



April 4, 2019

Luisa Galli, Manager
Community Planning, Etobicoke York District
City of Toronto
Etobicoke Civic Centre
2 Civic Centre Court, 3rd Floor
Toronto, Ontario M9C 5A3

Dear: Ms. Galli,

**Re: *Planning and Urban Design Rationale Addendum Letter
Zoning By-law Amendment Application
File No. 18 150932 WET 04 OZ
250 Wincott Drive and 4620 Eglinton Avenue West, Toronto***

We are the planning consultants for Montrin Richview GP Inc. and Build Toronto Inc. (the “owners”) with respect to the properties municipally known as 250 Wincott Drive and 4620 Eglinton Avenue West (the “subject site”). Collectively, these properties are located at the northwest corner of Wincott Drive and Eglinton Avenue West, between Kipling Avenue and Islington Avenue, in the former City of Etobicoke. On behalf of our client, we are pleased to submit this Planning and Urban Design Rationale Addendum letter in support of the revised development proposal.

The purpose of this letter is to provide an assessment of the revised development proposal within the context of the applicable planning framework and urban design guidelines, building upon the analysis set out in our Planning and Urban Design Rationale report (dated April 2018).

As set out below, it is our opinion that the revised proposal is appropriate and desirable in land use planning and urban design terms. The revised proposal will facilitate intensification of an underutilized site that abuts a future station on the planned Eglinton West LRT line.

The approach to site organization and built form has been significantly modified as part of the revised proposal based on the feedback provided since the original submission. In our opinion, the revised proposal will create an attractive mixed-use development that fits harmoniously within the existing and planned context, and provides an appropriate transition in scale to adjacent low-rise neighbourhoods.

Immediate Context

In comments prepared by City staff (dated September 28, 2018) in response to the original application, staff requested a detailed review of the immediate context adjacent to the subject site to help “provide a better indication of the impact of the development proposal in its local context.”

The purpose of this section is to provide a review of the existing and planned context adjacent to the subject site, which generally includes the lands bounded by Eglinton Avenue West to the south, Kipling Avenue to the west, Widdicombe Hill, Hunting Ridge and Waterford Drive to the north, and Islington Avenue to the east.

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

To the west of 4650 Eglinton Avenue West, extending west to Kipling Avenue, are lands that have been recently developed with six blocks of 3-storey street townhouses that front onto a new public road (9 to 76 Dryden Way).

To the north of 4650 Eglinton Avenue West and 9-76 Dryden Way, and abutting the northern portion of the subject site to the west, there is a large property that extends west to Kipling Avenue, which is developed with two 11-storey “slab” style tower-in-the-park apartment buildings (25-35 Widdicombe Hill). The buildings are oriented at oblique angles to each another, with a separation distance of approximately 125 metres between the buildings and little to no built form relationship to the adjacent public street. They were constructed about the same time as Richview Square and are located approximately 30 to 35 metres from the detached dwellings on the north side of Widdicombe Hill. The northeast corner of the building at 25 Widdicombe Hill is located approximately 15.5 metres from the west limit of the subject site.

The land between the two buildings is occupied by Widdicombe Hill Park, a public park fronting on Widdicombe Hill that features passive open space, as well a surface parking lot to the south of the park that serves the adjacent apartment

buildings. In January 1996, the Ontario Municipal Board allowed a zoning appeal to permit the development of a third 11-storey apartment building, generally in the location of the existing surface parking lot. To date, construction of the third building has not proceeded.

Abutting the subject site to the north are the rear yards of three detached dwellings that front onto Linstead Court (4, 5 and 6 Linstead Court) and the side yards of two detached dwellings fronting onto Widdicombe Hill and Wincott Drive (9 Widdicombe Hill and 236 Wincott Drive). The existing dwellings fronting onto Linstead Court are oriented at oblique angles away from the rear property line and are set back approximately 10.5 metres to 28.5 metres from the subject site. The existing dwellings fronting onto Widdicombe Hill and Wincott Drive have only small secondary windows on the south-facing walls and are separated from the subject site by mature vegetation and fencing.

Extending north to Dixon Road, the predominant land use consists of low-rise residential uses in detached dwellings that were largely developed in the mid-1960s.

To the east of the subject site is a low-rise residential neighbourhood generally comprised of detached dwellings. The nearest detached dwellings front onto the east side of Wincott Drive and extend eastward along Waterford Drive.

On the east side of Wincott Drive directly opposite the subject site, there is a small retail plaza at the southeast corner of Waterford Drive and Wincott Drive (265 Wincott Drive) that contains a coffee shop, take-out restaurants, dry cleaners and a beauty salon. The plaza has a frontage of approximately 46 metres along Wincott Drive and a depth of approximately 45.5 metres. The plaza building is set back from the street by approximately 20 metres to accommodate a surface parking area.

To the south of the plaza are vacant parcels at 4530 to 4600 Eglinton Avenue West, which extend east to Islington Avenue and were part of the former Richview Expressway lands. To the north of 4530 and 4560 Eglinton West, on the west side of Islington Avenue, is a cluster townhouse development that includes a 7-storey apartment building at the centre (51-67 Waterford Drive).

To the south of the subject site is Eglinton Avenue West, which has an existing right-of-way width of approximately 43 metres. On the south side of Eglinton Avenue West are detached dwellings that were developed primarily in the late 1950s and early 1960s. The low-rise residential area is oriented away from Eglinton Avenue, with detached dwellings to the immediate south of the subject site (fronting onto Winterbourne Court and Princess Anne Crescent) creating a rear yard condition along Eglinton Avenue West. The closest of these dwellings is

located approximately 51 metres south of the subject site, with privacy fences and mature trees that create a visual barrier. Richview Collegiate Institute is located to the southeast of the subject site, at the southwest corner of Eglinton Avenue West and Islington Avenue.

Description of the Revised Proposal

In the original submission, the proposed development comprised three mixed-use buildings including one 16-storey building (Building A) and two 22-storey buildings (Building B and Building C). The majority of the existing commercial plaza (Building D) was proposed to remain as part of the development.

Based on feedback received from City staff, area residents and stakeholders since the original submission, the proposed development has been significantly revised. Generally, the revised proposal seeks to address comments with respect to the proposed angular plane, height of buildings, and the organization and distribution of building heights, as well as transitions in scale to designated *Neighbourhoods*. Additionally, the revised proposal incorporates a new public park, which was requested by City staff and is contiguous with a newly proposed privately-owned publicly accessible open space (“POPS”). A summary of the key statistics for the original proposal and the revised proposal is provided in **Table 1** below.

The revised proposal contemplates two mixed-use buildings: the West Building (Building A) and the East Building (Building B, Building C, and Building E) that include street-related retail uses and residential units above. The proposed gross floor area is approximately 77,964 square metres, including 13,428 square metres of retail uses and 773 dwelling units. The majority of the existing commercial plaza (Building D) is proposed to remain.

As with the original proposal, the revised proposal is organized around an “L”-shaped private road that connects from the Wincott Drive/Waterford Drive intersection to Eglinton Avenue West, approximately in the same location as the existing private driveway. As set out in our Planning and Urban Design Rationale, the proposed private road will be designed to appear and function similar to a public street.

The following provides a summary of the key site organization and built form changes incorporated as part of the revised proposal:

West Building

The West Building (Building A) is a “tower and base” tall building that is generally in keeping with the built form approach contemplated as part of the original proposal. The height of the West Building is proposed to increase from 16 to 20 storeys (66.3 metres plus mechanical penthouse). It will be a mixed-use/residential

building with a gross floor area of approximately 14,494 square metres. The proposed building is comprised of a 2-storey base building element that contains approximately 275 square metres of grade-related retail uses and townhouse units, with residential apartment units above. Access to the underground garage and loading areas is located on the northern portion of the ground floor, generally in the same location as with the original proposal.

The tower floor plate for the West Building is approximately 750 square metres between Level 5 and Level 11 and 716 square metres at Level 12 and above. The tower element has been revised to accommodate a setback of 12.5 metres to the west property line and 12.5 metres to the south property line, abutting 4650 Eglinton Avenue East. To the north, the tower element of the West Building is located approximately 71.4 metres to the south of the low-rise residential neighbourhood fronting onto Widdicombe Hill to the northwest, and falls entirely within a 45-degree angular plane.

East Building

The East Building was originally proposed as two buildings (Building B and Building C) that have been consolidated into a single building. As shown on the architectural statistics, the East Building includes:

- Building B: a 12-storey mid-rise element that is integrated with a 19-storey tower element;
- Building C: a 12-storey mid-rise element that spans between Building C and Building E with a void between Level 1 and Level 2; and
- Building E: a 12-storey storey mid-rise element adjacent to Wincott Drive.

For the purposes of this letter, these buildings are referred to as the East Building.

From a built form perspective, the East Building is comprised of three, visually-distinct components: a 2-storey retail base element (14.0 metres); a 12-storey mid-rise element (to a total height of 46.0 metres) that forms an “H”-shaped floorplate; and a 7-storey tower element between Level 13 and Level 19 (to a total height of 67.0 metres excluding mechanical penthouse) that sits atop the western portion of the mid-rise element.

The western portion of the East Building is set back approximately 24.0 metres from the property line along Eglinton Avenue West and the eastern portion of the proposed building is set back 3.0 metres from the property line.

The 2-storey base element is divided into two separate buildings oriented in a north-south direction perpendicular to Eglinton Avenue West. The southern portion of the ground floor for each base element contains street-related retail uses as well as a retail lobby that leads up to the full-floor retail uses on Level 2. The northern

portion of the ground floors for each base element contains the residential lobbies, access to the underground garage and internal loading/servicing areas.

Between the two base elements, there is a proposed POPS with an area of approximately 869 square metres, as described below. To the north of the POPS is a small vehicular pick-up/drop-off courtyard that provides access to the underground garage and loading areas. The vehicular courtyard contains 10 surface parking spaces for visitors. The POPS and vehicular courtyard are approximately 40.9 metres wide, helping to maintain views of the existing Richview Plaza from the public street along Eglinton Avenue West.

Above the base building, the mid-rise element forms an “H”-shape between Level 3 and Level 12 that extends across the proposed POPS and vehicular courtyard area above a height of 14.0 metres. The eastern and western portions of the mid-rise element incorporate stepbacks of approximately 8 to 9 metres, helping to create a visually distinct base element. At Level 12 (43.0 metres), the building steps back on all sides from the main walls of the mid-rise element.

The tower element of the East Building is located above and is visually integrated with the western portion of mid-rise element. The tower element is comprised of Level 13 to Level 19, with a floor plate of approximately 747 square metres which steps back from the base building from 8 to 14 metres. A setback of 82.4 metres to the north and 95 metres to the east ensures that the tower element of the East Building falls within a 45-degree angular plane measured from the nearest *Neighbourhoods*.

The tower elements of the West Building and East Building are offset from each other with a modest overlap and there is a separation distance of approximately 33.0 metres between the two tower elements.

Park and Open Spaces

A new public park is proposed along the Eglinton Avenue West frontage of the subject site, comprising an area of approximately 1,700 square metres. The proposed public park has a depth of approximately 21.0 metres and extends approximately 80.8 metres along the Eglinton Avenue West frontage or more than half (55%) of the total frontage of the subject site. The design and programming of the public park will be developed through the later stages of the municipal approvals process.

A privately-owned, publicly-accessible open space (“POPS”) is proposed adjacent to the public park, which will provide a visual extension of the public realm into and through the development. Comprised of an area of approximately 869 square metres, the proposed POPS is envisioned to complement the design and

programming of the proposed park and will feature extensive soft landscaping and new trees, as well as programmable areas.

Table 1: Summary Comparison of Development Statistics

	Original Proposal (April 2018)	Revised Proposal (April 2019)
Building Height (storeys)		
<i>Building A</i>	16	20
<i>Building B</i>	22	12/19
<i>Building C</i>	22	12
<i>Building D</i>	1	1
<i>Building E</i>	N/A	12
Building Height (metres)		
<i>Building A</i>	54.3 m	66.3 m (excl. MPH)
<i>Building B</i>	76.3 m	67.0 m (excl. MPH)
<i>Building C</i>	76.3 m	46.0 m
<i>Building D</i>	7.0 m	7.0 m
<i>Building E</i>	N/A	43.0 m
Gross Floor Area		
<i>Proposed Residential GFA</i>	60,298 m ²	64,536 m ²
<i>Proposed Retail GFA</i>	11,162 m ²	9,213 m ²
<i>Retained Retail GFA</i>	4,065 m ²	4,215 m ²
<i>TOTAL Proposed GFA</i>	75,525 m ²	77,964 m ²
Floor Space Index ("FSI")	2.48	2.56
Dwelling Units		
<i>1-Bedroom</i>	336	492
<i>2-Bedroom</i>	268	198
<i>3-Bedroom</i>	67	83
<i>TOTAL Dwelling Units</i>	671	773
Public Realm		
<i>Parkland</i>	0 m ²	1,700 m ²
<i>POPS</i>	492 m ²	869 m ²
Amenity Areas		
<i>Interior Amenity</i>	1,335 m ²	1,646 m ²
<i>Exterior Amenity</i>	3,374 m ²	1,485 m ²
Vehicular Parking		
<i>Resident Spaces</i>	671	681
<i>Visitor/Commercial Spaces</i>	617	332
<i>TOTAL Parking Spaces</i>	1,288	1,013
Bicycle Parking Spaces	650	760

Policy and Regulatory Context

The policy and regulatory context applicable to the subject site is unchanged since the original application in April 2018.

However, Metrolinx adopted a new 2041 Regional Transportation Plan (“2041 RTP”) that replaces the previous 2008 RTP (“The Big Move”). The purpose of this section is to review some of the key goals and directions set out in the new 2041 RTP, particularly as they apply to the subject site.

Adopted by the Metrolinx Board of Directors at its meeting on March 8, 2018, the 2041 RTP builds on and replaces the previous 2008 RTP. 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.

One of the priority actions under Strategy 1 identified in the 2041 RTP is to advance key rapid transit projects that are in development through preliminary design, detailed design and construction, including the Eglinton West LRT.

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

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

Planning and Urban Design Analysis

Intensification

As set out in our Planning and Urban Design Rationale report, it is our opinion that residential/mixed-use intensification on the subject site is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the 2041 Regional Transportation Plan and the City of Toronto Official Plan, all of which promote intensification on sites that are well served by municipal infrastructure, including higher order public transit.

Intensification in proximity to higher order transit as a tool to better integrate transportation and land use planning is reinforced as a key policy direction in the 2041 RTP. Specifically, the 2041 RTP seeks to make investments in higher order transit contingent on the achievement of transit-supportive densities, with an emphasis on focusing development in major transit station areas along priority transit corridors, such as the subject site.

The revised proposal seeks to facilitate the redevelopment of an underutilized commercial plaza, surface parking area and vacant land into a significant, mixed-use destination adjacent to a planned station on the Eglinton West LRT line and in proximity to existing frequent transit. An alternative approach to built form as part of the revised proposal achieves this same objective, while creating appropriate and desirable built form relationships, as described below.

Land Use

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

In addition to the retail and residential uses proposed as part of the original submission, the revised proposal incorporates a proposed public park and a POPS along Eglinton Avenue West.

Height, Massing and Density

In our opinion, and as noted in our original Planning and Urban Design Rationale report, the subject site is an appropriate location for significant intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for a mix of mid-rise and tall buildings given its location on the planned Eglinton West LRT line immediately adjacent to the future Wincott/Bemersyde station, as well as its proximity to existing mid-rise and tall

buildings that extend along the north side of Eglinton Avenue West between Highway 427 to the west and Scarlett Road to the east.

As part of the revised proposal, building heights have been reorganized so that tall building elements are generally located on the interior/central portions of the subject site, away from adjacent *Neighbourhoods*, stepping down to mid-rise and low-rise elements adjacent to public streets and the proposed public park and POPS.

The West Building is 20 storeys (66.3 metres excluding mechanical penthouse) located adjacent to the west property line, abutting the *Apartment Neighbourhoods* designation to the west, and falling within a 45-degree angular plane measured from the adjacent *Neighbourhoods* designation. Although the height of the West Building has been increased modestly from 16 storeys, the floor plate has been reduced from 883 square metres to approximately 750 square metres or less, in keeping with the City's Tall Building Design Guidelines.

The tower element of the East Building replaces the two 22-storey tower elements that were originally proposed for Building B and Building C. As part of the revised proposal, the tower element of the East Building is comprised of Level 13 to Level 19, which is located above the western portion of the mid-rise element within the central portion of the subject site.

From an urban structure perspective, it is our opinion that the proposed heights of the tower elements of the West Building and the East Building will fit harmoniously within the existing and planned context of building heights along Eglinton Avenue West, which range from 11 storeys up to 25 storeys. Additionally, the proposed tower elements are generally in keeping with the height of existing and approved tall buildings adjacent to the Eglinton Avenue West and Kipling Avenue intersection, which range from 14 storeys to 18 storeys.

As noted in our Planning and Urban Design Rationale report, one of the key characteristics of the existing built context is the proximity of tall apartment buildings to low-rise residential dwellings, often located on opposite sides of the same public street. In this regard, the tall building element of the West Building is located approximately 71.4 metres south of the nearest rear yards of detached dwellings in the adjacent *Neighbourhoods* designation with an intervening 11-storey apartment building to the northwest and the existing one-storey commercial plaza to the north. Similarly, the tower element of the East Building is set back approximately 82.4 metres to the designated *Neighbourhoods* to the north and 115.0 metres to the *Neighbourhoods* to the east and falls entirely within a 45-degree angular plane.

The 12-storey (46.0 metre) mid-rise element of the East Building is generally in keeping with the height of existing buildings in the immediate surroundings, including the 9-storey seniors' apartment building at 4650 Eglinton Avenue West that is under construction, and the three 11-storey "tower in the park" apartment buildings at 25-35 Widdicombe Hill (two existing, one approved). The proposed height of the mid-rise element is generally consistent with the planned 45 metre right-of-way width of Eglinton Avenue West.

The eastern portion of the East Building is located across the street from an existing commercial plaza (265 Wincott Drive) and vacant lands fronting onto Eglinton Avenue West. The nearest detached dwelling is located approximately 32.9 metres northeast of the mid-rise element, at the northeast corner of the Wincott Drive and Waterford Drive intersection (255 Wincott Drive).

The proposed mid-rise element of the East Building penetrates a 45-degree angular plane measured from the nearest *Neighbourhoods* designation located on the east side of Wincott Drive. The mid-rise element is entirely located to the south of Waterford Drive and directly opposite a commercial plaza at 265 Wincott Drive and the vacant lands fronting onto Eglinton Avenue West. The 12-storey mid-rise element forms an "L"-shaped floor plate. The northern portion of the building, across the street from the commercial plaza, is set back 9 metres from the 2-storey base element and only the upper levels (Level 10 to Level 12) penetrate the angular plane.

There is no direct built form relationship between the mid-rise element and detached dwellings in the *Neighbourhoods* designation. Although the commercial plaza at 265 Wincott Drive is designated *Neighbourhoods*, it is zoned to permit a range of local commercial uses.

It is our opinion that strict adherence to a 45-degree angular plane for the mid-rise element of the East Building is not appropriate given the existing and planned context on the east side of Wincott Drive. In this regard, the potential redevelopment of the commercial plaza in the future would be at a scale that is greater than what exists today. The depth of the commercial plaza property (45.5 metres) is sufficient for redevelopment as a low-rise apartment building or mid-rise building, subject to the achievement of appropriate built form relationships. In our opinion, redevelopment of the commercial plaza for lower-intensity forms of development, such as detached dwellings, would be unlikely. Moreover, the Growth Plan expressly prohibits land uses and built form that would adversely affect the achievement of transit-supportive densities, particularly in major transit station areas along priority transit corridors.

From a massing perspective, the West Building reflects a "tower and base" typology with a 2-storey base element that will help to frame the adjacent private

streets at an appropriate scale. Building setbacks and setbacks, including a “reveal” above Level 4, will help to reduce the overall visual impact of the tower element and reinforce the pedestrian scale of the base element.

As noted above, the East Building has been organized into three distinct components that help to reduce the visual appearance of the massing, frame the proposed public park and adjacent public streets with good proportion, and provide an appropriate transition in scale down to lower-scale *Neighbourhoods*. The western portion of the East Building is set back approximately 24 metres from Eglinton Avenue West, expanding the width of the public realm to approximately 67 metres, including the proposed public park.

Above a height of 14.0 metres, the central portion of the mid-rise element extends across the vehicular courtyard and is set back from Eglinton Avenue West. The proposed massing creates an architecturally distinctive building that preserves views to and from the existing commercial plaza on the northern portion of the subject site.

The eastern portion of the mid-rise element for the East Building is 12 storeys adjacent to the Eglinton Avenue West and Wincott Drive intersection, helping to give prominence to the corner. Along Wincott Drive, the mid-rise elements steps down to 2 storeys, helping to frame the public street at an appropriate scale and providing a visual transition to the designated *Neighbourhoods*.

From a density perspective, it is our opinion that the proposed density of 2.56 FSI is appropriate and desirable. The proposed density is modestly greater than the original proposal (FSI 2.48) and has been organized to achieve a number of specific built form objectives and to result in no unacceptable built form impacts.

As articulated in our Planning and Urban Design Rationale report, it is important from the perspective of integrating land use and transportation to optimize the density on the subject site given its proximity to the planned Eglinton West LRT and adjacent to the future Wincott/Bemersyde station. The importance of optimizing densities for new development in proximity to higher order transit is reinforced through both the 2017 Growth Plan and the new 2041 RTP. Additionally, the proposed development is appropriate within the context of approved densities in the area, which are generally higher than the proposed density, ranging from 2.67 FSI (25-53 Warrender Avenue), 3.36 FSI for 4650 Eglinton Avenue West, and 4.9 FSI for the recently approved multi-phase development at 4000 Eglinton Avenue West.

Built Form Impacts

Light, View and Privacy

Light, View and Privacy (“LVP”) impacts are generally addressed through a combination of spatial separation, setbacks, building orientation and mitigating measures between buildings. The revised proposal is evaluated below with respect to the relevant LVP criteria and directions set out in the City-wide Tall Building Design Guidelines and the Avenues and Mid-Rise Buildings Study, as summarized in the Planning and Urban Design Rationale.

With respect to the proposed tower elements, appropriate setback and separation distances are incorporated as part of the revised proposal. For the West Building, the tower element is set back 12.5 metres from the western property line and 12.5 metres from the southern property line. These setbacks are in keeping with the City-wide Tall Building Design Guidelines and are sufficient to provide access to sunlight and sky view without encumbering future development on adjacent properties.

As noted above, the tower element of the West Building is compliant with a 45-degree angular plane and is located approximately 71.4 metres south of the nearest *Neighbourhoods*. There are intervening buildings between the West Building and the *Neighbourhoods* designation, all of which help to ensure that there will be no unacceptable LVP impacts resulting from the West Building.

The tower element of the East Building is located within the central portion of the subject site, approximately 27.4 metres from the western property line and 38.8 metres from the southern property line adjacent to Eglinton Avenue West. The tower element of the East Building is located approximately 82.4 metres south and 115.0 metres east of the nearest *Neighbourhoods* and complies with a 45-degree angular plane. The proposed setbacks will ensure that the tower elements of the East Building will create no unacceptable LVP impacts.

Additionally, there is a separation distance of approximately 33.0 metres between the tower elements of the West Building and the East Building. There is only modest overlap between the two tower elements, reducing the potential for privacy and overlook impacts between dwelling units.

With respect to the proposed mid-rise elements, the eastern and western portions of the mid-rise element of the East Building are separated by a distance of approximately 41.0 metres, which is sufficient to result in no unacceptable LVP impacts between dwelling units. The eastern portion of the mid-rise element of the East Building is located approximately 32.9 metres to the southwest of the nearest

dwelling in the *Neighbourhoods* designation, which is sufficient to ensure that there are no unacceptable LVP impacts created as a result of the proposed development

Shadow Impacts

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

With respect to shadowing on lands designated *Neighbourhoods* to the north of the subject site, the revised proposal will create minor incremental shadowing resulting from the West Building on portions of the front yards of three detached dwellings fronting onto Widdicombe Drive (14, 16 and 18 Widdicombe Hill) at 9:18 AM on March 21st and September 21st. The incremental shadows are narrow “slivers” that extend beyond the existing shadows created by the apartment building at 25 Widdicombe Hill. At 10:18 AM, the West Building creates incremental shadowing on the front yard of the detached dwelling at 12 Widdicombe Hill. On June 21st, the West Building creates no incremental shadowing on designated *Neighbourhoods* to the north of the subject site.

There are no incremental shadows created by the tower element of the East Building at any time on March 21st, June 21st or September 21st on the designated *Neighbourhoods* to the north.

With respect to the designated *Neighbourhoods* to the east, on the east side of Wincott Drive, the West Building creates minor incremental shadowing on the front and side yard of the detached dwelling at 255 Wincott Drive for a brief period at 5:18 PM on March 21st and September 21st. At 6:18 PM on March 21st and September 21st, the tower element of the West Building creates incremental shadows on the rear yards of detached dwellings located on the south side of Waterford Drive. The West Building creates no incremental shadowing on the *Neighbourhoods* to the east on June 21st.

The East Building creates minor incremental shadowing on detached dwellings in the *Neighbourhoods* to the east after 4:18 PM on March 21st and September 21st. The incremental shadows resulting from the East Building affect three detached dwellings at 5:18 PM (91, 93 and 95 Waterford Drive). At 6:18 PM, the East Building creates incremental shadowing on the rear yards of dwellings on the south side of Waterford Drive. On June 21st, the East Building creates no incremental shadowing on detached dwellings in the *Neighbourhoods* designation.

Shadowing on the public realm resulting from the revised proposal will be limited to a brief period in the morning (9:18 AM to 10:18 AM) along Widdicombe Hill on March 21st and September 21st. Along Wincott Drive, there is incremental shadowing on the west side of the public street after 1:18 PM on March 21st/September 21st and after 2:18 PM on the east side of the street. Portions of the public street along Waterford Drive are affected by shadows that move quickly throughout the afternoon between 3:18 PM and 5:18 PM. On June 21st, there are incremental shadows resulting from the revised proposal only along Wincott Drive between Eglinton Avenue West and Waterford Drive after 1:18 PM.

Based on the foregoing, it is our opinion that the incremental shadows resulting from the revised proposal are adequately limited in accordance with the Official Plan, and reflect an improved condition relative to the shadows created by the original proposal.

With respect to parks, Policy 3.1.2(3)(f) of the Official Plan requires new development to minimize any additional shadowing as necessary to preserve their utility. The revised proposal incorporates a new 1,700 square metre public park fronting onto Eglinton Avenue West. As illustrated in the Shadow Study, the East Building will create incremental shadowing on the northern portion of the proposed park at 6:18 PM on March 21st and September 21st and after 5:18 PM on June 21st.

Urban Design

From an urban design perspective, it is our opinion that the revised proposal will contribute to the creation of an attractive and inviting pedestrian environment within and adjacent to the subject site. The addition of a new public park and POPS, together with a network of private streets that will be designed to appear and function as public streets, will help to ensure that the revised proposal will fit harmoniously within its existing and planned context.

The built form changes contemplated as part of the revised proposal are intended to achieve a number of objectives, including but not limited to:

- organize tall building elements on the interior/central portions of the subject site, located away from designated *Neighbourhoods* and within a 45-degree angular plane;
- provide a transition in scale down to adjacent *Neighbourhoods* through the stepping of heights to ensure that incremental shadows are adequately limited;
- incorporate building setbacks, stepbacks and separation distances that help to break up the massing of the proposed buildings and minimize unacceptable LVP impacts;

- organize the base of buildings and mid-rise elements to frame adjacent public streets and the proposed public park with good proportion and at an appropriate scale; and
- incorporate publicly-accessible amenities, such as the POPS and private streets, that will be visually integrated with the adjacent public realm and the proposed public park.

Based on the foregoing, it is our opinion that the design and organization of the revised proposal is appropriate and desirable in urban design terms and conforms with the applicable policies of the Official Plan, including Policies 3.1.2(1), 3.12(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.3(2) and 4.5(2), as well as the applicable urban design guidelines set out in the Avenues and Mid-Rise Buildings Study and the City-wide Tall Building Design Guidelines.

Summary Opinion

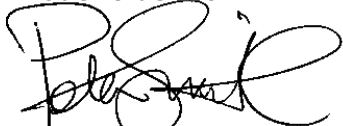
Based on the analysis set out above and the analysis set out in our Planning and Urban Design Rationale report, it is our opinion that the revised proposal is appropriate and desirable in both land use planning and urban design terms. It is our opinion that the proposed development is in keeping with the planning and urban design framework set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the 2041 Regional Transportation Plan and the City of Toronto Official Plan, as well as the applicable urban design guidelines.

The revised proposal will provide for residential/mixed-use intensification on an underutilized subject site in proximity to the planned Wincott/Bemersyde station on the Eglinton West LRT line. The revised proposal will create an attractive mixed-use destination with a new public park and POPS that fits harmoniously within the existing and planned context, provides an appropriate transition in scale to low-rise adjacent neighbourhoods, and creates no unacceptable built form impacts with respect to light, views, privacy or shadowing.

We trust that this letter is satisfactory to your needs at this time. Should you have any questions or comments, please do not hesitate to contact myself or Jordan Kemp of our office at any time.

Yours very truly,

Bousfields Inc.



Peter F. Smith, MCIP, RPP