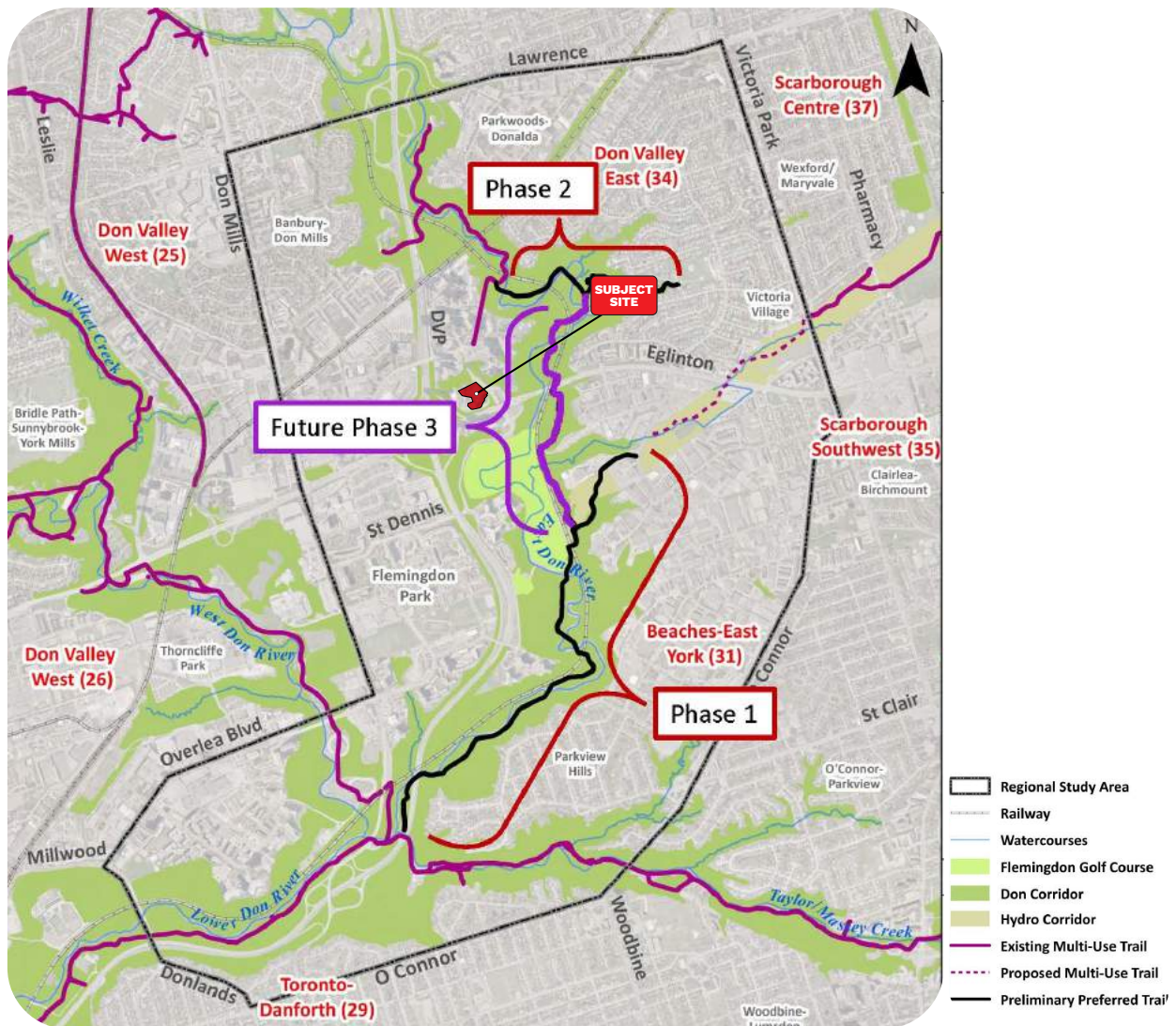


Figure 6 - Don Valley Trail System



# Proposal

### 3.1 Description of Proposal

The proposed development contemplates the redevelopment of an underutilized site located within the northwest quadrant of Wynford Drive and Eglinton Avenue East, municipally known as 175 Wynford Drive. The proposed development consists of four new high-rise towers with heights varying between 45 and 54 storeys resting on two 8-storey podiums comprised of a hotel, retail, and residential uses. A new hotel/residential tower on the site's southwest corner is proposed to replace the existing Don Valley Hotel and Conference Centre.

A new signalized intersection is proposed on Wynford Drive at the north end of the site to facilitate safer pedestrian, bicycle, and vehicular passage to and through the site.

The development would consist of a total gross floor area of 199,696 square metres, resulting in a density of 11.9 FSI. The development proposes a maximum of 189,863 square metres of residential gross floor area and a maximum of 21,000 square metres of non-residential gross floor area. A total of 2,750 residential units are proposed, including a mix of studio, one-, two- and three-bedroom units, with 4.0 square metres of indoor and outdoor amenity space per dwelling unit. A maximum of 200 hotel suites are proposed, together with 545 square metres of retail space and a proposed child care centre of approximately 250 square metres. A total of 1,375 residential occupant and visitor vehicular parking spaces are provided on six underground parking levels, in addition to 183 vehicular parking spaces associated with the hotel, retail space and proposed child care centre, for a total vehicle parking count of 1,558 parking spaces. A total of 2,757 bicycle parking spaces will be provided for the proposed development.

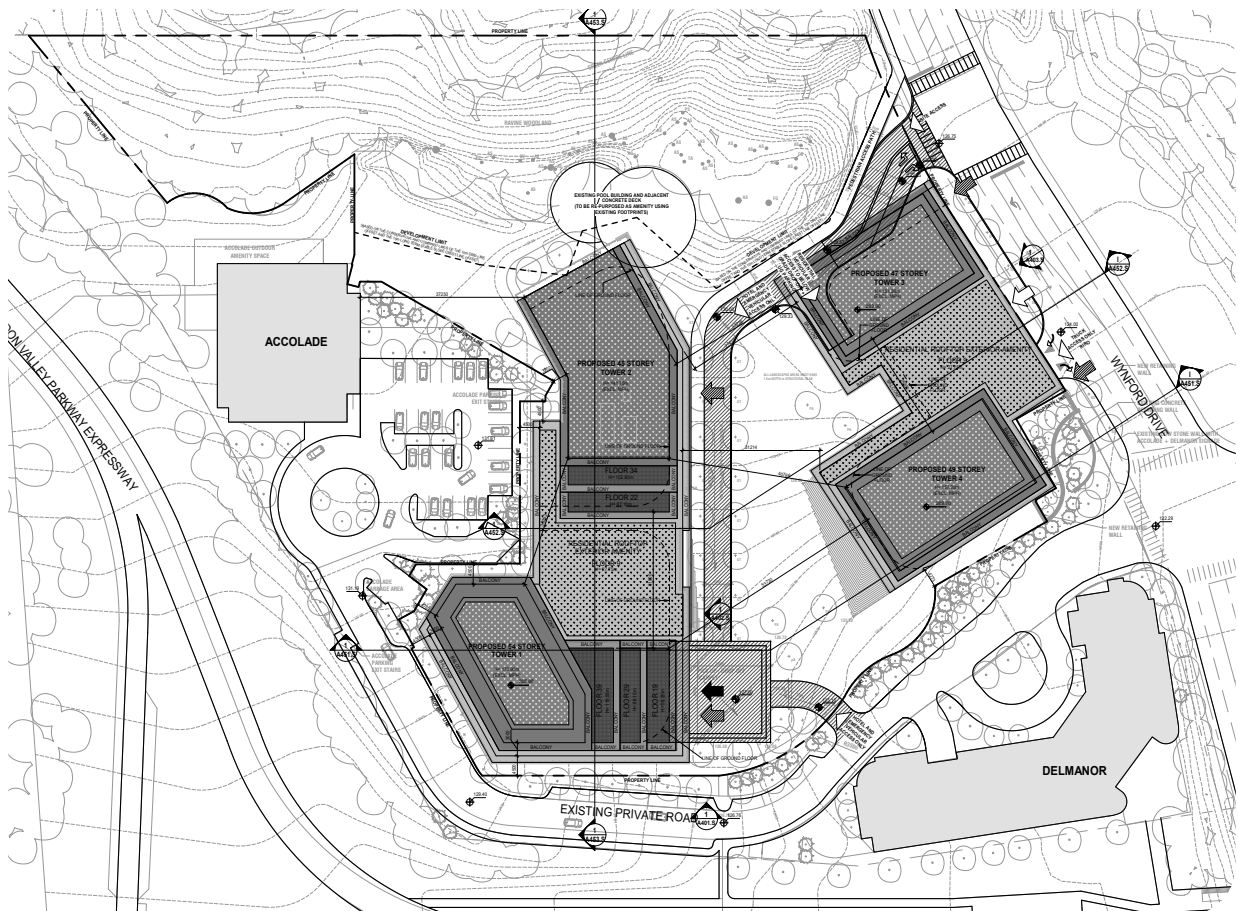


Figure 7 - Site Plan



## Site Organization

The design and placement of the proposed buildings have been carefully considered to create a site layout that achieves efficient access and circulation, while creating a harmonious fit within the existing surrounding context (see **Figure 7**).

The two tallest elements of the proposal (54 and 49 storeys, Towers 1 and 4 respectively) are located closest to Eglinton Avenue East and the Wynford stop on the Eglinton-Crosstown LRT line.

## Internal Courtyard

One of the focal points of the proposal is the large mid-block courtyard. This central courtyard (see **Figure 8**) will combine landscape elements into a publicly accessible, pedestrian-oriented public realm that is framed by the proposed base building elements and provides a connection from Wynford Drive to Eglinton Avenue East.

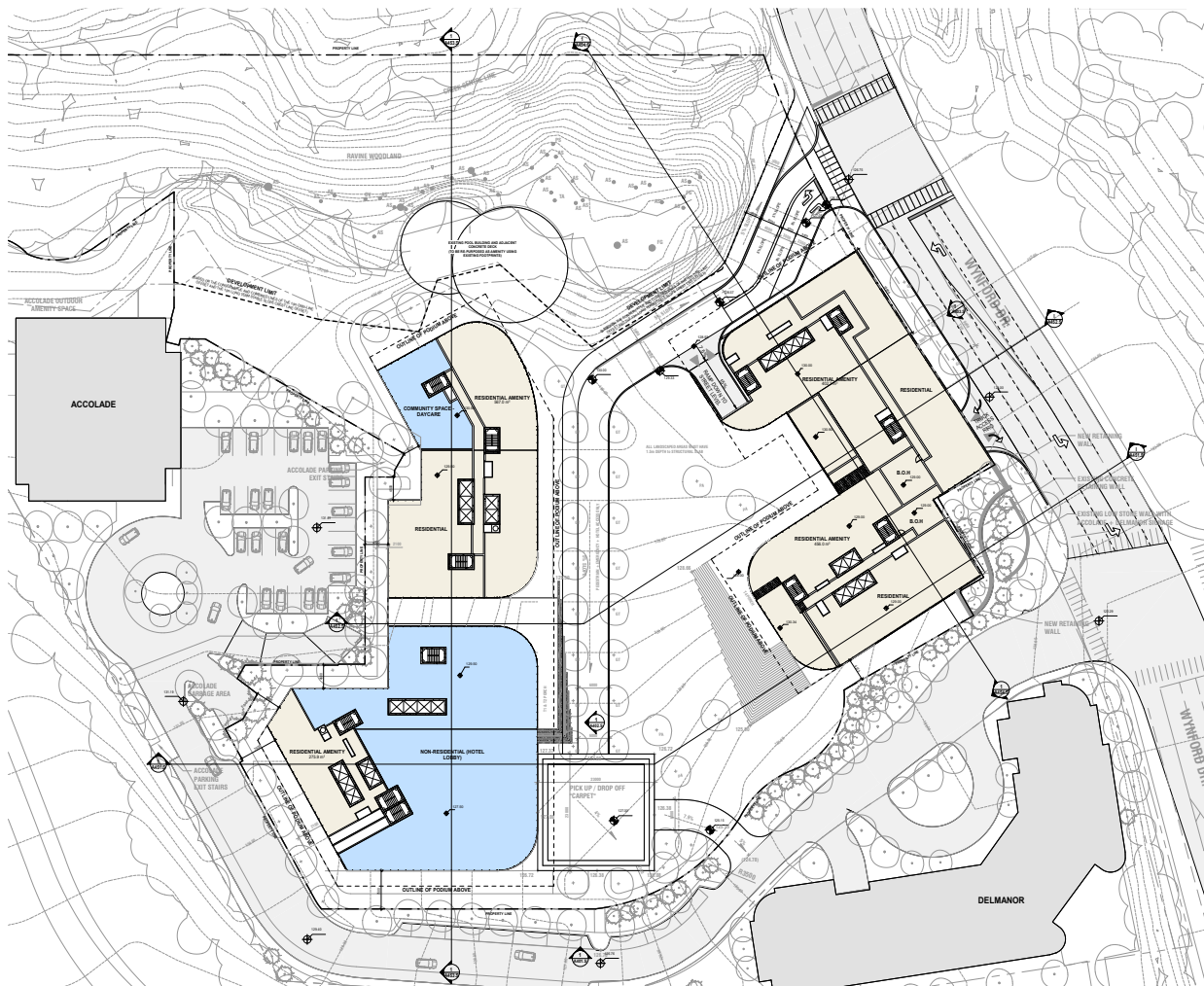


Figure 8 - Courtyard Level Floorplan

## Podiums

### Podium 1

Podium 1 is an 8-storey (26.55-metre) podium building located on the western portion of the site, along the west property line. The podium is set back a minimum of 3.2 metres from the west property line and 4.5 metres from the south property line. The ground floor and second floor of Podium 1 is 7.0 metres in height and supports various uses, including the grand entrance to the hotel lobby in the south portion (Tower 1).

The street level of Podium 1 features two large storage areas and a large area for bicycle parking. The first storage area is located at the north end of the podium, and the second storage area is V-shaped and located within the north and southwest portions of the podium. Bicycle parking is located in the southeast portion.

The courtyard level of Podium 1 is occupied by residential uses, residential amenity space and non-residential uses. Two separate residential amenity spaces are proposed, with one located at the north end, and the other within the podium's southwest end. A proposed child care centre is located in the northwest corner, while the hotel lobby occupies most of the southern end of the podium.

The 2<sup>nd</sup> level of the podium is comprised of residential and hotel uses. The north end of the podium is entirely residential, and the south end is entirely for hotel use.

Levels 3 and 4 of Podium 1 continue to see the division of residential and non-residential uses on the north and south sides. Unlike the ground level and Level 2, the podium's 3<sup>rd</sup> level cantilevers over the ground floor and Level 2, providing weather protection for the public realm. Levels 5 through 8 of Podium 1 are entirely dedicated to residential uses.

### Podium 2

Podium 2 is an 8-storey (26.55-metre) podium building located on the eastern portion of the site, with frontage on Wynford Drive. The podium has a zero setback from Wynford Drive and provides a setback of 4.5 metres from the south property line. The ground floor and second level of Podium

2 is 7.0 metres in height and supports various uses, including two retail units, a residential lobby and residential space.

The street level features a residential lobby at the podium's northernmost edge and is accessed from Wynford Drive. Adjacent to the residential lobby are two retail spaces with individual entrances and frontage on Wynford Drive. Cutting through the centre of Podium 2 is a roadway that provides truck access to the site. The south portion of the podium is devoted to residential uses.

The courtyard level of Podium 2 is occupied by residential uses, residential amenity space and a management office. The residential amenity space is located at the podium's centre adjacent to Tower 4 and extends into Tower 3. The management office is located at the centre on the podium's west side between Towers 3 and 4. Residential space is also located at the podium's centre on the east side with frontage on Wynford Drive. Levels 2 through 8 of Podium 2 are entirely dedicated to residential uses.

## Towers

The proposed development features four towers atop two podiums ranging in height from 45 to 54 storeys. Atop Podium 1, the southerly tower is referred to as Tower 1 and the northerly tower is referred to as Tower 2. Atop Podium 2, the northerly tower is referred to as Tower 3 and the southerly tower is referred to as Tower 4.

### Tower 1

The proposed 54-storey (176.60-metre) tower element sits atop Podium 1 on the southern portion and is the tallest of the four proposed buildings. It features 52,529.5 square metres of residential GFA and 9,287.5 square metres of non-residential GFA, resulting in an overall GFA of 61,817 square metres. Above the podium, the tower is stepped back approximately 3 metres. The tower will have a floorplate size of approximately 1259.8 square metres (Levels 10-18), 1,118.2 square metres (Levels 19-28), 987 square metres (Levels 29-38) and 817 square metres (Levels 39-53). Tower 1 is separated from Tower 2 by approximately 30.08 metres and from Tower 4 by approximately 55.8 metres. Tower 1 steps back from the east at each of these changes to the floorplate size (Levels 10, 19, 29 and 39).



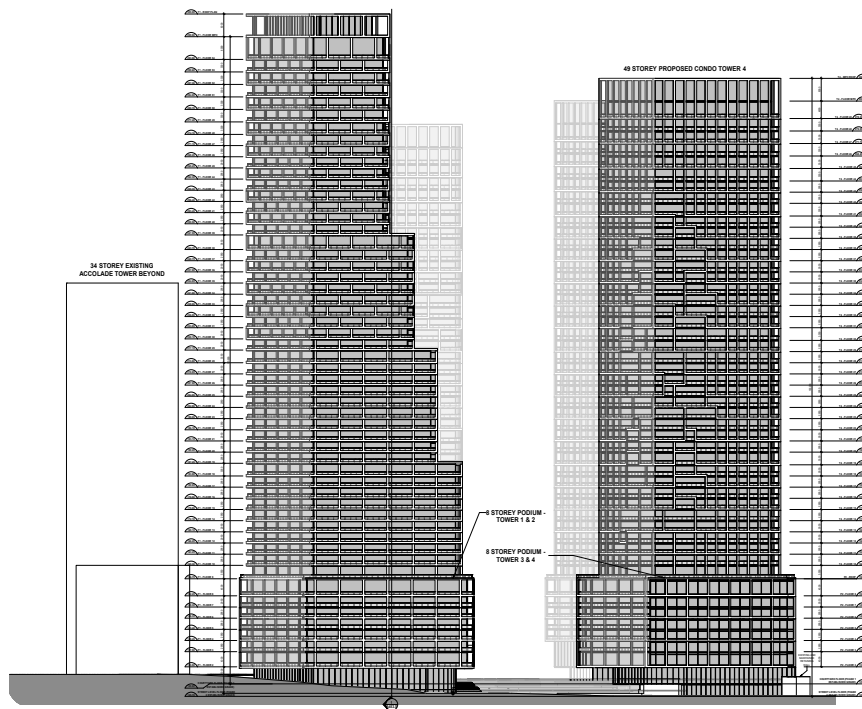


Figure 9a - South Elevation (Towers 1 and 4)

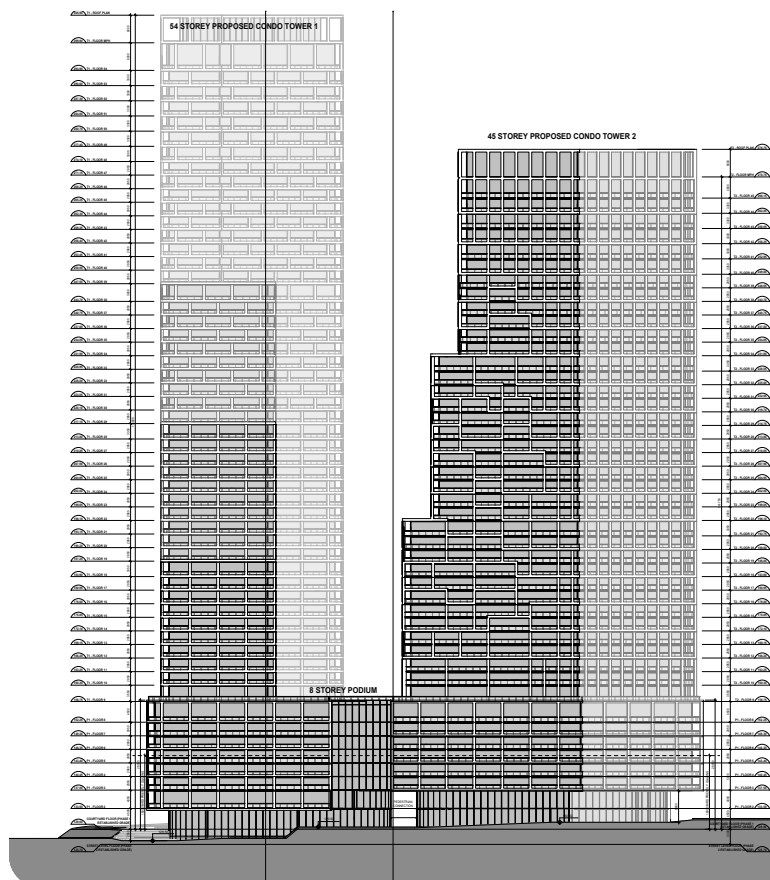


Figure 9b - East Elevation (Towers 1 and 2)

Private residential terraces will be featured on the east portion of Tower 1 on Levels 19 through 21, 29 through 33, and 39 through 54. The 54<sup>th</sup> storey of Tower 1 will feature a sky restaurant. The building roof will also feature a green roof and a private residential terrace that can be accessed by residents of Tower 1.

## Tower 2

The proposed 45-storey (141.75-metre) tower element sits atop Podium 1 on the northern portion and is the shortest of the four proposed buildings. It features 55,550.3 square metres of residential GFA and 250 square metres of non-residential GFA and would include an overall GFA of 55,800 square metres. Above the podium, the tower is set back by approximately 3 metres from the face of the podium. The tower will have a floorplate size of approximately 1316 square metres (Levels 10-21), 1,117 square metres (Levels 22-33) and 1,036 square metres (Levels 34-45) and is separated from Tower 1 by approximately 30.08 metres and from Tower 3 by approximately 33.27 metres.

Tower 2 steps back to the south (Tower 1) at each of these changes in floorplate size (at Levels 10, 22 and 34). Private residential terraces will be featured on the south face of Tower 2 on Levels 22 through 28 and 34 through 38.

The building roof will also feature a green roof and a private residential terrace that borders the eastern frontage of the tower and can be accessed by residents of Tower 2.

## Tower 3

The proposed 47-storey (151.30-metre) tower element sits atop the north portion of Podium 2 and is the second shortest of the four proposed buildings. It features 39,046 square metres of GFA, comprised of 38,501 square metres of residential GFA and 545 square metres of non-residential GFA. Above the podium, the tower is stepped back approximately 3 metres from the face of the podium along Wynford Drive. The tower will have a floorplate size of approximately 750 square metres and is separated from Tower 2 by approximately 30.08 metres and from Tower 4 by approximately 25 metres.

Tower 3 does not feature any stepbacks and does not provide residential terraces for individual units. The building roof will feature a green roof and a private residential terrace that borders the floorplate of the tower and can be accessed by residents of Tower 3.

## Tower 4

The proposed 49-storey (157.2-metre) tower element sits atop southern portion of Podium 2 and is the second tallest of the four proposed buildings. It features 45,452 square metres of residential GFA, and no non-residential GFA. Above the podium, the tower is stepped back approximately 3 metres from the east and south faces of the podium. The tower will have a floorplate size of approximately 835 square metres and is separated from Tower 3 by approximately 25 metres, and from Tower 1 by approximately 55.58 metres.

Tower 4 does not feature any stepbacks and does not provide residential terraces for individual units. Similar to Tower 3, the building roof will feature a green roof that will provide a private residential terrace that borders the floorplate of the tower and can be accessed by residents of Tower 4 See **(Figure 9a-c)**.

## Unit Mix

The proposed development will consist of 2,750 residential units across the four towers and two podiums. The total unit breakdown consists of 138 studio units (5 percent), 1,869 one-bedroom units (68 percent), 467 two-bedroom units (17 percent) and 276 three-bedroom units (10 percent). A further breakdown of residential units for each building is provided below.

Podium 1 and Tower 1 will have a total of 930 residential units, consisting of 47 studio units, 632 one-bedroom units, 158 two-bedroom units, and 93 three-bedroom units. In addition to the residential units, the podium 1 will also feature 125 hotel suites with capacity to increase to a maximum of 200 hotel suites.

- Podium 1 and Tower 2 will have a total of 686 residential units, consisting of 34 studio units, 466 one-bedroom units, 117 two-bedroom units, and 69 three-bedroom units.

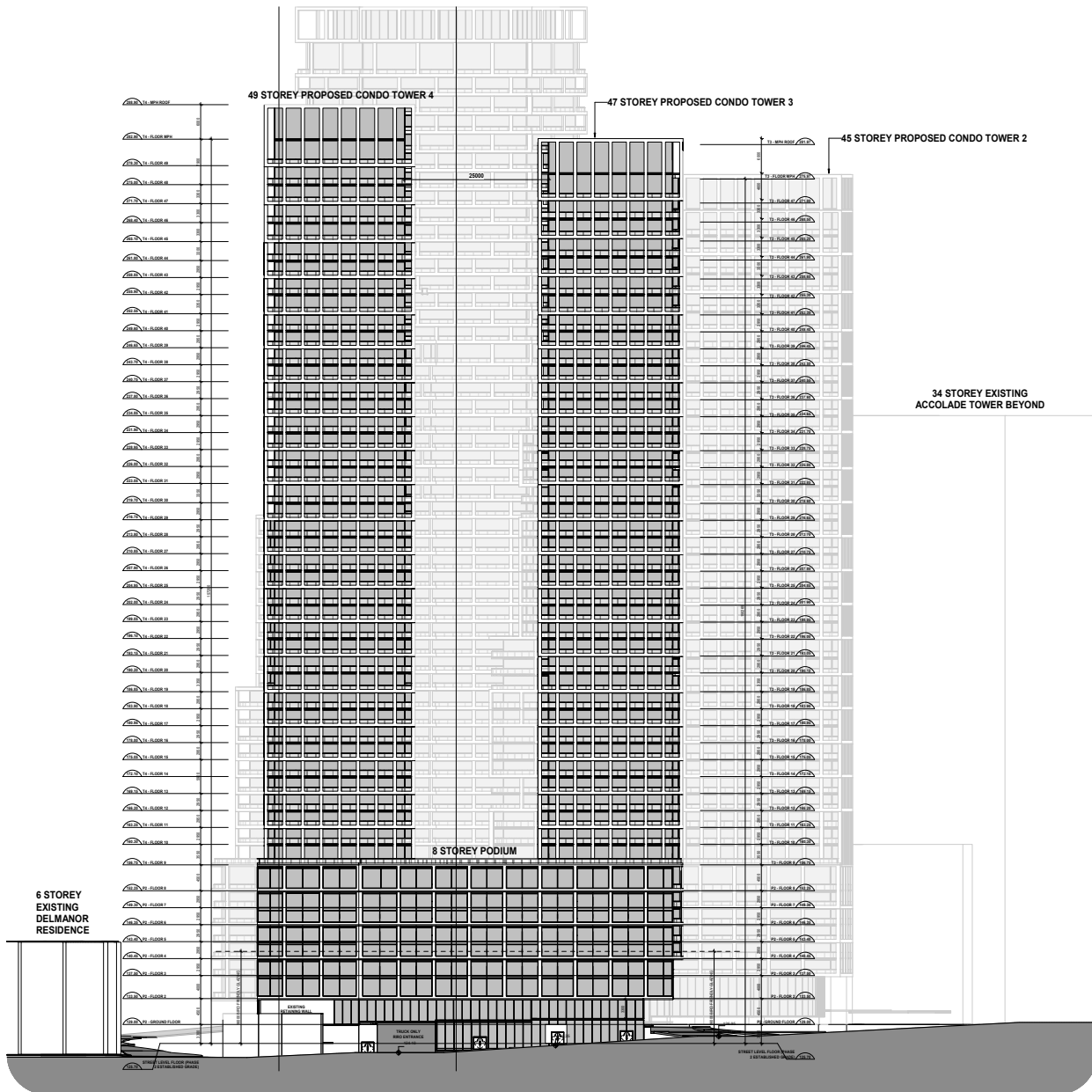


Figure 9c - East Elevation (Towers 3 and 4)

- Podium 2 and Tower 3 will have a total of 538 residential units, consisting of 27 studio units, 366 one-bedroom units, 91 two-bedroom units, and 54 three-bedroom units.
- Podium 2 and Tower 4 will have a total of 596 residential units, consisting of 30 studio units, 405 one-bedroom units, 101 two-bedroom units, and 60 three-bedroom units.

The proposal satisfies the unit mix set out in the Growing Up Guidelines, which recommend that 10 percent of the units be three-bedroom and 15 percent be two-bedroom.

## Access, Parking and Loading

### Access

Vehicular access will continue to be provided from Wynford Drive via one existing curb cut and one new curb cut. The existing curb cut, located at the northeast corner of the site frontage along Wynford Drive, will provide access to the courtyard level and to the underground parking garage. The new curb cut will be located in the middle of Podium 2 and will provide access to the underground parking garage, connecting to the northeast access underground. Both access points will lead to an underground drop-off area that allows access to all four towers.

The existing private road to the south of the subject site will provide access to the hotel for pick-up and drop-off.

### Parking

A total of 1,558 vehicular parking spaces are proposed to service the subject site. Of these spaces, 1,406 are located within six underground parking levels, 59 are surface parking spaces and 91 are located on Level A of the existing Accolade underground parking structure.

Vehicular parking has been divided to accommodate the residential occupants and visitors and hotel guests. There are 1,375 vehicular parking spaces in the underground parking garage for the residential occupants and visitors. For the hotel, 176 vehicular parking spaces would be provided, divided between the surface level (59 spaces), Level 1 of the underground parking garage (26 spaces) and the Accolade underground parking structure (91 spaces). For the retail and proposed child care centre, 7 vehicular parking spaces would be provided on the drop-off level.

### Bicycle Parking

A total of 2,757 bicycle parking spaces are proposed, including 2,475 long-term residential spaces and 275 short-term residential spaces, 5 long-term retail spaces and 2 short-term retail spaces. These spaces will be located throughout the site on the drop-off level and the street level. On the drop-off level, bicycle parking will be located at three separate locations, including: the southwest portion of Podium 1, the northeast portion of Podium 2, fronting onto Wynford Drive, and adjacent to the retail units. On the street level, bicycle parking will be located within the southeast corner of Podium 1. No bicycle parking spaces are located within the underground parking garage.

### Loading

With respect to loading, the proposed development includes 11 loading spaces, all located at grade. Two Type 'G' and three Type 'B' loading spaces are located at grade between Towers 1 and 2. One Type 'G' and one Type 'C' loading spaces are enclosed within Podium 2 at the southwest corner of Tower 3. Finally, one Type 'G' and one Type 'C' loading spaces are located at the western frontage of Tower 4.

### Amenity Space

The proposal will include private indoor and outdoor amenity space for each building. The proposal will provide a total of 5,500 square metres of indoor and 5,500 square metres of outdoor amenity space. Based on the foregoing, residential units in the proposed development, not including the hotel suites, will be provided with two square metres of indoor amenity space per unit and two square metres of outdoor amenity space per unit.

Amenity space will be located on at the Courtyard Level and 9th Level, above Podium 1 and 2. A breakdown of amenity space is provided below in Table 1. As identified on the Courtyard Level Floor Plan, Tower 1 will feature 600.2 square metres of indoor amenity space at the building's southwest corner. Tower 2 will feature 55.3 square metres of indoor amenity space located at the building's northeast corner. Adjacent to the proposed amenity space, in the northwest corner of Tower 2, is a proposed child care centre.



Towers 3 and 4 will have 326 square metres and 357 square metres, respectively, of indoor amenity space. The amenity space is located between Towers 3 and 4.

On Level 9 of each block, the buildings transition from the podium to the tower, which facilitates the provision of indoor and outdoor amenity space. The rooftop of the 8-storey base element between Towers 1 and 2 is proposed as outdoor amenity space. Similarly, for Towers 3 and 4, outdoor amenity space is proposed on the 8-storey base element's rooftop. Indoor amenity space is provided on the 9<sup>th</sup> floor of each tower.

Private balconies and terraces provide additional outdoor space for select residential units.

In keeping with the Growing Up Guidelines and Pet-Friendly Design Guidelines, it is intended that these spaces will support a variety of age groups and activities, as well as facilities to support pets and their owners. The proposed amenity uses will be further refined throughout the application process.

## Landscaping

The landscape plan proposes to enhance the subject site through tree planting and sod. The landscaping consists of a double row of trees along the newly proposed residential access road, a single row of trees on the west side of Wynford Drive and a single row of trees along the western property line. The area surrounding the building will be interspersed with sod and shade trees.

**Table 2 - Amenity Space**

	Tower 1		Tower 2		Tower 3		Tower 4	
	<i>Indoor</i>	<i>Outdoor</i>	<i>Indoor</i>	<i>Outdoor</i>	<i>Indoor</i>	<i>Outdoor</i>	<i>Indoor</i>	<i>Outdoor</i>
Courtyard Level	600.2	1,433	55.3	945	326	663	357	779
9 <sup>th</sup> Floor	1,259.8	427	1,316.7	427	750	413	835	413

## 3.2 Key Site Statistics

Statistic	Proposed			
	Tower 1	Tower 2	Tower 3	Tower 4
<b>Gross Floor Area</b>				
Residential GFA	61,817 sq.m	55,800 sq.m	38,969sq.m	43,452 sq.m
Non-Residential GFA	52,529.5 sq.m	55,550.3 sq.m	38,424 sq.m	43,453 sq.m
	9,287.5 sq.m	250.0 sq.m	545 sq.m	0 sq.m
<b>Height</b>				
Storeys	54 storeys	45 storeys	47 storeys	49 storeys
Metres	170.9 metres	141.75 metres	151.30 metres	157.20 metres
<b>Dwelling Units</b>	930 Units	686 Units	538 Units	596 Units
Studio Units	47 units	34 units	27 units	30 units
One-Bedroom Units	632 units	466 units	366 units	405 units
Two-Bedroom Units	158 units	117 units	91 units	101 units
Three-Bedrooms Units	93 units	69 units	54 units	60 units
<b>Amenity Space</b>	3,720 sq.m	2,744 sq.m	2,152 sq.m	2,384 sq.m
Indoor	1,860 sq.m	1,372 sq.m	1,076 sq.m	1,192 sq.m
Outdoor	1,860 sq.m	1,372 sq.m	1,076 sq.m	1,192 sq.m

Statistic	Proposed
<b>Site Area</b>	16,780 sq.m.
<b>Gross Floor Area</b>	<b>199,696 sq.m</b>
Maximum Residential GFA	189,863 sq.m
Maximum Non-Residential GFA	21,000 sq.m
<b>Floor Space Index (FSI)</b>	11.9 FSI
<b>Dwelling Units</b>	<b>2,750 units</b>
Studio Units	138 units
One-Bedroom Units	1,869 units
Two-Bedroom Units	467 units
Three-Bedrooms Units	276 units
<b>Amenity Space</b>	<b>11,000 sq.m</b>
Indoor	5,500 sq.m
Outdoor	5,500 sq.m
<b>Car Parking Spaces</b>	<b>1,558 spaces</b>
Resident	1,375 spaces
Hotel	176 spaces
Retail	6 spaces
Daycare	1 space
<b>Bicycle Parking Spaces</b>	<b>2,757 spaces</b>
Residential Short-Term	275 spaces
Residential Long-Term	2,475 spaces
Retail Short-Term	2 spaces
Retail Long-Term	5 spaces
<b>Loading</b>	<b>11 spaces</b>
Type 'G'	4 spaces
Type 'C'	4 spaces
Type 'B'	3 spaces

### 3.3 Planning History

As noted in Section 2.1 above, the subject site was formerly part of a larger ownership which also included the sites of the Accolade residential and Delmanor Wynford retirement residence. The combined ownership had a total area of 35,990 square metres and was municipally known as 1250 Eglinton Avenue East.

On April 24, 2007, City Council enacted a site-specific amendment to the former City of North York Zoning By-law 7625 (By-law 365-2007), permitting the development of a 31,367 square metre residential building (Accolade) and an 11,097 square metre retirement residence (Delmanor Wynford) in addition to the existing 20,893 square metre hotel (Don Valley Hotel and Conference Centre). By-law 365-2007 includes site-specific zoning provisions related to the permitted uses and performance standards for the apartment building, retirement residence and hotel.

On February 4, 2016, City Council enacted a further site specific amendment (By-law 112-2016) to the former City of North York Zoning By-law 7625, as amended by By-law 365-2007, with respect to the lands municipally known as 175 Wynford Drive (the subject site), 181 Wynford Drive (the Accolades residential condominium) and 187 Wynford Drive (Delmanor Wynford Retirement Residence).

By-law 122-2016 permits the conversion of the 18,550 square metre hotel to apartment dwelling units or retirement residence living units and the development of two new residential buildings of 30 and 36 storeys in height, with 24,550 square metres and 29,800 square metres of gross floor area, respectively, in place of the existing conference centre wing.

A detailed description of the existing zoning provisions applicable to the site is included in Section 4.5 of this report.

### 3.4 Required Approvals

In our opinion, the proposed development conforms with the City of Toronto Official Plan and, in particular, is permitted by the applicable *MixedUse Areas* designation. Accordingly, an Official Plan Amendment is not required in order to permit the proposed development.

The proposal requires amendments to both the former City of North York Zoning By-law 7625, as amended, and the new City-wide Zoning By-law 569-2013, as amended, in order to permit an increase in height and density, as well as to amend other zoning provisions as necessary to reflect the proposed development.





# Policy & Regulatory Context

## 4.1 Overview

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

## 2.2 Provincial Policy Statement (2020)

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

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

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

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

*"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of*

*development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region.'*

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

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

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify and promote opportunities for transit-supportive development, accommodating a significant supply and range of options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

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

Policy 1.3.1 states that planning authorities shall promote economic development and

competitiveness by, among other approaches, providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs. It also encourages compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

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

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

Policy 1.7.1 of the 2020 PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well-designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced

greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is "the most important vehicle for implementation of this Provincial Policy Statement", it goes on to say that "the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan". Accordingly, the above-noted 2020 PPS policies continue to be relevant and determinative.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposed development and, in particular, the requested Zoning By-law Amendment are consistent with the 2020 PPS, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

### **4.3 Growth Plan for the Greater Golden Horseshoe (2019)**

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

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



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

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to "optimize" the use of the land supply and infrastructure. The Growth Plan (2019) includes additional detail about the objectives of a "complete community" and promoting transit-supportive development in "strategic growth areas", including "major transit station areas".

Similar to the 2020 PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. As noted in Section 2.1 of the Plan:

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

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."*

The subject site is within a "strategic growth area" as defined by the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

The subject site is located within a "major transit station area" as defined by the Growth Plan. In this regard, the definition of a "major transit station area" is "the area including and around any existing or planned higher order transit station within a settlement area ... 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." In turn, "higher order transit" is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

The subject site is located within approximately 75 metres (130 metres walking distance, representing a two-minute walk) of the entrance to the Wynford stop on the Eglinton-Crosstown LRT line, which is currently under construction. Accordingly, although the City of Toronto has not yet completed its 2019 Growth Plan conformity exercise, it is our opinion that the subject site is clearly within a "major transit station area".

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage forecasted growth to the horizon of this Plan 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.

With respect to forecasted growth, Schedule 3 of the Growth Plan, as amended by Growth Plan Amendment No. 1, forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. The 2016 Census data indicates that population growth in Toronto is continuing to fall short of the past and updated Growth Plan forecasts. The City's population growth from 2001 to the 2016 population of 2,822,902 (adjusted for net Census undercoverage) represents only 73.2% of the growth that would be necessary on an annualized basis to achieve the population forecast of 3,650,000 by 2051.

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

Policy 2.2.2(3) requires municipalities to develop an intensification strategy, to be implemented through their official plans and other supporting documents, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Growth Plan includes a number of policies applying to "major transit station areas". In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 will be identified in official plans and that planning will be prioritized for "major transit station areas" on "priority transit corridors" or subway lines, including "zoning in a manner that implements the policies of this Plan". In this regard, Schedule 5 identifies the Eglinton-Crosstown LRT line as "priority transit corridor".

Policy 2.2.4(2) requires the City of Toronto to delineate the boundaries of "major transit station areas" on priority transit corridors or subway lines "in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis).

Policy 2.2.4(3)(b) goes on to require that "major transit station areas" on light rail transit lines be planned for a minimum density target of 160 residents and jobs combined per hectare. Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

Policy 2.2.4(9) provides that within all major transit station areas, development will be supported, where appropriate by planning for a diverse mix of uses to support existing and planned transit service levels; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built forms that would adversely affect the achievement of transit-supportive densities.

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) directs municipalities to develop housing strategies that support housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities and establishing targets for affordable ownership housing and rental housing. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by planning to accommodate forecasted growth and

achieve the minimum intensification and density targets, considering the range and mix of housing options, and planning to diversify overall housing stock across the municipality.

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

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

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

Policy 4.2.10(1) requires that municipalities develop policies within their official plans that will reduce greenhouse gas emissions and address climate change adaptation goals. Such policies should support the achievement of complete communities as well as the minimum intensification and density targets in the

Growth Plan, seek to reduce dependence on the automobile and support existing and planned transit and active transportation systems. 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, green infrastructure and low impact development.

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

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposed development, and more particularly, the requested Zoning By-law Amendment, conforms with the 2019 Growth Plan and, in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in "strategic growth areas", including "major transit station areas".

## **4.4 Regional Transportation Plan**

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

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

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



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

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs. In this regard, the subject site forms part of the Wynford "major transit station area" on the Eglinton Crosstown LRT line.

With respect to Strategy 1, the RTP indicates that the Eglinton Crosstown LRT and other LRT, BRT and subway projects will be the foundation of the future Frequent Rapid Transit Network, together with GO RER. With respect to Strategy 4, the 2041 RTP identifies several strategies to integrate transportation and land use planning, including:

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

A key component of Strategy 4 is creating a system of connected mobility hubs and major transit station areas. As identified in the 2041 RTP and defined in the Growth Plan, major transit station areas are an important planning concept. They intended to create important transit network connections and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

## 4.5 Toronto Official Plan

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

### Growth Management Policies

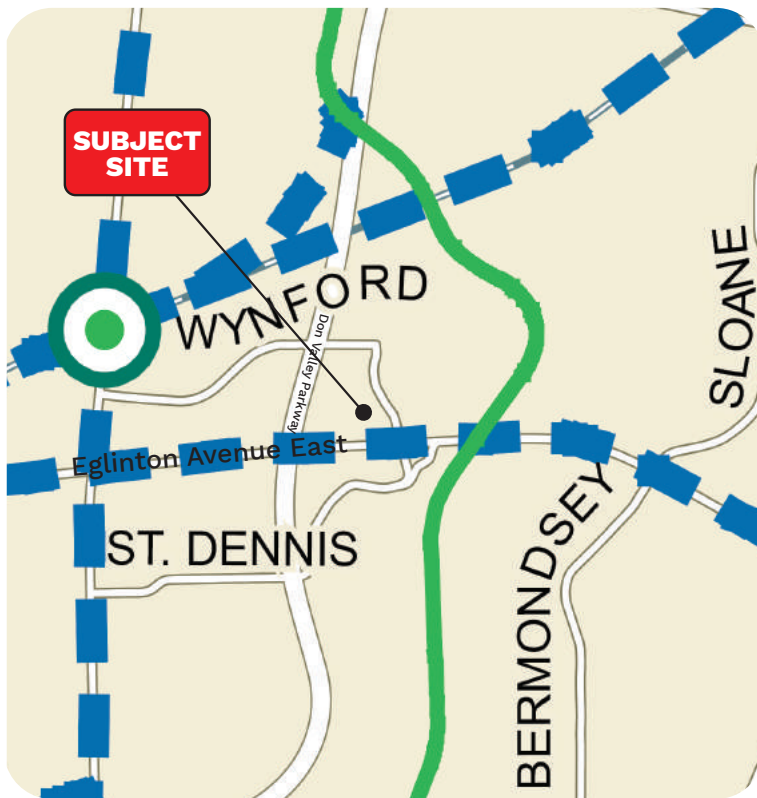
Chapter 2 (Shaping the City) outlines the growth management strategy. It recognizes that:

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

To that end, Policy 2.1(3), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that the 3.19 million population figure is neither a target nor a maximum; it is a minimum:

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

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



## Higher Order Transit Corridors Legend

### Existing

—●— TTC Subway and LRT Lines

—●— GO Rail Lines

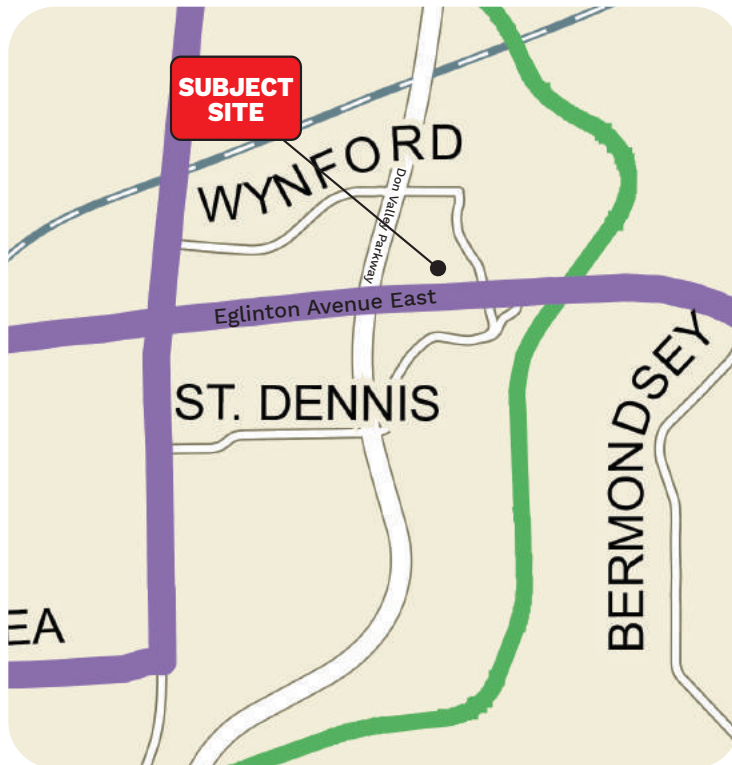
### Expansion Elements

--- Transit Corridors

● GO/TTC Interchange GO

—●— Rail Station

Figure 10 - Higher Order Transit Corridor Map - 4



## Surface Transit Priority Network Legend

Existing

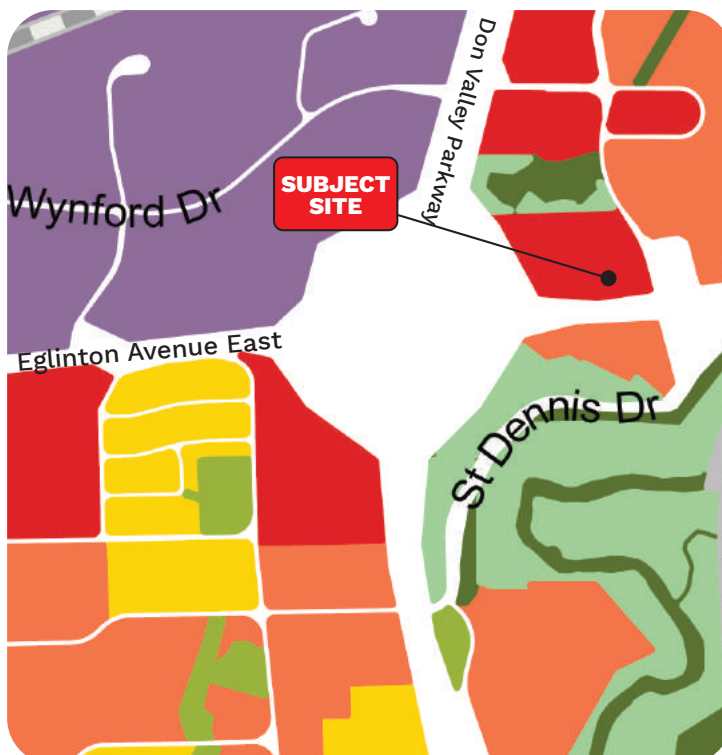
- TTC Subway and LRT Lines
- GO Rail Lines

Expansion Elements

- Transit Priority Segments



Figure 11 - Surface Transit Priority Network - Map 5



## 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 12 - Land Use Plan - Map 20



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

Policy 2.2(1) states that "this Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure".

The introductory text in Section 2.4 "Bringing the City Together: A Progressive Agenda of Transportation Change", notes that:

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

In this regard, the Official Plan identifies this portion of Eglinton Avenue as an "Expansion Element – Transit Corridor" on Map 4 – Higher Order Transit Corridors (see **Figure 10**) and as a "Transit Priority Segment" on Map 5 – Surface Priority Network (see **Figure 11**).

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

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

## Land Use Designation Policies

The subject site is predominantly designated *Mixed Use Areas* on Map 20 (Land Use Plan) of the Official Plan (see **Figure 12**). The northerly edge of the subject site is designated *Natural Areas* and *Other Open Space Areas*.

Lands further north, between Wynford Drive/Concorde Place the Don Valley Parkway, are also designated *Mixed Use Areas*, while lands to the east of Wynford Drive/Concorde Place are designated *Apartment Neighbourhoods*, as are the lands on the south side of Eglinton Avenue East opposite the subject site (the Palisades Condos site). To the west of the Don Valley Parkway and north of Eglinton Avenue, the lands are designated *General Employment Areas*.

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

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

- locate and mass new buildings to provide a transition between areas of different development intensity and scale as necessary to achieve the objectives of the Plan, through means such as

providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;

- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets parks and open spaces;
- provide an attractive, comfortable and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;
- take advantage of nearby transit services;
- provide indoor and outdoor recreation space for building residents;
- provide good site access and circulation and an adequate supply of parking for residents and visitors; and
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residents.

The *Natural Areas and Other Open Space Areas* designations apply to the ravine located along the north edge of the subject site. Policy 4.3(3) provides that *Natural Areas* will be maintained primarily in a natural state, while allowing for compatible recreational, cultural and educational uses and facilities and conservation projects. Policy 4.3(5) provide that Other Open Space Areas on Maps 13-23 will be used primarily for golf courses, cemeteries, and open spaces associated with utilities and other specialized uses and facilities.

## Built Form Policies

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

In putting forward policies to guide built form, the Official Plan notes that developments must

be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its facades fit within the existing and/or planned context of the neighbourhood and the City.

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context. Relevant criteria include:

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

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

- using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.2(3) sets out policies to ensure that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for

the purpose of achieving the objectives of the Plan;

- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

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

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

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

Policy 3.1.2(6) provides that each resident of a “significant new multi-unit residential development” will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

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

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

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

## **Housing Policies**

The Plan’s housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within *Neighbourhoods*, to meet the current and future needs of residents (Policy 3.2.1(1)). Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

## **Natural Heritage Policies**

The ravine area along the north edge of the subject site is identified as part of the Natural Heritage System on Map 9 – Natural Heritage System, as are the lands located along the east side of Wynford Drive opposite the site. Policy 3.4(9) provides that development is generally not permitted in the natural heritage system illustrated on Map 9. Where the underlying land use designation provides for development in or near the natural heritage system, development is required to recognize natural heritage values and potential impacts on the natural ecosystem “as much as is reasonable in the context of other objectives for the area” and to minimize adverse impacts and when possible, restore and enhance the natural heritage system.



## Implementation Policies

Policy 5.3.2(1) provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the guidelines discussed in Section 4.7 below.

## 4.6 Zoning

The in-force Zoning By-law applying to the subject site is By-law 569-2103, as amended. By-law 569-2013 was enacted by City Council on May 9, 2013 but was appealed to the Ontario Municipal Board (now, the Local Planning Appeal Tribunal) in its entirety. Substantial portions of the by-law have now been approved by the LPAT and are in full force and effect. For portions of the by-law that have not yet been approved, By-law 7625, as amended, of the former City of North York remains in force.

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

The subject site is zoned RA (x7) by By-law 569-2013, with the exception of the ravine lands along the north edge of the site which are zoned ON. The RA (Residential Apartment) zone permits residential uses in the form of dwelling units in an apartment building, together with a limited range of institutional and commercial uses, including nursing homes, retirement homes, community centres, libraries, fire stations and police stations, as well as small retail stores within apartment buildings, subject to conditions. The ON (Open Space – Natural) zone permits a limited range of uses, including parks, public utilities, agricultural uses and educational uses associated with a park or an agricultural use (See **Figure 13**).

Exception RA7 provides that site-specific Zoning By-law 112-2016 will prevail. By-law 112-2016, which is an amendment to North York Zoning By-law 7625, is described in detail below.

## Former City of North York Zoning By-law 7625

The subject site is zoned RM6(163)(H) by the former City of North York By-law No. 7625, as amended, with the exception of the ravine lands along the north edge of the site, which are zoned O1(36).

The RM6(163) provisions applying to the subject site were amended by By-law 112-2016, adopted on February 4, 2016. Formerly, the RM6(163) zone had been introduced by By-law 365-2007, which applied to the subject site as well as to the Accolade and Delmanor site. By-law 112-2016 retained certain of the RM6(163) provisions which applied solely to the Accolade and Delmanor sites, but amended a number of the provisions that apply to all three sites collectively and introduced a number of provisions that apply to the subject site alone (See **Figures 14-15**).

Permitted uses in accordance with the applicable RM6(163) zoning include apartment house dwellings, a retirement residence and a hotel. The zoning permits three buildings on the subject site (the northerly portion of the Don Valley Hotel building, which was to be retained, and two new buildings of 30 and 36 storeys), as well as the existing Accolade and Delmanor buildings, identified as follows:

Building A (Accolade) – Apartment House Dwelling

Building B (Delmanor) – Retirement Residence

Building C (Don Valley Hotel) – Hotel and/or Apartment House Dwelling or Retirement Residence

Building D (new) – Apartment House Dwelling

Building E (new) – Apartment House Dwelling

Building D, the new 36-storey building, is permitted within the southerly portion of the site, in the general location of the existing convention centre building. Building E, the new 30-storey building, is permitted within the easterly portion of the site, in the general location of the existing surface parking lot.

Requirements outlined in the by-law for each building are included in the table below.

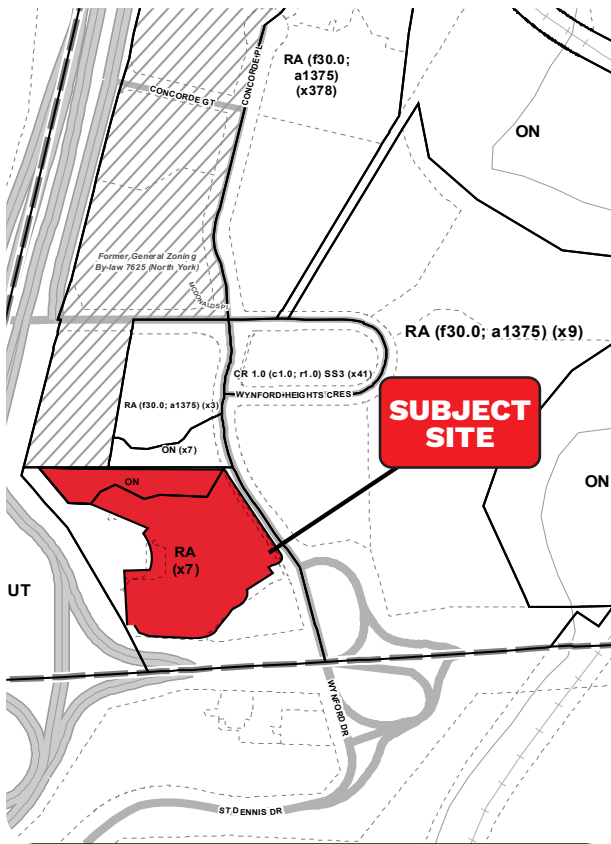


Figure 13 - 569-2013 Zoning Map



Figure 14 - 112-2016 Height Map

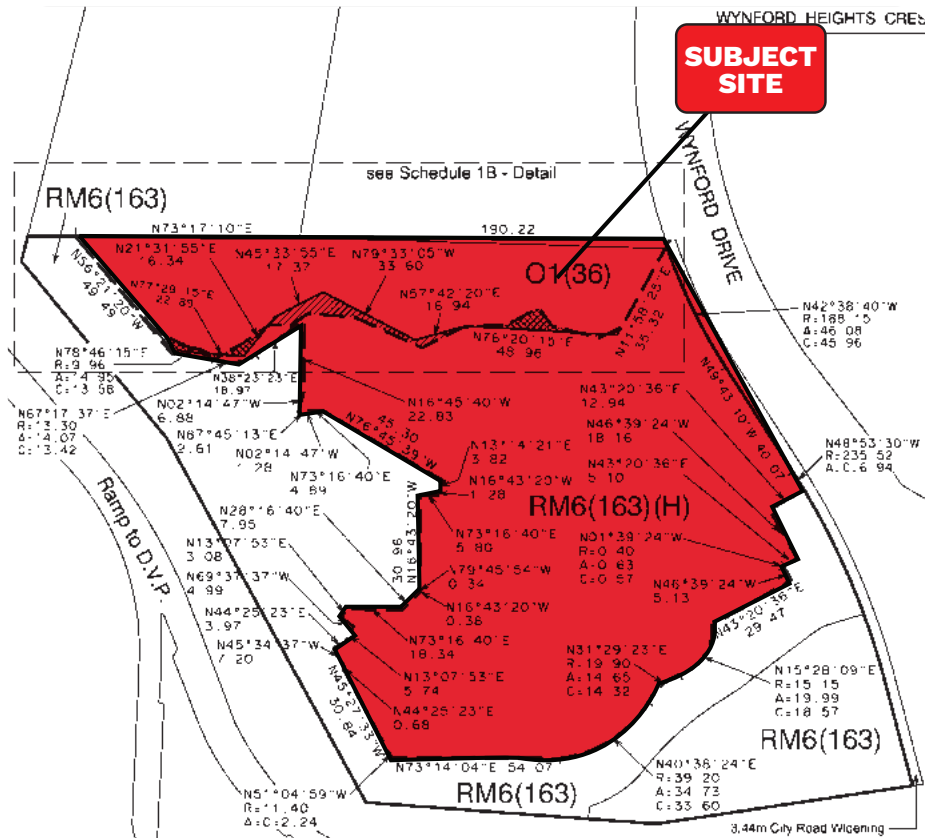


Figure 15 - 112 - 2016 Zoning Map

	Building A	Building B	Building C	Building D	Building E	TOTAL
Gross Floor Area (sq.m.)	31,482	10,899	18,550	29,800	24,550	115,281
Dwelling Units	328	-	-	380	320	1,028
Hotel Dwelling Units	-	-	353	-	-	353
Retirement Residence	-	120	-	-	-	120
Recreational Amenity Area - Indoor	506	826	880	1,442		3,654
Recreational Amenity Area - Outdoor	-	-	853	1,410		2,263
Vehicular Parking - Residential	1.35-0.25=1.1	0.5-0.25=0.25	*See note below	See table below		
Vehicular Parking - Visitor	0.25	0.25		See table below		
Height	34 storeys (107m)	6 storeys (21m)	6 storeys (18.7m)	36 storeys (113m)	30 storeys (98m)	-

\* Hotel and associated hotel uses require a minimum parking rate of 0.54 spaces per room provided for renting as a dwelling. A minimum parking rate of 0.3 spaces per living unit for a Retirement Residence is required.

In addition to the parking provisions identified in the table above, parking for Buildings 'C', 'D', and 'E' must be provided and maintained with the following minimum standards:

<i>Bachelor Units (up to 45 square metres)</i>	0.8 spaces per unit
<i>Bachelor Units (more than 45 square metres)</i>	1.0 spaces per unit
<i>1-Bedroom Units</i>	0.9 spaces per unit
<i>2-Bedroom Units</i>	1.0 spaces per unit
<i>3+ Bedroom Units</i>	1.2 spaces per unit
<i>Visitor Spaces</i>	0.2 spaces per unit

The (H) Holding provisions apply only to Buildings C, D and E (i.e. the subject site). They limit the permitted uses to those uses and buildings that existed on the site as of November 10, 2015 until such time as the (H) symbol has been removed. An amending by-law to remove the (H) symbol shall be enacted by City Council when the following conditions have been fulfilled to the satisfaction of Council:

- The Owner is required to make satisfactory arrangements for managing ground water on the site, and if required, enter into a Discharge Agreement, all to the satisfaction of the Executive Director, Engineering and Construction Services; and
- The Owner is required to submit a complete site plan application and the Owner is required to enter into a Site Plan Agreement with the City under Section 114 of the City of Toronto Act.

The O1(36) zoning provides that no buildings or structures are permitted, and that landscaped open space is the only permitted use.

By-law 112-2016 further provides that, in connection with the development of Buildings D and E, a financial contribution is required under Section 37 funding of the Planning Act, to be paid at the time of an above-grade building permit in the amount of \$900,000 (indexed), to be used toward the provision of a community facility in the vicinity of the development. The Section 37 provisions also allow the contribution to be redirected for another purpose after 3 years i.e. after February 4, 2019.

- The Section 37 provisions also secure the following matters as a legal convenience:
- The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard.
- The Owner shall provide pathway improvements on site and public access/connections into the Open Space Area abutting the site along the top of bank to the north from Wynford Drive.
- The Owner shall provide an outdoor recreation area for the use of young children having a minimum area of 80 square metres, which is of high quality design and of durable materials.
- The Owner shall provide reciprocal access to all residents at 175 Wynford Drive within the existing 6 storey building and the proposed new 30 and 36 storey buildings, for the purpose of access and use of all indoor and outdoor amenity areas.
- The owner is required to convey all of the subject site below the top-of-bank zoned as Open Space - O1(36), to the Toronto and Region Conservation Authority and install a fence along the staked top of bank slope line.

## 4.7 City of Toronto Guidelines

The following urban design guidelines have been reviewed in consideration of the proposed development: the Tall Building Design Guidelines (2013), the Growing Up Guidelines (2020) and the Pet-Friendly Design Guidelines (2019).

### Tall Building Design Guidelines

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

The 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 tower floor plate of 750 square metres.

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

### Growing Up: Planning for Children in New Vertical Communities

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



In June 2020, Planning Staff recommended that City Council adopt the updated Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines and to apply the guidelines in the evaluation of new and under review multi-unit residential development proposals greater than 20 residential units and future city-wide and area-based planning frameworks. The item was adopted by City Council at its meeting on July 28, 2020.

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

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

The primary objectives of the Guidelines include:

- to ensure a diversity of housing types and sizes to support not only households with children, but also a variety of households of at all different life stages;
- to maintain liveability and quality of vertical communities over the long term; and
- to plan public realm and community amenities from the perspective of a child.

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

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

## **Pet Friendly Design Guidelines**

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

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

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

At the building scale, the guidelines provide direction as to the types, sizes and general configuration of amenity spaces for pets, and specify how shared spaces, green spaces, building systems and the public realm can be designed to support pets, their owners, and other residents of multi-unit buildings in high-density neighbourhoods. The types of dedicated amenities that could be provided to support pets

and their owners include pet relief areas, off-leash areas, pet wash stations and POPS. The guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities and also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities.

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



# Planning & Urban Design Analysis

## 5.1 Intensification

Residential/mixed-use intensification on the subject site is appropriate and desirable and is in keeping with the policy framework set out by the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), the Metrolinx Regional Transportation Plan, and the City of Toronto Official Plan, all of which support intensification on sites well-served by municipal infrastructure, particularly higher-order public transit. The proposal will redevelop the subject site with a mixed-use, transit-oriented development.

The subject site is located within approximately 75 metres (130 metres walking distance, representing a 2-minute walk) from the entrance to the Wynford stop on the Eglinton-Crosstown LRT line, which is currently under construction and is scheduled to open by 2022. Accordingly, the subject site is located within a "major transit station area" as defined by the Growth Plan. The Growth Plan promotes development in "major transit station areas" that supports existing and planned transit service levels and maximizes the number of potential transit users that are within walking distance of the station (our emphasis). Accordingly, the subject site is within a "strategic growth area" as defined by the Growth Plan. Strategic growth areas are to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

From an Official Plan perspective, strong policy support is expressed for intensification in *Mixed Use Areas* as one of four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy. The Plan notes that *Mixed Use Areas* will absorb much of the new housing anticipated in the coming decades. Furthermore, Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking, for sites in areas such as this which are well served by transit.

The location of the site relative to employment, recreational, retail, entertainment and cultural uses along the Eglinton corridor means that transit will be a viable alternative mode of transportation. Intensification on the site would

support transit ridership, assist in reinforcing the role of the Wynford stop as a focal point of activity along the Eglinton-Crosstown LRT line, and allow residents to take advantage of commercial facilities, community services and cultural institutions in the surrounding area. Furthermore, residential intensification on the subject site will assist in meeting population forecasts for the City as set out in the Growth Plan and the Official Plan.

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

The current use of the subject site for a hotel and conference centre surrounded by surface parking, represents a significant underutilization of land and infrastructure adjacent to the Wynford stop on the Eglinton-Crosstown LRT line and within a "major transit station area". The proposal provides for the optimization of land and infrastructure in accordance with the policy direction set out in the Growth Plan and the Official Plan. In our opinion, optimizing the use of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships.

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



## 5.0 Land Use

The proposed residential/mixed-use development is in keeping with the applicable *Mixed Use Areas* designation in the Official Plan, which permits a broad range of non-residential and residential uses in single-use or mixed-use buildings. The proposal is for a mixed-use development comprised of a maximum of 21,000 square metres of hotel, retail and proposed child care centre space and a maximum of 189,863 square metres of residential space within a total of 199,696 square metres of gross floor area.

The Official Plan states that the broad array of uses permitted in the *Mixed Use Areas* designation will achieve a multitude of planning objectives, including reducing automobile dependency, animating streets and districts, and providing for round-the-clock activity. The proposal satisfies the criteria for development in Mixed Use Areas by creating high quality commercial and residential uses in an area that has access to community services and facilities and is able to take advantage of nearby higher-order transit. Furthermore, the proposal will provide new housing for the city's growing population on lands that are currently underutilized given the surrounding built form context and proximity to existing and planned higher order transit infrastructure.

The objective of the Official Plan in intensifying *Mixed Use Areas* is that of reurbanization. It is anticipated that residents will be able to live, work and shop in the same area, giving people an opportunity to depend less on their cars and creating districts along transit routes that are animated, attractive and safe during the day and at night. The active ground floor uses along Wynford Drive and the central courtyard of the development will help to animate the public realm and create a connection between the Wynford-Concorde area and the Wynford stop on the Eglinton-Crosstown LRT line, while the residential units will provide additional housing opportunities within walking distance of a higher order transit station.

Further, the proposal creates a frontage of at-grade pedestrian-oriented uses through the centre of the subject site and along the Wynford Drive frontage that connects community facilities

and open space to the Wynford-Concorde area in conformity with the built form policies of the Official Plan.

Finally, as it relates to the residential component, the proposal conforms with the housing policies of the Official Plan. In this respect, the proposal will contribute a full range of housing to meet the current and future needs of residents and will provide new housing supply in the Wynford major transit station area. The unit mix, which includes 27% two-bedroom and three-bedroom units, exceeds the minimum requirements of the recently approved Growing Up Guidelines.

## 5.3 Height, Massing and Density

In our opinion, for the reasons noted in Section 5.1 above, the subject site is an appropriate location for residential/mixed-use intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for tall buildings given its location in immediate proximity (75 metres) to the Wynford stop on the Eglinton-Crosstown LRT line (within 130 metres walking distance of the platforms), its prominent location within the northeast quadrant of the Don Valley Parkway and Eglinton Avenue East, its large site size and its proximity to a number of other existing tall residential buildings in the Wynford-Concorde area. In this respect, it is our opinion that the subject proposal satisfies the criteria established in Policy 3.1.3(2) of the Official Plan for the location of tall buildings.

The proposed heights of 54, 49, 47 and 45 storeys would fit harmoniously with the existing and planned built form context. The tower heights are compatible with existing and proposed building heights in the vicinity, including the existing 34-storey tower (Accolade) at 181 Wynford Drive, the existing 29, 29 and 28-storey towers (the Palisades) at 195, 205 and 215 Wynford Drive, the existing pair of 25-storey towers (the Rosewood) at 133 and 135 Wynford Drive, the existing pair of 37-storey towers (Concorde Park) at 5 and 7 Concorde Place, and the proposed 39-storey tower at 10 Concorde Place, all within the Wynford-Concorde area.

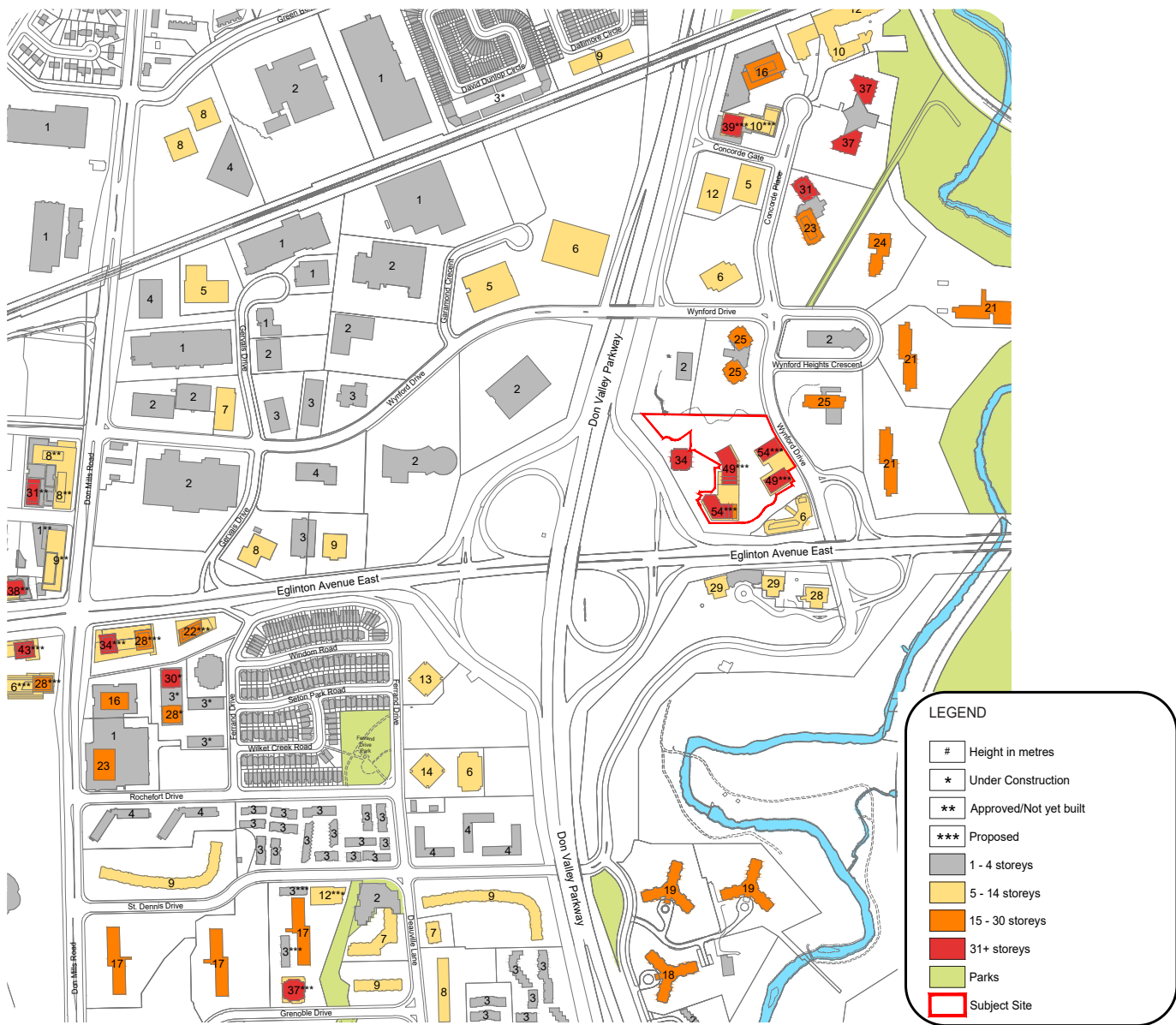


Figure 16 - Height Map

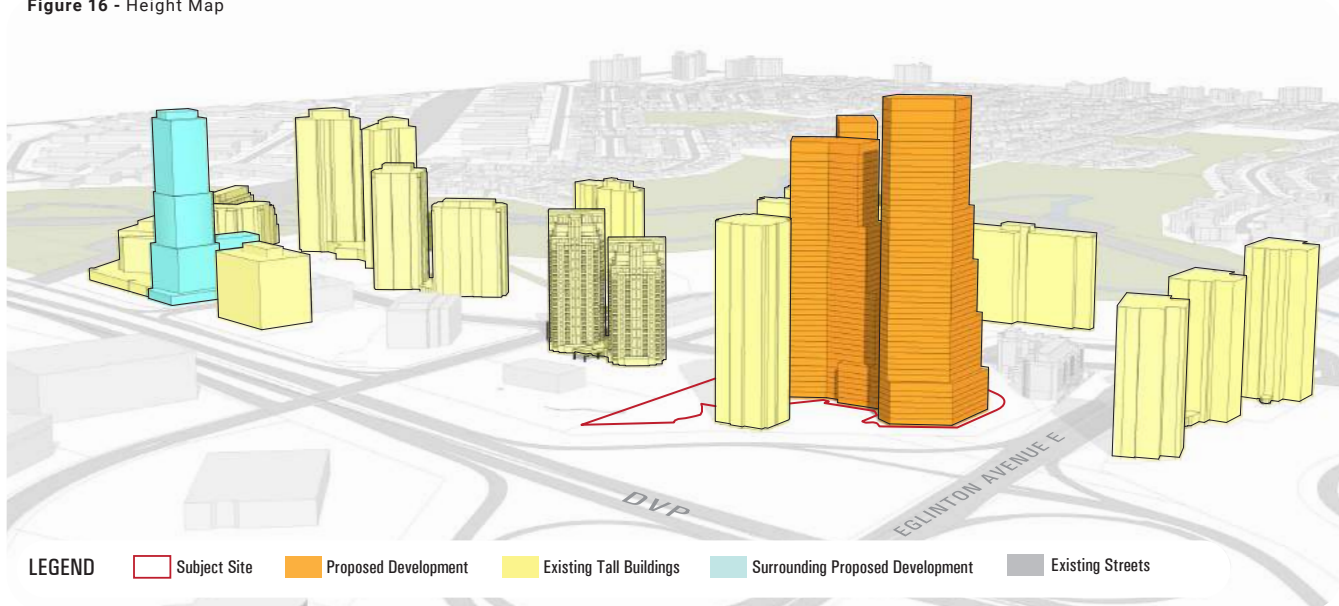


Figure 17 - 3D Massing

In our opinion, the proposed heights would fit appropriately within the pattern of nodal intensification around the Wynford stop on the Eglinton-Crosstown LRT line. To date, within the Wynford-Concorde area, tall buildings have been located throughout the northeast quadrant of the Don Valley Parkway and Eglinton Avenue East. To a large extent, the existing pattern of tall buildings simply reflects land use permissions that were approved in the 1960s, 1970s and 1980s. There is a need to plan comprehensively for opportunities for nodal intensification within the “major transit station area” of the Wynford stop on the Eglinton-Crosstown LRT line. In this respect, the heights of existing, approved and proposed buildings in the surrounding area are shown on the Height Map and 3D Massing (see **Figure 16 - 17**).

The heights of the proposed buildings on the subject site would be within the upper end of the range of heights in the surrounding area, as would be expected given the site’s immediate proximity to the higher order transit station. The subject site, immediately north of the Wynford stop on the Eglinton-Crosstown LRT line, is an appropriate location for the tallest buildings in the Wynford-Concorde area. In this respect, the subject site is within 75 metres (130 metres walking distance) of the entrance of the Wynford stop, which is closer than the existing, approved and proposed tall buildings in the Wynford-Concorde area.

In that respect, the proposed heights of 45 to 54 storeys would fit within a broader neighbourhood structure that would reasonably anticipate that heights and densities would generally decrease with increasing distance from the higher order transit station. Given the existing heights of 37 storeys at 5 and 7 Concorde Place (Concorde Park) approximately 610 metres to the north of the Wynford stop and 31 and 23 storeys and 1 and 3 Concorde Place (Highgate Condos) approximately 470 metres to the north of the Wynford stop, the proposed heights on the subject site would be in keeping with a logical and anticipated pattern of heights within the Wynford-Concorde area.

From a broader urban structure perspective, the development of tall buildings in the subject site would be in keeping with the existing and emerging pattern of nodal intensification along the Eglinton-Crosstown LRT line. The proposed

scale and form of intensification is in keeping with existing and planned tall building heights around the Wynford stop and the Don Mills Mobility Hub, connected by the Eglinton-Crosstown LRT line. In this regard, recent approvals along the LRT line include 10 tall buildings of 27 to 48 storeys on the Wynford Green (former Celestica) site in the northwest quadrant of Eglinton and Don Mills, with 6 tall buildings proposed on the Create TO lands in the southeast and southwest quadrants of the intersection, with heights ranging from 22 to 52 storeys. Further west, the City has recently approved heights of 45, 39 and 29 storeys at the Auberge on the Park site, approximately 250 metres north of the Sunnybrook Park stop at Leslie Street.

Recognizing the land use and transportation planning benefits associated with nodal intensification as outlined in Section 5.1 above, increased buildings heights within major transit station area, such as the subject site, are appropriate and desirable. Furthermore, as set out in Section 5.4 of this report, the substantial separation of the subject site from the closest low-rise *Neighbourhoods* to the east and northeast, 650-750 metres away, and to the southwest, 525 metres away, means that the proposed building heights will not in any unacceptable built form impacts on such areas.

From a massing perspective, the proposed development provides for desirable and appropriately scaled tall buildings, which are in keeping with the built form principles set out in the Official Plan and the Tall Building Design Guidelines.

With respect to the base buildings, the at-grade spaces have been organized to be inviting to the public along the frontages of the central courtyard and Wynford Drive. In particular, the base buildings provides a generous separation distance of 32.6 metres, creating inviting open spaces. The proposal provides an enhanced pedestrian environment with wide pedestrian clearways and landscaping. The proposed pedestrian clearway along the central courtyard would have a width of approximately 6 metres.

The base building heights of 8 storeys are appropriately scaled in relation to the tower elements and are clearly legible at the street

level. The base buildings cantilever over the ground floor and second floor to create a weather-protected pedestrian realm.

The floorplate sizes for the residential towers exhibit a well-articulated massing, with terracing floorplates, varying balconies and setbacks and staggering. The floorplate for Tower 1 terraces from 1,259 square metres for the bottom tower portion (floors 10-18), 1,118 square metres for the middle tower portion (floors 19-28), 987 square metres for the second middle tower portion (floors 29-38) and 817 square metres for the top tower portion (floors 39-54). Similarly, the floorplate for Tower 2 terraces from 1,316 square metres for the bottom tower portion (floors 10-21), to 1,174 square metres for the middle tower portion (floors 22-33) and 1,036 square metres for the top tower portion (floors 34-45). The terracing of the tower 1 and 2 floorplates exhibits distinctive architectural expressions that will stand out clearly and emphasize the articulation of each tower element. The floorplates of Towers 3 and 4 are 750 square metres and 835 square metres, respectively, and are staggered diagonally across the site to add to their slender profiles.

The towers are generally set back 3 metres from the base buildings on all sides, with comfortable separation distances between the towers that meet or exceed the recommended 25 metre tower separation distance. The towers maintain a minimum 25 metre separation between Towers 3 and 4, 30 metres between Towers 1 and 2 and 55.5 metres and 33.2 metres between Towers 1 and 4 and Towers 2 and 3, respectively. With respect to the separation distance to adjacent buildings, Tower 2 maintains a 37.25 metre separation from the Accolade building to the west. The separation distances between the towers have been designed to maintain sky view and mitigate built form impacts, as set out in Section 5.4 below, the resulting shadow impacts on the public realm are minor and acceptable.

In our opinion, the proposed density of 11.9 FSI is appropriate and desirable. Firstly, it is appropriate from a land use perspective to optimize the use of land and infrastructure on the subject site given its location within 75 metres (130 metres walking distance) of the entrance to the Wynford stop on the Eglinton-Crosstown LRT line. Secondly, it is noted that the Official Plan does not generally

include density limitations and specifically does not in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to “prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City”.

The proposed development will contribute to residential/mixed-use intensification in the major transit station area around the Wynford stop on the Eglinton-Crosstown LRT line, in a manner that conforms with the urban design and built form policies of the Official Plan. Within a policy context that promotes intensification, as is the case with the subject site, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposed development has no unacceptable built form impacts, represents good urban design and is supported by hard and soft services, with no significant infrastructure capacity concerns.

## 5.4 Built Form Impacts

For the proposal, consideration of potential built form impacts includes light, view and privacy impacts, shadow impacts and wind impacts. In our opinion, the proposed development will have no unacceptable built form impacts on surrounding streets, open spaces or properties and, in particular, on lands designated *Neighbourhoods* given its large site size and the surrounding *Mixed Use Areas*, *Apartment Neighbourhoods* and *General Employment Area* land use designations.

In this regard, the Official Plan development criteria applying to the *Mixed Use Areas* designation have a particular focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition between areas of different intensity and scale through means such as appropriate setbacks and/or stepping down of heights towards lower-scale *Neighbourhoods*, while Policy 4.5(2)(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*.



In this respect, the closest *Neighbourhoods* designations to the east, northeast and southwest, are more than 525 metres away from the subject site, and the proposed development would fit substantially below a 45-degree angular plane measured from any of those areas.

Based on the foregoing, it is our opinion that the proposed building height and massing is appropriate in relation to the closest *Neighbourhoods* designations in the vicinity, particularly in view of the site's location within a *Mixed Use Areas* designation within 75 metres (130 metres walking distance) from the Wynford stop on the Eglinton-Crosstown LRT line (i.e. within a "major transit station area"). Within this physical context, and as described below, it is our opinion that the proposed development would not have any unacceptable built form impacts.

As it relates to impacts on neighbouring streets and open spaces, the proposed development conforms with Policy 3.1.2(3) in that it will be massed to fit harmoniously into its existing and planned context by framing Wynford Drive in a way that respects the existing and planned street proportions and provides adequate sunlight conditions on the street.

## Light, View and Privacy

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigating measures between buildings.

In this regard, the standard for addressing LVP impacts is reflected in the Tall Building Design Guidelines. For tower elements, the Tall Building Design Guidelines recommend a minimum separation distance of 25 metres between towers on the same site and a minimum tower setback of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e. balconies are permitted within the setback zone).

Within this planning framework, it is our opinion that the proposed development would result in acceptable LVP conditions, as set out below:

- The proposed tower elements will achieve the recommended 25-metre separation distance between towers on the same lot. The four towers on the subject site would be diagonally offset from one another and would be separated by a minimum

of 25.0 metres (Towers 3 and 4) and up to 55.5 metres (Towers 1 and 4).

- To the west, the proposed towers on the subject site will achieve a separation distance of more than 37.25 metres from the existing Accolade building.
- To the north, the towers will be separated by ravine lands from the Rosewood Condos at 133 and 135 Wynford Drive, over 100 metres from the proposed towers on the subject site.
- To the east, proposed Tower 3 will be separated by more than 60 metres from the 25-storey building at 35 Wynford Heights Crescent, across Wynford Drive.
- To the south, proposed Tower 4 would be separated approximately 28 metres from the adjacent 6-storey Delmanor Wynford building, which is not a tall building.

Given the separation distances as described above and the stepbacks at various levels, it is our opinion that LVP impacts would be minimal and acceptable given the urban context and the site's location within the Wynford-Concorde area, adjacent to the Wynford stop on the Eglinton-Crosstown LRT line.

## Shadow Impact

Official Plan Policy 3.1.2(3) requires that new development be massed to adequately limit any resulting shadowing of neighbouring streets, properties and open spaces, having regard for the varied nature of such areas, and to minimize any additional shadowing on neighbouring parks as necessary to preserve their utility, while Policy 4.5(2)(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. In this regard, a shadow study has been prepared by Quadrangle Architects in order to assess the shadow impact of the proposed development at the equinoxes (March 21<sup>st</sup>/September 21<sup>st</sup>) and the summer solstice (June 21<sup>st</sup>).

As described previously, the closest *Neighbourhoods* designated lands are located to the east, northeast and southwest of the site. The shadow study shows that the proposed development would result in no shadow impact on any of those areas at any of the times studied.

With respect to sunlight on adjacent streets, the shadow study shows that there would be an incremental shadow impact on Wynford Drive starting at 12:18 p.m. at the equinoxes and at 1:18 pm at the summer solstice.

Based on the foregoing analysis, it is our opinion that the incremental shadow impact on neighbouring streets, properties and open spaces would be “adequately limited” in accordance with the applicable Official Plan policies, having regard for the site’s location within an urban context and within a “major transit station area”.

With respect to parks, there are no parks within the surrounding area of the subject site that will experience shadow impact at any time of day at the equinoxes or summer solstice. On this basis, it is our opinion that the shadow impacts of the proposed development will not affect any parks.

## Wind Impact

A Pedestrian Level Wind Assessment was prepared by Gradient Wind Engineering Inc., based on industry standard computer simulations using the computational fluid dynamics (CFD) technique and data analysis procedures, preliminary drawings prepared by Quadrangle Architects Inc. in August 2020, surrounding street layouts and existing and approved future building massing information obtained from the City of Toronto, as well as recent site imagery.

Based on CFD test results, meteorological data analysis and experience with similar developments in the Greater Toronto Area, Gradient concludes that many grade-level areas within and surrounding the development site, including sidewalks, walkways, laneways, parking lots, and building access points will be acceptable for the intended pedestrian uses on a seasonal basis. Exceptions include:

- uncomfortable wind conditions near the northwest corners of both the Delmanor Wynford and Accolade buildings, as well as over sidewalk areas along the south driveway;
- uncomfortable conditions near the southwest corner of Tower 1, the northwest corner of Tower 2 and at the northeast corner of Tower 3;
- various potential entrance locations; and
- the central courtyard area.

Mitigation may include tall perimeter wind barriers (wind screens, dense coniferous plantings, or a combination thereof) positioned to block salient westerly winds, more localized wind screening to shield seating or other sedentary use areas, and canopies and recessed doorways for building entrance locations.

## 5.5 Urban Design

From an urban design perspective, the proposed development would be a high-quality addition to the Wynford-Concorde area, which conforms with the built form policies of the Official Plan and is generally in keeping with the performance standards recommended in the Tall Building Design Guidelines. The proposed buildings will appropriately reurbanize the major transit station area around the Wynford stop on the Eglinton-Crosstown LRT line and will create attractive and desirable pedestrian connection to the transit station.

In this regard, the subject site currently has no physical connection to Wynford Drive other than a driveway access, due to the topography of the site. The proposal will result in a pedestrian connection from Wynford Drive, through the subject site, to the Wynford stop on the Eglinton-Crosstown LRT line. The proposed central courtyard will invite pedestrians and cyclists into the site and create open spaces that will be publicly accessible for residents of the subject site and neighbours from the wider Wynford-Concorde Area. The proposed development will improve the site’s Wynford Drive frontage by locating at-grade and pedestrian-oriented retail spaces and a residential lobby entrance along the street with direct connection to the public sidewalk.

In our opinion, the proposed design conforms with the development criteria set out in Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.2(6), 3.1.3(1) and 4.5(2) of the Official Plan. In particular, the proposal will:

- locate the east building parallel to Wynford Drive;
- provide a continuous frontage of ground floor uses to enhance the safety, amenity and animation of Wynford Drive and the central courtyard;
- locate the at-grade uses so that they are clearly visible and directly accessible from the central courtyard and the public sidewalk on Wynford Drive;
- provide retail stores at grade with sufficient depths and heights and have a high degree of visibility;
- locate the residential lobby entrances so that they are clearly visible and directly accessible from the Wynford Drive public sidewalk;
- provide an appropriately-scaled forecourt at the entrance to the hotel from the south private road;
- locate and screen service areas, ramps and

garbage storage by internalizing these functions within the interior of the buildings and locating them underground;

- provide all parking underground;
- create a mid-block connection between Wynford Drive and Eglinton Avenue East together with the 6.0 metre wide pedestrian path at a 5% slope;
- provide an attractive, comfortable and safe pedestrian environment along the central courtyard and Wynford Drive;
- mass the base building element to frame Wynford Drive and the central courtyard with good proportion;
- provide weather protection for pedestrians in the form of the proposed cantilever of the base building above the second storey for the residential entrances;
- provide indoor and outdoor amenity space for residents;
- locate and orient the towers appropriately in relation to the base building and adjacent buildings;
- site and place the towers to provide adequate access to sunlight and sky view from the public realm; and
- provide base building and tower heights that fit harmoniously with the existing and planned context of the Wynford stop on the Eglinton-Crosstown LRT line.

In our opinion, the proposed development is generally in keeping with the applicable design guidelines set out in the Tall Building Design Guidelines. Relevant guidelines include the following:

*1.1 Context Analysis requires evaluation of the existing and planned context and a design response taking into account the patterns, opportunities and challenges within the surrounding area.*

- The proposed buildings fit into the pattern of high-rise development in the Wynford-Concorde area, as described in Section 5.3 above. In particular, the development proposal takes into consideration the topographical challenges of the subject site and creates an opportunity to physically connect the Wynford-Concorde area to Eglinton Avenue East and the Wynford stop on the Eglinton Crosstown LRT line, via a publicly-accessible, pedestrian-oriented internal courtyard.

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

- The proposed tower heights will fit within the existing and planned context. The site is located within a tall building context and is within a major transit station area that is appropriate for tall buildings.

*1.4 Sunlight and Sky View recommends locating and designing tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.*

- There are no shadow impacts from the proposed development on lands designated *Neighbourhoods* and parks (see Section 5.4 above). Sunlight access and sky view along Wynford Drive will be mitigated by the proposed diagonal siting of the towers and the tower separations, which are greater than 25.0 metres.

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

- The base of the building will frame the edges of the proposed central courtyard and the west side of Wynford Drive. The ground level will provide for a wide pedestrian zones along the central courtyard that offer high-quality open space.

*2.2 Building Address and Entrances recommends organizing tall buildings to use existing or new public streets for address and building entrances, and ensuring that primary building entrances front onto public streets, and are well-defined, clearly visible, and universally accessible from the adjacent public sidewalk.*

- The retail entrances and Tower 3 residential lobby are clearly visible and accessible from the public sidewalk on Wynford Drive. Tower 1 and 2 are oriented to a central courtyard with accessed to Wynford Drive. The central courtyard is the primary organizing principle of the proposal, providing a well-defined, clearly visible and universally accessible public realm. The proposed orientation of Tower 1 and 2 is consistent with other buildings (i.e. Accolades and Delmanor) adjacent to the subject site.

*2.3 Site Servicing, Access and Parking encourages locating "back of house" activities, such as loading, servicing, utilities and vehicle parking, underground or within the building mass, away from the public realm and public view.*

- The servicing and loading areas and parking ramp are incorporated into the building envelopes, away from view from the streets and underground creating an unencumbered public realm.

*2.4 Publicly Accessible Open Space encourages the provision of publicly accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.*

- The proposal provides a generous publicly accessible open space as the central organizing principle of the development and incorporates a through block pedestrian connection from Wynford Drive to Eglinton Avenue East.

*2.5 Private Open Space encourages the provision of high-quality, comfortable private and shared outdoor amenity space.*

- Private outdoor amenity space will be located at the 9<sup>th</sup> floor Courtyard Level of both podiums (5,500 square metres).

*3.1.1 Base Building Scale and Height recommends designing the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.*

- Along Wynford Drive, the 8-storey base building will fit harmoniously with the scale of Wynford Drive. The base building elements cantilever over the ground floor and second floor to create a weather-protected pedestrian realm. The proposal creates a well-proportioned central courtyard with publicly accessible open spaces framed by the base buildings.

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

- The ground floor and second floors of the base buildings will provide for an animated public realm along the central courtyard and the frontage of Wynford Drive. Entrances to the retail spaces, hotel and residential lobbies will promote safety and overlook along the central courtyard and the Wynford Drive frontage.

*3.1.3 First Floor Height encourages the provision of a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.*

- The first and second floors are generally a combined 7.0 metres in height, allowing for a comfortable double-height space at grade adjacent to the public realm.

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

- A high degree of transparency will be provided on the ground floor and second floor facing the central courtyard through the use of large windows. The base building is well articulated, incorporating a cantilever above the second floor as a design element.

*3.2.1 Floor Plate Size and Shape encourages limiting tower floor plates to 750 square metres, excluding balconies.*

- The proposed Towers 1 and 2 are well-articulated with tower floor plate sizes that terrace from 1,259 to 817 square metres and 1,316 to 1,036 square metres, respectively, to create distinctive architectural expressions that will stand out clearly and emphasize the articulation of each tower element. Towers 3 and 4 provide tower floorplate sizes of 750 and 835 square metres and are oriented diagonally offset from one another across the site, narrowing their profile towards Wynford Drive. The towers have been designed to provide acceptable spatial separation between buildings, appropriate building orientation relative to the subject site boundaries and adjacent buildings, and mitigative measures such as setbacks and stepbacks to minimize light, view and privacy impacts.

*3.2.2 Tower Placement encourages placing towers away from streets, parks, open space and neighbouring properties to reduce visual and physical impacts.*

- The subject site is well separated from lands designated *Neighbourhoods* and parks, and from nearby apartment properties, such that visual and physical impacts are not anticipated.

*3.2.3 Separation Distances recommends that tall buildings be set back 12.5 metres from side and rear property lines or centre lines of abutting lanes.*

- To the west, the proposed towers on the subject site would achieve a separation distance of more than 37.25 metres from the existing Accolade building.
- To the south, proposed Tower 4 would be separated by approximately 28 metres from the adjacent Delmanor Wynford building, which is not a tall building.



*4.1 Streetscape and Landscape Design encourages the provision of high-quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks and open space.*

- The proposal provides a generous landscaped pedestrian zone as the central organizing element of the development. Landscaping elements such as soft and hard landscaping will be provided to make the space interesting, comfortable and functional for users. The 6.0 metre wide pedestrian zone will provide connect from Wynford Drive to Eglinton Avenue East with an accessible and comfortable design.

*4.2 Sidewalk Zone encourages the provision of adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements and uses at grade.*

- Along the central courtyard, a 6 metre wide pedestrian clearway will be provided, with landscaped open spaces between the pedestrian path and adjacent building faces.

*4.3 Pedestrian Level Wind Effects recommends locating, orienting and designing tall buildings to promote air circulation and natural ventilation, while minimizing adverse wind conditions on their surroundings.*

- Pedestrian level wind impacts are addressed in Section 5.4 above.

*4.4 Pedestrian Weather Protection seeks to ensure that weather protection elements, such as overhangs and canopies, are well-integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.*

- The base buildings cantilever over the ground and second floors, providing weather protection for residential lobby entrances and the hotel entrance.

## **5.6 Transportation and Servicing**

LEA Consulting Ltd has prepared a Transportation Impact Study in support of the proposed rezoning application. The key study findings are as follows:

- The future total traffic conditions were found to be acceptable during the AM and PM peak hours. To accurately capture the existing traffic patterns and conditions, a projection of 2011 TMC data was used, recognizing that the construction on Don Mills Road and Eglinton Avenue East has resulted in significant congestion, causing a significant increase in by-pass trips via Wynford Drive.
- To help accommodate the proposed development, a signalized intersection is recommended at the intersection of Wynford Drive and the North Driveway, located approximately 75 metres north of the signalized intersection at Wynford Drive and Eglinton Avenue East Westbound On/Off-Ramps and the Private Driveway.
- Loading is expected to meet the minimum requirements, with four Type "G", four Type "C" and three Type "B" loading spaces.
- Due to the major upgrades in transit infrastructure planned for the areas surrounding the subject site, the number of trips taken by private vehicle will be significantly reduced. As a result, more than 58% of the trips are estimated to be taken by non-auto modes. A parking rate of 0.5 spaces per dwelling unit would be more appropriate for the development. This would result in a proposed supply of 1,375 residential occupant and visitor parking spaces.
- Bicycle parking spaces are expected to meet the minimum requirements, with 2,757 bicycle parking spaces proposed.

Relying on the LEA study findings, traffic from the proposed development will have acceptable impacts on the surrounding area, loading and bicycle parking demands will be appropriately met, and the parking supply proposed for the development, at rates lower than the requirements set forth in By-law 112-2016 and By-law 7625, represents sound and sustainable planning that is consistent with trends to reduce reliance on automobile usage, especially in and around transit stations.

Counterpoint Engineering has prepared a Functional Servicing and Stormwater Management Report in support of the rezoning application. The key study findings are as follows:

- Water - Two typical "h" (combined fire and domestic) connections and 4 additional domestic connections to the existing 400 mm watermain located on Wynford Drive. The water demand requirement of the proposed development for Maximum Day Demand plus Fire Flow is 11,845 L/min. The existing watermain will provide sufficient level of service to meet the water demand for the proposed development.
- Foundation Drainage - The short-term discharge rate is expected to be 607.40m<sup>3</sup>/ day (7.03 L/s). The discharge will be to the 375 mm sanitary sewer located on Wynford Drive. The quality limits for discharge in the sewer will satisfy the limits as listed in Table 1 – Limits for Sanitary/Combined Sewer Discharge. The anticipated construction dewatering rate will be significantly below the final peak sanitary discharge rate totalling 42.38 L/s. The short-term discharge to the sanitary sewer system will cease before the site is occupied. As such, there is sufficient capacity in the municipal system to accommodate the short-term groundwater discharge. The report indicates an estimated long-term discharge rate of 253.44 m<sup>3</sup>/day (2.93 L/s). It should be noted that the current site will be built with a watertight foundation and thus will require no long-term groundwater discharge.

- Sanitary Servicing - The proposed site will be serviced by six new connections to the existing 350mm sanitary sewer on Wynford Drive. The estimated peak sanitary flow of the existing site is 8.55 L/s. The peak sanitary design flow of the proposed development is 42.38 L/s which is a 33.83 L/s increase in flow. A detailed analysis of the sanitary sewer system from the proposed development to the trunk sewer within the Don Valley has been completed under both dry and wet weather flow conditions. The existing sanitary sewer has capacity to accommodate the dry weather flow without surcharge and the existing sanitary sewer surcharges in the wet weather flow condition. A hydraulic grade line analysis was completed from the trunk sewer up to the site. Based on the conclusions in the hydraulic grade line (HGL) analysis, the sanitary sewers upstream of the connection to the trunk sewer will not require external upgrades. The HGL is deeper than 1.80 m below the centerline road elevation for all sewers from the sanitary trunk sewer to the subject site.
- Stormwater Servicing - Under existing conditions, the existing building and the lands north of the existing building are currently draining via a 250 mm connection to the 300 mm storm sewer on Wynford Drive. The remainder of the site drains via a connection to a private 375 mm storm sewer south of the site which ultimately connects to the 375 mm Wynford Drive storm sewer. The proposed development will be serviced by a new storm connection to the existing 300mm storm sewer on Wynford Drive. The City of Toronto's Wet Weather Flow Management Policy identifies performance objectives for runoff from new development sites including water quantity, quality and water balance, which are analysed in the Counterpoint study findings.

Relying on the Counterpoint study findings, the water, storm, sanitary service and foundation drainage connections proposed are supported by the existing respective systems without the need for upgrades.

## 5.7 Community Services and Facilities

In consultation with staff in the City's Planning Strategic Initiatives, Policy and Analysis (SIPA) division, it was determined that the applicant is not required to submit a full Community Services and Facilities Study (CS&F Study) in support of the proposed development application, given that City Planning Division currently has up-to-date demographic and community services and facilities inventory information pertaining to the surrounding neighbourhood. However, SIPA requested that discussion based upon the Don Mills Crossing CS&F Profile be included in this report.

This discussion outlines new facilities and facility improvements that the proposed development will contribute and addresses whether Section 37 community benefits could contribute to the proposed development. In this regard, the Don Mills Crossing CS&F Profile outlined a list of emerging priorities and next steps. Overall, the profile confirmed the 2014 Eglinton Connects planning study's general findings, including the need for more child care spaces, the prioritization of community agency space, additional parkland, and improvement or

expansion of existing community facilities in the Don Mills and Eglinton Area.

The proposed development includes several additions to the community services and facilities in the Study Area. This consists of a new publicly accessible open space and a proposed child care centre. The proposed development will also contribute to creating a complete community in the Wynford-Concorde area, given the mix of residential and non-residential uses and the mix of unit sizes.

As noted in the Don Mills Crossing CS&F Profile, parkland and child care spaces are identified as an essential need. Therefore, the proposed child care centre could be considered as a Section 37 community benefit under the current Section 37 regime. Details regarding implementation of the new Community Benefit Charge regime and its relationship to the provisions of on-site facilities have not yet been determined.

Overall, the CS&F contributions that have been proposed as part of the development will further improve the provision of community services and facilities within the Study Area. In our opinion, the proposed development will contribute to the complete community envisioned in the broader Don Mills and Eglinton area.



# Conclusion



The proposed redevelopment of the subject site with residential/mixed-use buildings will appropriately intensify an underutilized site, currently developed with a hotel, a low-rise conference centre and an expansive surface parking area, in proximity to the Wynford stop on the Eglinton-Crosstown LRT line and will improve connections for the Wynford-Concorde area to access opportunities to live, work and play across the City given the introduction of higher order transit service on the Eglinton-Crosstown LRT line.

From a land use perspective, the proposal will contribute to the achievement of numerous policy directions supporting intensification and a range of housing choices through the optimization of underutilized sites within the built-up urban area, particularly in locations which are well-served by municipal infrastructure, including higher order public transit. In this respect, the subject site is located within a "strategic growth area" and a "major transit station area" as defined by the Growth Plan for the Greater Golden Horseshoe, and is within approximately 75 metres (130 metre walking distance) from the entrance to the Wynford stop on the Eglinton-Crosstown LRT line, which is under construction and scheduled to open by 2022.

The subject site is located within a designated *Mixed Use Areas* in the City of Toronto Official Plan, which permits a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. In this respect, the proposal will result in a desirable mixed-use intensification project, having convenient access to transit, recreation, cultural and community institutions, and employment opportunities along Eglinton Avenue and replacing the existing the hotel use on the site.

From an urban design and built form perspective, the proposed height and massing would fit harmoniously within its existing and planned context. In our opinion, the proposed development would be a high-quality addition to the Wynford-Concorde area, in keeping with the built form policies of the Official Plan and the emerging nodal intensification pattern around Eglinton-Crosstown LRT stations. The proposal will provide appropriately-scaled podium heights with setbacks providing a comfortable public realm along the central courtyard and Wynford Drive. The massing and siting of the towers will provide appropriate tower separation between the high-rise buildings on the site. As well, the use of setbacks and stepbacks will create distinctive building elements that reflect the mix of uses, including the hotel at the base of the 54-storey tower at the southwest corner of the site, and will fit with the built form context.

The proposed development will enhance the pedestrian environment on Wynford Drive and create a connection to the new Wynford stop on the Eglinton-Crosstown LRT line. The two podiums include active retail frontages and incorporate the hotel replacement in the podium of the 54-storey tower at the southwest corner of the site. The towers step back from the podiums to the well-articulated residential tower floorplates above.

For all of the foregoing reasons, it is our opinion that the proposal is an appropriate and desirable redevelopment and represents good planning and urban design. Accordingly, we recommend approval of the requested Zoning By-law Amendment.





