



# Guildwood TOC

Planning Justification Report  
November 2025

**FOTENN**



Prepared for the Infrastructure Ontario

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# 1.0 INTRODUCTION

## 1.1 Purpose of this Document

Fotenn Planning + Design has been retained by Infrastructure Ontario to prepare this Planning Justification Report (PJR) in support of an application for the property municipally known as 4105 Kingston Road (hereafter referred to as the Guildwood TOC Site or the TOC Land), in the City of Toronto. The subject property is 2.914-hectares in size and is located south of Kingston Road directly adjacent to the Lakeshore East rail corridor in East Scarborough. The property contains the Guildwood GO Station which includes a Via Rail Station and supporting parking facilities. The purpose of this report is to assess the appropriateness of the proposed development from a land use planning perspective against the applicable planning policy framework.

The proposed development, referred to herein as the Guildwood TOC development or TOC development, will establish a complete mixed use community comprising three development blocks featuring six (6) towers ranging in height from 30 to 60 storeys. The Guildwood TOC development will introduce 2,534 new residential units and 1,766m<sup>2</sup> of ground related commercial floorspace. A robust road network and connected public realm is proposed to connect the site with the broader community. Multimodal paths, public and private rights-of-way (ROW), and a network of parkland and open spaces (5,580 m<sup>2</sup>) in size, deliver elements for a complete community.

The Guildwood GO Station entrance will be retained, and replacement of existing transit infrastructure will be incorporated into the TOC development (e.g. commuter parking, Pick-Up/Drop-Off (PUDO)). The development protects for three possible Metrolinx Passenger Pick up Drop-off Area options, including an underground PUDO, an at-grade Urban PUDO layout that utilizes layby along the street, and an at-grade high-ridership PUDO. A preferred PUDO option will be selected and confirmed upon resubmission of the Guildwood TOC development to the City. The underground PUDO can accommodate 30 PUDO spaces, high-ridership PUDO will supply 25 PUDO spaces while the Urban PUDO can accommodate 19 PUDO spaces.

The development proposes 709 Metrolinx parking spaces in the underground PUDO option and 760 Metrolinx parking spaces for the at-grade or Urban PUDO. Metrolinx parking is proposed within two levels of underground parking beneath Blocks B and C. TOC parking for Block A is proposed within two levels of underground, while for Block B and C, TOC parking is shared between the two development blocks across one level of underground parking.

The City of Toronto Official Plan identifies Kingston Road as an Avenue and designates the property as Mixed Use Areas. Further, given the property is located on the Guildwood GO station lands, it is within a proposed Protected Major Transit Station Area (PMTSA) that was adopted by Council in July 19, 2022. While the majority of PMTSAs in the City of Toronto have received approval from the Ministry of Municipal Affairs and Housing (MMAH) on August 15, 2025, MMAH deferred the approval of Guildwood PMTSA to a later date.

The TOC Site is zoned Commercial Residential in the City of Scarborough Zoning By-law 10327. In order to facilitate the proposed Guildwood TOC development, zoning certainty for the TOC Land will be secured through IO's TOC Program.

In addition to this Report, the following supporting studies are submitted in support of this Guildwood TOC development submission:

- / Phase 1 Environmental Site Assessment;
- / Architectural Set;
- / Desktop Geotechnical Study;
- / Functional Servicing Study and Stormwater Management Report;
- / Transportation Impact Study;
- / Noise and Vibration Impact Study;
- / Pedestrian Level Wind Study;
- / Rail Impact Study; and
- / This Planning Justification Report.

## 1.2 Transit Oriented Communities Program

The overall objective of the Province's TOC Program is to build vibrant, mixed use communities that are near or connected to subway or GO Heavy Rail and Light Rail stations, while aiming to increase transit ridership and reduce traffic congestion; increase housing supply (including affordable housing); create jobs and stimulate the economy.

Through the TOC Program, community benefits are secured for the local community, above and beyond any in-kind contribution to municipal community benefits and/or "good planning" benefits. These benefits are determined on a site-by-site basis and are subject to negotiations with, and input from, the local municipality, public and key stakeholders. Details related to the preferred community benefits for Guildwood TOC will be confirmed through public, stakeholder, Indigenous, and municipal engagement, and be included as part of a revised Guildwood TOC Development proposal submitted to the City at a later date.

## 1.3 Anticipated Approvals

The proposed Guildwood TOC development submission intends to bring the property into the City Comprehensive Zoning By-law 569-2013, proposing to rezone the lands Commercial Residential (CR) with site specific performance standards.

Future applications for draft plan of subdivision and site plan approval will be required prior to development.



## 1.4 Overview of Report Structure

This report is organized into 7 sections as follows:

### Section 1: Introduction

The Introduction provides the objectives of this planning justification report, the project history of the Guildwood TOC development, and establishes an understanding of the anticipated planning approvals.

### Section 2: Site and Surrounding Area

Site and Surrounding Area introduce the TOC Land and the surrounding neighbourhood, helping to contextualize existing conditions in the area. This includes a review of site and neighbourhood history, immediate adjacencies, and the existing and planned context as it relates to the built form, transportation, the public realm, and development activity.

### Section 3: Development Overview

The proposed Guildwood TOC presents both the overall and site-specific design concepts, including detailed discussion of the proposed site, height and massing, public realm, and landscaping.

### Section 4: Policy Context

Policy Context provides a summary of relevant provincial and municipal planning policy. Relevant non-statutory planning studies and guidelines are also identified insofar as they are applicable to and inform the proposed development.

### Section 5: Planning and Urban Design Analysis

Planning analysis offers a detailed analysis of how the TOC Proposal responds and/or conforms to the intent of relevant planning policies and guidelines. This includes discussion of policies pertaining to intensification, land use, housing, transportation and public realm.

### Section 6: Supporting Studies

Supporting Studies includes a high-level summary of the technical reports and studies which were completed in support of the proposed development.

### Section 7: Conclusion

The Conclusion completes the document by collecting the report's findings.

## 2.0 SITE AND SURROUNDING AREA CONTEXT

### 2.1 Subject Site Attributes

Situated just south of Kingston Road, the TOC Land are occupied by the Guildwood GO Station and its northern parking lot. The existing GO Station serves eastern Toronto via the Lakeshore East Line, providing connections to Union Station and the Greater Toronto Area. The TOC Land are delineated in Figure 1 and are trapezoid shaped, covering approximately 29,143 m<sup>2</sup> (2.914 hectares). The site includes the Guildwood GO Station Building, a parking lot with 760 parking spaces, a High-Ridership PUDO with 30 PUDO spaces and 6 loading spots, and various operation-supportive assets. The TOC Access Corridor, is a 20-metre wide parcel of land, owned by Metrolinx, which provides connection and access to the Kingston Road/Celeste Drive intersection. The TOC Access Corridor is the sole vehicle access to the TOC Land, with one vehicle lane for each direction of travel and a sidewalk on the west side.





Figure 1: Site Boundary, as approved by Ontario Treasury Board

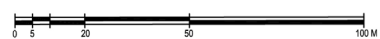






Figure 2. Aerial Image of the Site



The TOC Land (Figure 2) is bordered on the western edge by Kingston Road, which runs in the southwest-northeast direction. Due to Kingston Road being elevated to cross over the rail corridor, the grade separation results in no direct connection to Kingston Road from the western edge of the TOC Land. Kingston Road's elevation also provides a barrier that separates the TOC Site from Livingston Road North on the north side of Kingston Road.

The GO station and tracks are elevated above the majority of the surrounding parking area. The Guildwood GO Transit Station recently underwent a major upgrade, which began in 2016 and was completed in July 2019. Enhancements included expanded indoor waiting areas and washrooms, the addition of a green roof and atrium (a first in the network), new bicycle lockers, and upgraded pedestrian tunnels equipped with accessible elevators to both platforms. The platforms were rebuilt, and improvements were made to both parking lots, along with the creation of a new passenger pick-up and drop-off area on the South Parking Lot.





Figure 3. Guildwood GO station plaza and PUDO (south facing)



Figure 4. East Parking lot, with pedestrian connection to Payzac Avenue (east facing)



Figure 5. Guildwood GO Station (west facing)



Figure 6. TOC Access Corridor (north facing to Kingston Road)



Figure 7. Guildwood GO Station South PUDO (east facing)

## 2.2 Surrounding Context

The surrounding area is characterized by a mix of uses including single detached and townhouse residential dwellings, and auto-oriented service uses (Figure 8).

The northern edge of the TOC Land abuts the U-HAUL truck parking site on the west (4095 Kingston Road) and a vacant property that was once an auto shop on 4121 Kingston Road. Timbertrin (Guildwood) GP Inc has filed an application for two high-rise and two mid-rise buildings on the 4121 Kingston Road lands (hereafter referred to as “Timbertrin Lands”). The TOC Access Corridor separates the U-Haul and Timbertrin Lands.

Beyond Kingston Road to the northwest is a low-density (detached and townhouses) residential neighbourhood which is in a state of change. As discussed in Section 2.6, there is a development application at 402-408 Livingston that proposes high density residential development (35 storey tall building). Also north of the rail corridor, is Greenvale Park and the Scarborough Golf and Country Club. Beyond Kingston Road to the southwest is an existing apartment building and single detached dwelling. There is also a proposed development at 80 Dale consisting of two mid-rise buildings.

On the eastern edge of the TOC Land, the site is bound by the backyards of a row of low-rise single-detached homes and the eastern portion of the GO Surface Parking Lot (hereafter referred to as the “East Parking Lot”). Although there is no vehicle access from Payzac Avenue, a pedestrian path connects to the GO Station entrance. The East Parking Lot, with 132 parking spaces, is not within the scope of TOC land. Galloway Park, BGC East Scarborough and Maplewood High School are located along Galloway Road, east of the TOC.

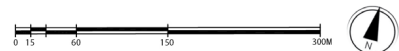
Directly south of the TOC Land lies the rail corridor containing three existing tracks and two train platforms. As part of the Metrolinx Lakeshore East Expansion project, a fourth rail track is planned between the southern edge of the existing parking lot and the northern platform. The track expansion project requires protecting a 3-metre strip of lands along the southern property boundary. The expansion includes corridor improvements and electrification and is anticipated to introduce 15 minutes or better service.

To the south of the rail corridor is an additional surface parking lot which provides 230 parking spaces and access to the Guildwood GO Transit Station south entrance. Two pedestrian tunnels run under the rail corridor, connecting the TOC Land to the two train platforms and the South Parking Lot.





Figure 8. Land Use Map



## 2.3 Neighbourhood Profile

The TOC Land is located in East Scarborough, within the southern boundary of the West Hill neighbourhood. The Guildwood neighbourhood begins immediately south of the rail corridor. The Golfdale-Cedarbrae-Worburn neighbourhood begins on the west side of Kingston Road at the edge of the Scarborough Golf and Country Club (Figure 9).

The area is bordered to the west, north, and east by Highland Creek. The majority of the neighbourhood seen today took shape primarily between the 1940s and 1960s.

West Hill has a stable population, and is popular with families with teens, people in their 20s, people in their 40s, and people in their 50s. Families with children make up 49% of households in this neighbourhood, while couples without children make up 15% of households and 28% of households are one person living alone. Exceptionally diverse, neighbours trace roots to 158 different ethnic origins, with 51% first-generation immigrants and 28% second-generation immigrants.



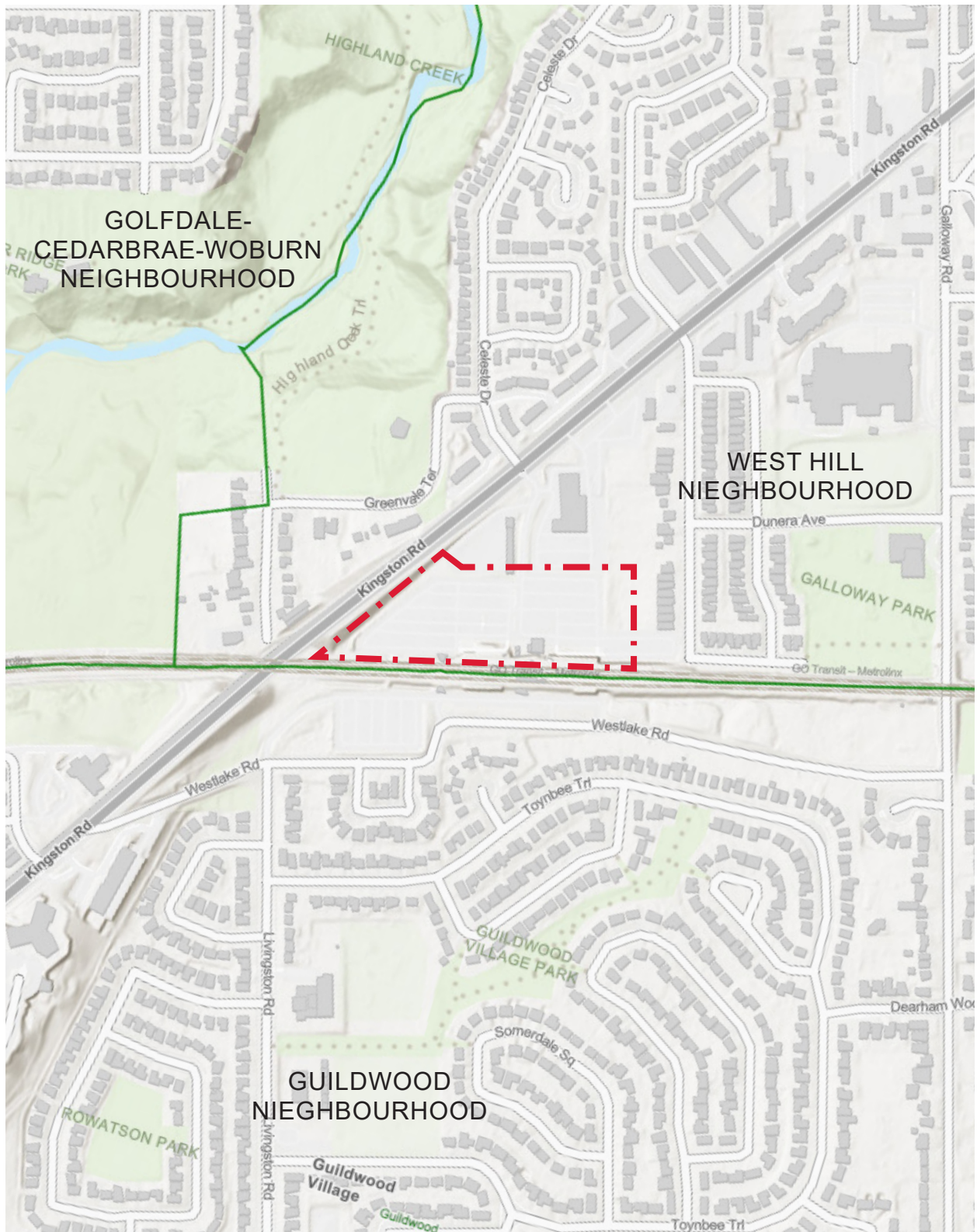
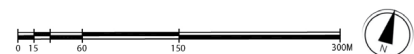


Figure 9. Neighbourhood Boundary Map



## 2.4 Transportation Context

The site is well serviced by transportation which represents a significant impetus for the proposed Guildwood TOC development. The land is immediately adjacent to the Guildwood GO and Via Rail Station and is serviced by various existing TTC routes. The site is close to the future Eglinton East LRT stop proposed near the intersection of Kingston Road and Celeste Drive (Figure 10). The following section provides an overview of the transportation context that serves the site, outlining the options available for public, active, and passive transportation for individuals within the future TOC.

### 2.4.1 Road Network

According to the City of Toronto's Road Classification System, Kingston Road is designated as a Major Arterial, a high-capacity urban road with an existing and planned right-of-way width of 36 metres. Kingston Road features 6-lanes, three lanes in each direction separated by a centre median. In either direction there is a dedicated bus lane and on-street parking is prohibited at all times. Sidewalks are provided on both sides of the roadway, supporting pedestrian connectivity.

Access to the development is obtained from a signalized intersection at Kingston Road and Celeste Drive via the TOC Access Corridor Lands. It is anticipated that the TOC Access Corridor will form part of a future 23 metre right-of-way, as part of the Timbertrin Development, that will connect and extend into the Guildwood TOC development.

## 2.4.2 Transit Network

From a transit perspective, the TOC Land are exceptionally served by both local and regional transit options, reinforcing its suitability for transit-oriented development. The following describes transit accessible to the site.

### **TTC Bus Services:**

- / 86 Scarborough Route (10-Minute Network):
  - / Runs east-west between Kennedy Station (Line 2) and Sheppard Ave at Meadowvale Rd/Toronto Zoo.
- / Branches:
  - / 86A: Kennedy Station – Toronto Zoo (until 6:25 p.m. weekdays).
  - / 86B: Kennedy Station – Highland Creek (weekday AM peak).
  - / 86C: Kennedy Station – Sheppard (weekday evenings & weekends).
  - / 86D: Kennedy Station – Beechgrove via Lawrence (weekday peaks, midday, Saturday daytime).
  - / 12D Kingston Rd Route: Victoria Park Station – UTSC (weekday peaks).
- / Express Routes:
  - / 905 Eglinton East Express: Kennedy Station – UTSC (weekday peaks, midday, early evening).
  - / 986 Scarborough Express: Kennedy Station – Meadowvale Rd & Sheppard Ave E (weekday peaks).

### **Regional Rail (GO Transit):**

- / Guildwood GO Station adjacent to site.
- / Lakeshore East Line: All-day, two-way service Union Station – Oshawa.
- / Every 15 min (weekday midday), 30 min (other times).

### **Intercity Rail (VIA Rail):**

- / Ontario–Quebec Corridor (Quebec City – Windsor).
- / Trains 643, 63, 53, 67 serve station daily.

### **Future Transit:**

- / Eglinton East LRT (Line 7):
  - / 18.6 km, 27 stops, Kennedy Station – Malvern Town Centre via UTSC.
  - / Connections to Line 2 terminus (Sheppard & McCowan) and Guildwood GO Station.
- / Lakeshore West Line GO Expansion
- / Electrification of Lakeshore West Line, offering all-day trips, every 15 minutes





Figure 10. Transit Map





### 2.4.3 Cycling and Pedestrian Routes

#### Cycling Routes

To the northwest, a multi-use trail runs along Highland Creek and through Highland Creek Park, continuing north before curving east and then south. An on-street shared cycling route along Celeste Drive and Greenvale Terrace connects the site to the Highland Creek Trail, providing access for both cyclists and pedestrians to the surrounding green space. It is anticipated that a future dedicated cycle track will be provided along the extension of Celeste Drive and the proposed new Public street proposed through the subject property, formalizing a safer dedicated space for cyclists. South of the rail tracks, designated cycling tracks are available along Westlake Road and Livingston Road, with additional connections to the east via Galloway Road.

#### Pedestrian Routes

Sidewalks are provided on both sides of Kingston Road and lead into the site from the intersection of Kingston Road and Celeste Drive. The sidewalk continues through the driveway (other lands owned by Metrolinx) and ends at the boundary of the TOC Land. Through the TOC Land there are a series of cross walks and paved islands that continue the connection for pedestrians. Through the proposed development, the sidewalk network will be enhanced to ensure dedicated pedestrian access to the Guildwood GO station entrance. A future pathway connection is proposed adjacent to the rail corridor under Kingston Road to connect to Livingston Road North. To the east, along the southern edge of the East GO parking lot, there is an existing pedestrian walkway that extends to Payzac Ave.

### 2.4.4 Existing Parking Lots

The TOC lands currently contain surface commuter parking lots located on the north, east, and south sides of the site. The north parking lot provides approximately 760 spaces, while the east parking lot provides approximately 132 spaces.



Figure 11. Active Transportation Map



## 2.4 Community Facilities, Parks and Open-Spaces Context

The site is conveniently situated and surrounded by a variety of community amenities, parks, and open spaces (

12). Nearby green spaces such as Guildwood Village Park, Greenvale Park, and Galloway Park offer walking trails, playgrounds, and open areas for recreation and relaxation. The area is well-served by educational facilities, including Maplewood High School, Eastview Junior Public School, Guildwood Junior Public School, and St. Ursula Catholic Elementary School, along with numerous childcare and early learning centers. Places of worship in the vicinity include Guildwood Community Presbyterian Church, Church of the Holy Trinity Guildwood, and Progress Church of God. The community also benefits from access to senior care facilities such as Extendicare, and a range of essential services including a fire station and a Toronto Public Library branch. The nearby commercial corridors along Kingston Road and Lawrnce Avenue East provide a wide variety of shops, services, and dining options.



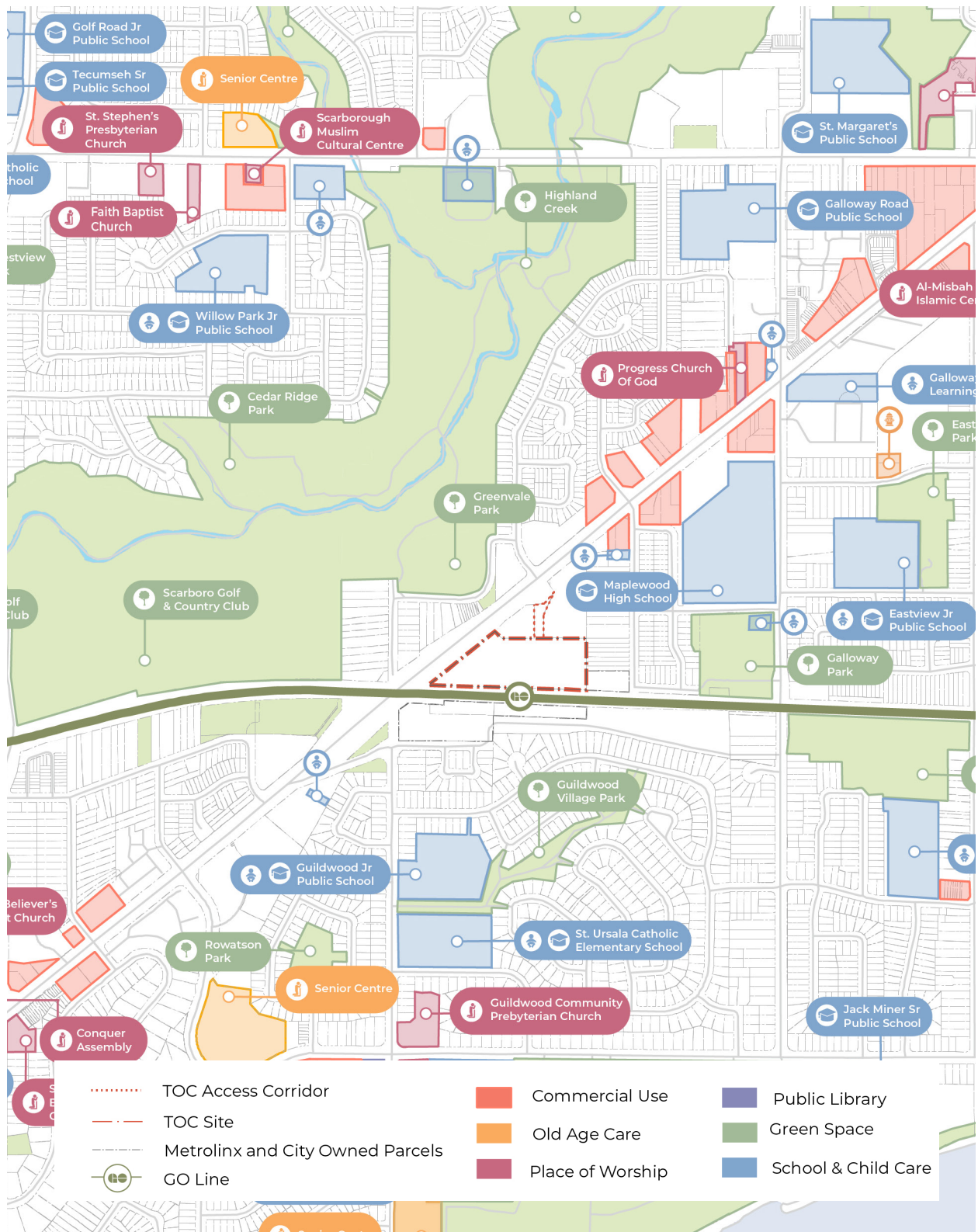


Figure 12. Community Infrastructure Map





## 2.5 Surrounding Development Applications

The surrounding area has been experiencing change with a range of development applications. Table 1 and Figure 13 highlights both the proposed and approved developments in the immediate vicinity. Development within the surrounding area is increasingly characterized by mid- and high-rise buildings, many of which incorporate mixed use elements. The area is transitioning from its original suburban form; it is steadily evolving toward the urban character envisioned for Avenues and Major Transit Station Areas in the City's Official Plan.

Table 1: Summary of Development Applications

Key	Address	Description	Planning Policy Approvals	Status	Application Number
1	<b>4121 Kingston Road</b>	<b>Height:</b> 12-, 13-, 29-, and 38-storeys <b>Unit Count:</b> 1,029 <b>Parking:</b> 241	Zoning By-law Amendment Draft Plan of Subdivision	Proposed Development	24251883ESC24SB  OLT approval File No. 21 138377 ESC 24 OZ
2	<b>4151 Kingston Road</b>	<b>Height:</b> 12-storey <b>Unit Count:</b> 150 <b>Parking:</b> 61	Minor Variance Site Plan Control	Proposed Development	20174551ESC24SA
3	<b>402-408 Livingston Road North</b>	<b>Height:</b> 35-storey <b>Unit Count:</b> 442 <b>Parking:</b> 310	Official Plan Amendment Zoning By-law Amendment	Proposed Development	25138374ESC24OZ
4	<b>4180 Kingston Road</b>	<b>Height:</b> 20-storey <b>Unit Count:</b> 320 <b>Parking:</b>	Zoning Bylaw Amendment  Site Plan Control	Proposed Development	22168468ESC24OZ  22 168468 ESC 24 OZ - OMB Appeal
5	<b>66-80 Dale Avenue</b>	<b>Height:</b> 7-storey and 12-storey <b>Unit Count:</b> 284 <b>Parking:</b> 305	Official Plan Amendment Zoning By-law Amendment	Proposed Development	18154389ESC36OZ
6	<b>4206-4212 Kingston Road</b>	<b>Height:</b> 12-storey and 7-storey <b>Unit Count:</b> 271 <b>Parking:</b> 291	Site Plan Control	Approved Development	20122927ESC24SA
7	<b>4201-4203 Kingston Road</b>	<b>Height:</b> 4-storey <b>Unit Count:</b> 68 <b>Parking:</b> 5	Site Plan Approval	Approved Development	24214745ESC24SA
8	<b>144 Galloway Road</b>	<b>Height:</b> 10-storey <b>Unit Count:</b> 168 <b>Parking:</b> 76	Site Plan Control	Approved Development	20220827ESC24SA
9	<b>4280-4290 Kingston Road</b>	<b>Height:</b> 9-storey <b>Unit Count:</b> 148 <b>Parking:</b> 73	Zoning By-law Amendment	Proposed Development	22172695ESC24OZ



Figure 13. Surrounding Development Map



## 3.0 DEVELOPMENT OVERVIEW

### 3.1 Vision and Design Objectives

#### 3.1.1 Vision

The Guildwood Transit Oriented Community Project has been shaped by a clear urban design vision that emphasizes connectivity, livability, and integration with regional transit infrastructure. The vision has guided the design process, ensuring that each element of the proposed development contributes to the creation of a complete, inclusive, and sustainable urban environment.

The Guildwood TOC is envisioned as a transit-oriented, pedestrian-friendly community that will introduce new residents to the station area, support and grow transit ridership, reduce traffic congestion, and expand housing options and supply.

This vision supports the transformation of a surface commuter parking lot into a walkable, connected community that integrates high-density development with a strong public realm, establishing a distinctive identity for the Guildwood Station area, while maintaining the transit functionality of the TOC Lands serving the GO Station.

#### 3.1.2 Objectives

**Well-Connected** – Enhance access and circulation to Guildwood GO by providing seamless connections within the site and to the surrounding context, supporting both vehicular movement and active transportation.

**Pedestrian-Oriented** – Establish a strong pedestrian realm through a combination of generous sidewalks, active at-grade frontages, and human-scaled building podiums. Prioritize walkability by integrating a cohesive street network, mid-block connections, parks, and POPS.

**Transit-Oriented** – Maximize the potential of the site's proximity to regional transit infrastructure by concentrating height and density around the station area. Introduce a mixed use built form that supports increased transit ridership, aligns with TOC policies, and provides transit-integrated residential density.

**Animated Open Spaces** – Deliver a network of vibrant and functional open spaces that offer opportunities for recreation and social gathering. Design open spaces to be safe, accessible, and active throughout the day, supporting both the needs of local residents and daily transit users.

**Transition to Context** – Introduce a sensitive built form strategy that transitions appropriately to adjacent low-rise residential neighbourhoods while accommodating significant height and density in proximity to the station. Building placement, step backs, and tower orientations are used to respect existing context and planned future development.

## 3.2 Block Context Plan

A block context plan analysis was prepared to support and guide the design and development of the site and surrounding context (Figure 14). The elements of the block context plan analysis have been integrated into Section 3.2 Block Context Plan, 3.3 Development Overview and Section 5.0 Planning and Urban Design.

The purpose of the block context plan analysis is to define a vision and objectives, and a series of design frameworks that inform both the proposed development and the future potential development of the immediate and surrounding context. The block context plan analysis helps demonstrate how the proposed road network, public realm, built form and open space frameworks form a cohesive, connect and contextually sensitive development plan that supports a high-density, transit supportive community.

The following sub-sections provide an overview of the subject site and development blocks. Section 3.2 provides further details on the development frameworks that guide the development of the site and surrounding context, illustrating the considerations and frameworks from the block context planning analysis. Section 3.3 provides more site-specific details related to the development of the TOC Land, both the proposed public realm and built form elements.

### 3.2.1 Study Area

The block context plan analysis study area factors in the proposed and potential developments to the north and east, and builds on the block planning analyses prepared previously as part of the 4121 Kingston Road development application. The TOC Site study area ensures that development is aligned with the existing and planned context for the area. Refer to Section 2 for further details on the surrounding context.

### 3.2.2 Development Parcels

The road network helps to define a series of streets and blocks. Careful consideration and various iterations were explored to find a balance between connectivity and efficient development parcels (refer Figure 15). The road network and general structure of streets and blocks build from the development at 4121 Kingston Road, extending the road network south to form additional development parcels. As such, the site has been sub-divided into four (4) development parcels.

These parcels include:

**Block A** - Located at the eastern edge of the TOC Site, Block A plays an important role in establishing a sensitive transition to the adjacent low-rise neighborhoods to the east. This block emphasizes transition and community interface, with a large public open space and enhanced connectivity.

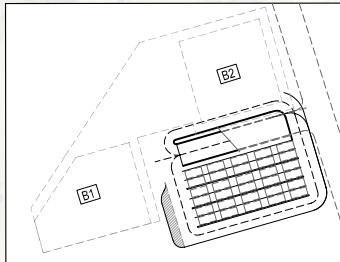
**Block B** - Occupies the central portion of the TOC Site and is the primary interface between the new development and the Guildwood GO Station. It serves as the most transit-accessible block, with a direct relationship to the GO platform, station plaza, and associated commuter infrastructure.

**Block C** - Located at the westernmost portion of the TOC Site, adjacent to Kingston Road overpass with existing low-rise residential beyond which is in a state of transition. It is envisioned as a high-density mixed use block that will contribute to the overall transit-oriented vision of the community.

**Metrolinx Station Area** - The Station Area will be unaffected by the proposed development and operations maintained. The TOC Site will incorporate key transit infrastructure to support the Metrolinx Station Area.

# LEGEND

	RESIDENTIAL TOWER		RESIDENTIAL AMENITY OPEN SPACE		TOC ACCESS CORRIDOR
	RESIDENTIAL / MIXED-USED PODIUM		PARKS & GREEN SPACE		RAIL CORRIDOR SETBACK
	RETAIL SPACES		EXISTING GO STATION		PROPERTY LINE
	AMENITY SPACES		EXISTING BIKE PARKING		TIMBERLIN DEVELOPMENT

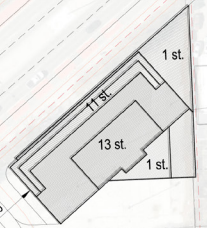


UNDERGROUND PUDO OPTION

GREENVALE TER

KINGSTON RD

CELESTE DR



24.5

PUBLIC ROW "A"

18.5

14

4 st.

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30M DEVELOPMENT SETBACK

(REFER TO THIRD PARTY PROJECTS GUIDELINES SECTION 5.1.1 RELATED TO BUILDING SETBACK REQUIREMENTS)

POPS 560 m2

UNDER BRIDGE MULTIUSE PATH CONNECTION TO LIVINGSTON

4TH TRACK SETBACK

POPS 750 m2

POPS 520 m2

POPS 520 m2

POPS 520 m2

POPS 520 m2

POPS 520 m2

POPS 520 m2

POPS 520 m2

POPS 520 m2

POPS 520 m2

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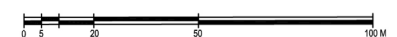
POPS 520 m2

POPS 520 m2

POPS 520 m2

POPS 520 m2

Figure 14. Block Context Plan





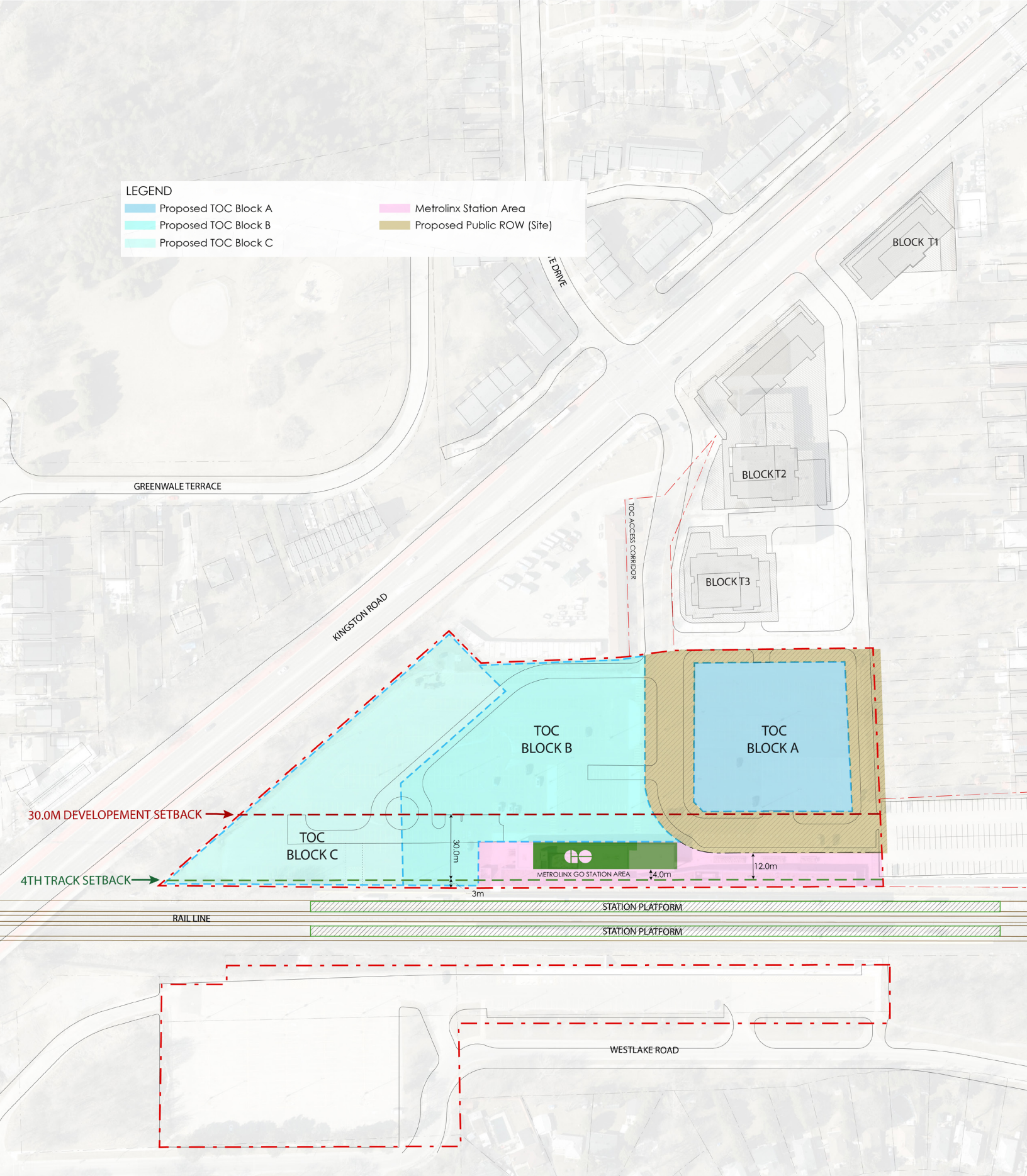


Figure 15: Development Parcels



## 3.3 Proposed Development Overview

As part of the block context plan analysis, a series of frameworks were developed to guide and shape the development of the subject site and its relationship to the surrounding context. The following section outlines these frameworks and how they inform and are incorporated into the TOC Site's development proposal.

### 3.3.1 Street Network

The proposed street network establishes a fine-grain block structure that enhances site permeability and supports pedestrian, cycling, and vehicular circulation (Figure 16). The proposed street network builds upon the grid established in the adjacent Timbertin Lands, extending the grid southward to support a well-integrated Transit Oriented Community.

The Timbertrin Lands proposal includes three new streets/Rights-of Way (ROW): Public ROW A, Public ROW C and Public ROW D. Public ROW C would be an improvement of the existing private access roads in the TOC Access Corridor and is intended to be conveyed to the City of Toronto as a municipal road.

- / Public ROW A is planned to be 18.5 metres wide, with one vehicle lane for each direction of travel and sidewalks on both sides. 14 metres of the proposed ROW will be located on Timbertrin Lands with an additional 4.5 metres anticipated through future redevelopment of abutting lands to achieve the full planned width.
- / Public ROW C is planned to be 23 metres wide, sidewalks on both sides of the road, two-directional cycle tracks, and one vehicle lane for each direction of travel.
- / Public ROW D is planned to be 18.5 metres wide, where 12.5 metres will be on Timbertrin Lands with an additional 6 metres anticipated to be provided by the TOC Land.

The TOC Site proposes the following extensions of the road network:

- / Public ROW A Extension: An extension of Public ROW A, an 18.5-metre ROW that follows the same alignment of ROW A to the north whereby 14 metres falls within the TOC Lands and 4.5 metres is within the adjacent residential properties. Future subdivision and development of the adjacent lands would therefore be required to achieve this full ROW. Access to the East Parking Lot is maintained and provided off of ROW A Extension in the southeast corner of the site.
- / ROW C Extension: An extension of Public ROW C, this ROW will be the primary north-south connection to the GO Station and will be designed to a 23-metre width inclusive of 2.1 metre sidewalks, bi-directional vehicle lanes of 3 metres each, and bi-directional cycle track of 2 metres each. Final design of the ROW will be subject to further discussions with City Staff and will depend on which preferred PUDO Option is ultimately selected. Public ROW C Extension will also accommodate 2.6 metre laybys on both sides of the roadway in the Urban PUDO Option. A Bus Bridging location is proposed on the west side of ROW C Extension.
- / Public ROW E: A new 18.5-metre public ROW connecting ROW A and ROW C Extension. Vehicle lanes for two-directional travel will be 6.6 metres. Public ROW E will be designed to accommodate 2.6 metre laybys on both sides for Guildwood Station passenger pick-ups and drop-offs in the Urban PUDO option.
- / Private ROW: A new private ROW connecting to ROW C Extension will terminate in a cul-de-sac at the south end of Development Blocks B and C. The Private ROW is proposed to be 14 metres wide, including vehicle lanes for two-directional travel which will be 6 metres as well as sidewalks on both sides.
- / An Emergency Access Road, parallel along the frontage of the Guildwood GO Station entrance. It is not intended for regular vehicles access and will be treated as part of the public realm along the station when not required for emergency access. It provides critical access for emergency vehicles to service the buildings and public spaces adjacent to the rail line. Clearly marked and separated from public vehicular traffic, it ensures unobstructed access in case of emergencies.
- / Shared delivery and coordinated connections with adjacent lands ensure a seamless block structure and an integrated servicing strategy. This coordinated approach supports the future redevelopment of neighbouring properties and contributes to a well-connected street grid.
- / The circulation network accommodates all modes of transportation, including dedicated cycling facilities, wide pedestrian boulevards, and clear vehicular routes for pick-up/drop-off and servicing.



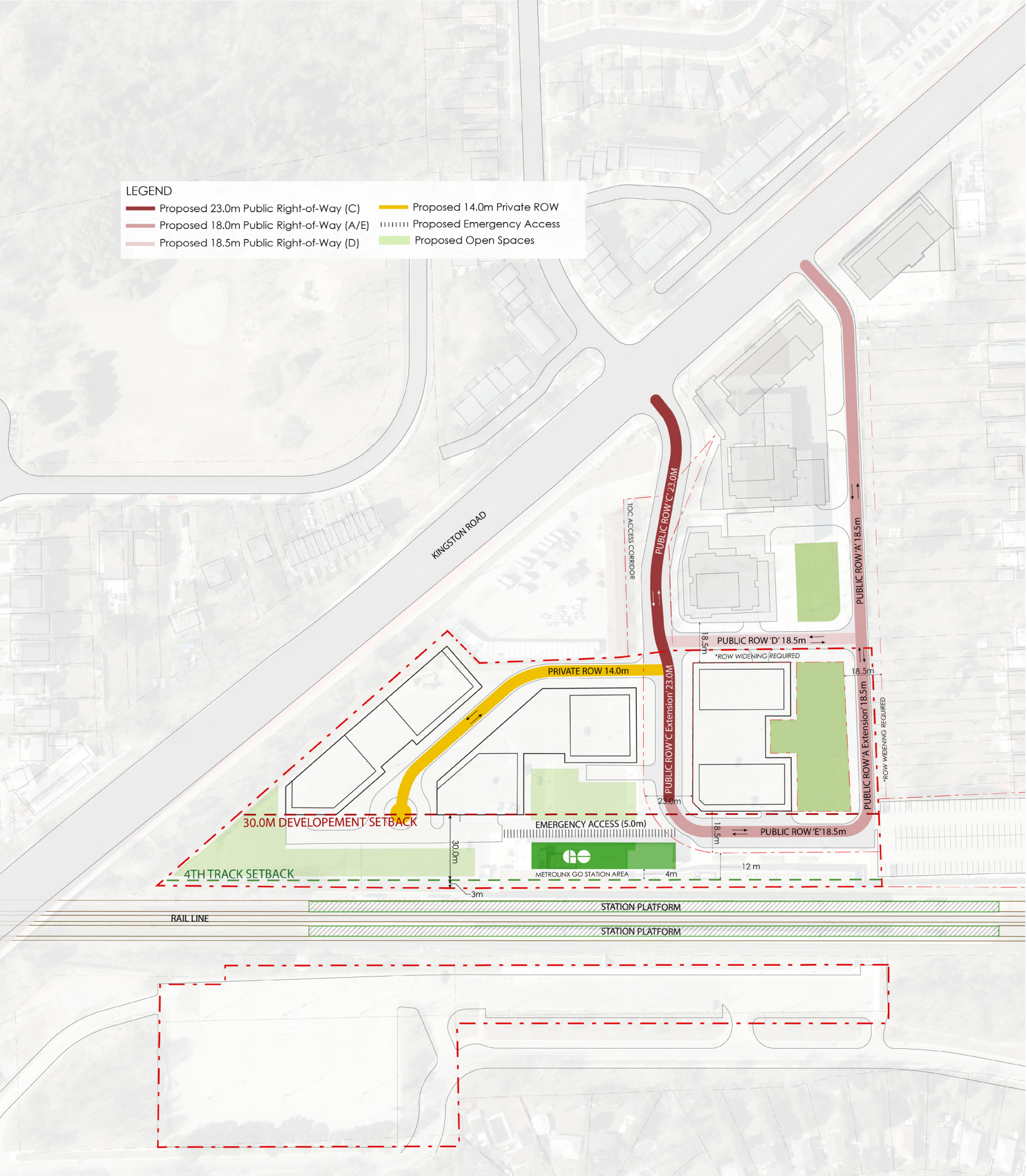


Figure 16. Street Network Map



### 3.3.2 Multi-Modal Connections

In addition to the Street Network, a network of Pedestrian and Bike Paths are proposed for the TOC development (Figure 17). TOC Land will be connected through a network of multi-modal connections. The TOC development proposes a multi-modal connection path between Kingston Road and the Guildwood GO Station, as well as a future multi-modal connection to Livingston Road North.

#### Pedestrian Circulation

The proposed development provides a well-connected pedestrian circulation system. Sidewalks are provided on both sides of the street with additional mid-block connections offered through parks and open spaces and further connections to the neighbourhoods to the east and west.

#### Bicycle Circulation

A cycle track is provided in both directions along Public ROW C Extension. The cycle track provides protected access to the station and the adjacent development blocks/buildings. A multi-use trail is also proposed along the southern edge of the site connecting under Kingston Road to the west and to Payzac Avenue and the existing residential uses to the east.



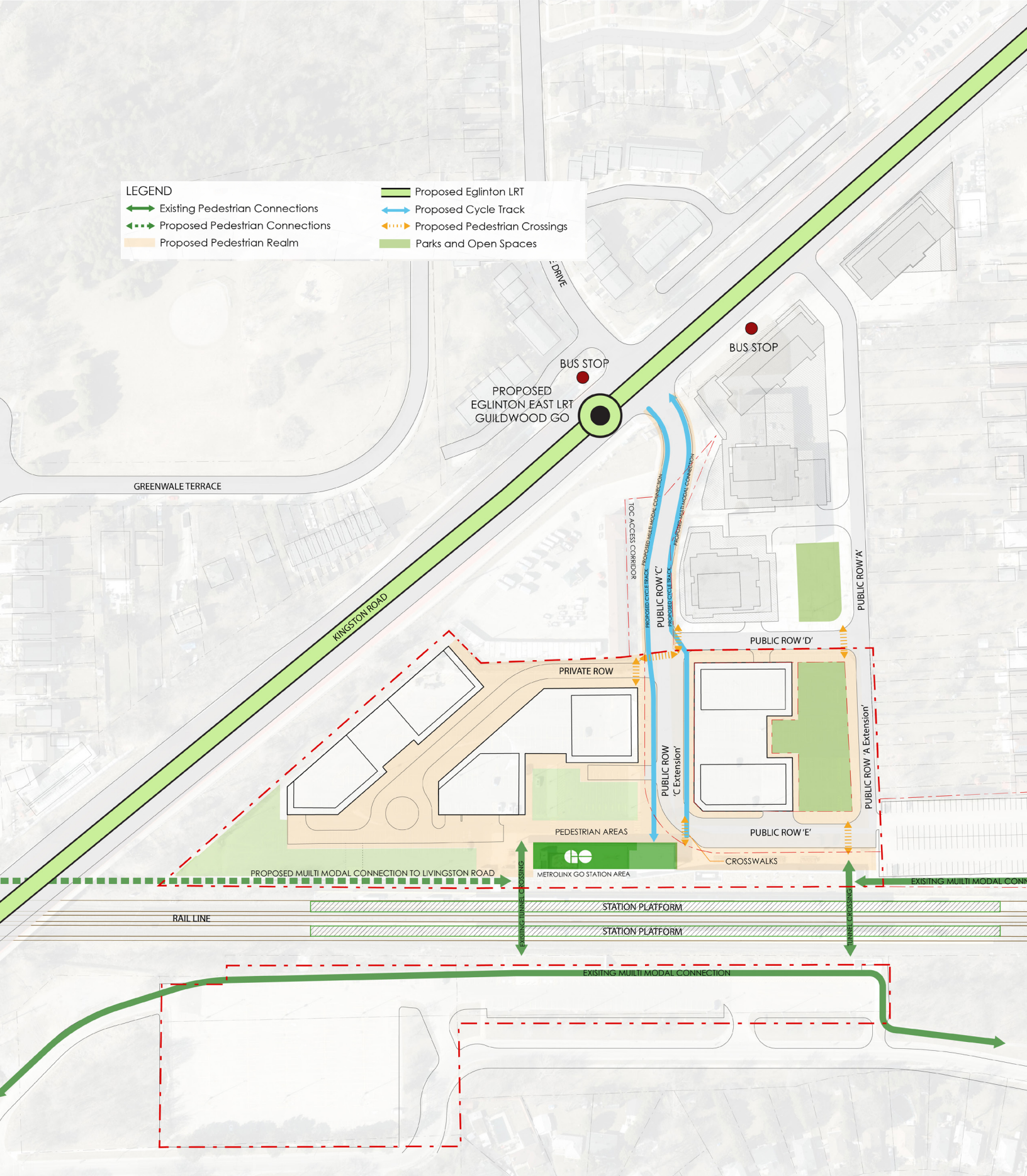


Figure 17. Pedestrian and Cycling Connections



### 3.3.3 Built Form and Density

The Guildwood TOC development is organized into three primary development blocks (Blocks A, B, and C), each of which contains two towers connected by a 7-storey podium. All towers are separated by at least 25 metres, achieving proper separation distances outlined in City of Toronto's Tall Building Design Guideline (2013). A total of 189,525m<sup>2</sup> of residential gross floor area (2,534 residential units) and 1,766m<sup>2</sup> of retail and service space will be introduced by the TOC development (Figure 18).

The design process gave careful consideration to the height, massing, and positioning of buildings, with the intent to concentrate height and density closest to the station area (Block B) and provide appropriate transitions to the surrounding context. The siting and height of the towers would mitigate shadow impacts, with priority given to limiting shadows on parks and open spaces and achieving at least 5 hours of sunlight on such areas.

## Block A

Block A is comprised of two components, the mixed use development on the west side of the block and the proposed new public park on the east side. This orientation allows for over 39 metres of separation between the façade of the proposed podium and the rear property line of the low-rise residential developments to the east.

The mixed use development is composed of two high-rise residential towers, Tower A1 (40 storeys) and Tower A2 (35 storeys). Both towers are anchored by a 7-storey mid-rise podium. Block A contains a total of 710 residential units, including 236 1-bedrooms (33%), 142 1-bedroom + den (20%), 142 2-bedrooms (20%), 118 2-bedroom + den (17%), and 72 3-bedrooms (10%). The development will include a total of 55,496 m<sup>2</sup> of residential area and 938 m<sup>2</sup> of retail spaces.

The podium setbacks and tower setbacks are as follows:

- / On the west side, the podium is set back 0 metres from ROW C Extension, which further widens the 23-metre boulevard to provide more comfortable spaces for pedestrians and passenger pick-up and drop-offs.
- / The north façade is set back 6 metres from the existing property line, which is intended to form part of the 18.5 metres Public ROW D. After conveying the lands to the City of Toronto, the podium would be built to the edge of its new property line and a 0 metre setback of the podium would be provided to Public ROW D.
- / The east façade is set back 3 metres from the edge of the proposed public park.
- / On the south, the building is set back 33 metres from the current property boundary, 12 metres will be conveyed to Metrolinx as part of the station area that currently exists. After conveyance, the podium will be set back 30 metres from the rail corridor, achieving the setback requirements outlined in the Metrolinx Adjacent Development Guidelines. Within the 30-metre setbacks, 12 metres will be used as passenger waiting area for station users and 18.5 metres will be used for ROW E.
- / Both towers step back 3 metres from the edge of the podium, providing further separation to the public park and the street.

## Block B

Block B is comprised of two components; the mixed use development and the Station Plaza fronting ROW C Extension. The TOC hugs the station plaza, this orientation allows for a 1,000 m<sup>2</sup> of informal gathering space for the community and creates an arrival space adjacent to the GO Station entrance.

The mixed use development is composed of two high-rise residential towers, Tower B1 (60 storeys) and Tower B2 (60 storeys). Both towers are anchored by a 7-storey mid-rise podium. The proposed development contains a total of 1208 residential units, including 278 1-bedrooms (23%), 466 1-bedroom + den (39%), 12 2-bedrooms (1%), 260 2-bedroom + den (22%), and 192 3-bedrooms (16%). The development will include a total of 90,098m<sup>2</sup> of residential area and 377 m<sup>2</sup> of retail spaces.

The podium setbacks and tower setbacks are as follows:

- / On the west side, the podium is set back 0-metres from the 13 metre private ROW. Tower B1 is set back 3-metres from the podium on the north-west side, providing a 25-metre tower separation between Tower B1 and Tower C1.
- / The north façade is set back 14 metres from the existing property line, marking the beginning of the Private ROW.
- / The east façade of the podium is set back 3 metres from the ROW C Extension. An arcade at grade is provided to allow for a 3-metre-wide pedestrian zone abutting ROW C Extension. Tower B2 is steppedback 3 metres from the podium, while the Station Plaza is also set back 0 metres from the east property line.
- / On the south side, Tower B1 is set back 33 metres from the current property boundary. As part of the Lake Shore East Line GO Expansion project, 3 metres will be conveyed to Metrolinx. Following the conveyance, the podium will be set back 30 metres from the rail corridor, in compliance with the Metrolinx Adjacent Development Guidelines. Within this 30-metre setback, the existing GO Station will remain, along with a 5-metre-wide emergency access road and the TOC parking entrance for Block B.
- / Tower B2 is step back 3 metres from the podium on all sides.



### Block C

Block C is comprised of mixed use development. The mixed use development is composed of two high-rise residential towers, Tower C1 (30 storeys) and Tower C2 (30 storeys). Both towers are anchored by a 7-storey mid-rise podium. The proposed development contains a total of 616 residential units, including 178 1-bedrooms (30%), 178 1-bedroom + den (30%), 30 2-bedrooms (4%), 162 2-bedroom + den (28%), and 68 3-bedrooms (12%). The development will include a total of 44,347m<sup>2</sup> of residential area and 451 m<sup>2</sup> of retail spaces.

The podium setbacks and tower setbacks are as follows:

- / On the west side, the podium is set back 5 metres from the existing property boundary, which is adjacent to Kingston Road. The towers have a 0 metre setback from the podium.
- / The north façade is set back 5 metres from the existing property line. Tower C1 is steppedback 3 metres from the podium.
- / The east façade is set back 0 metres from the Private ROW. Towers C1 and B1 maintain a 25-metre separation distance. Both Towers C1 and C2 maintain a 3 metre setback from the podium on the east side.
- / Similar to Blocks A and B, the south side of the building is set back 33 metres from the current property boundary. Of this, 3 metres will be conveyed to Metrolinx as part of the GO Expansion project along the Lake Shore East Line. Following this conveyance, the podium will be set back 30 metres from the rail corridor, meeting the setback requirements outlined in the Metrolinx Adjacent Development Guidelines. Within this 30-metre setback, an 1,830 m<sup>2</sup> POPS will be provided, along with building entrances and loading areas serving Block C.

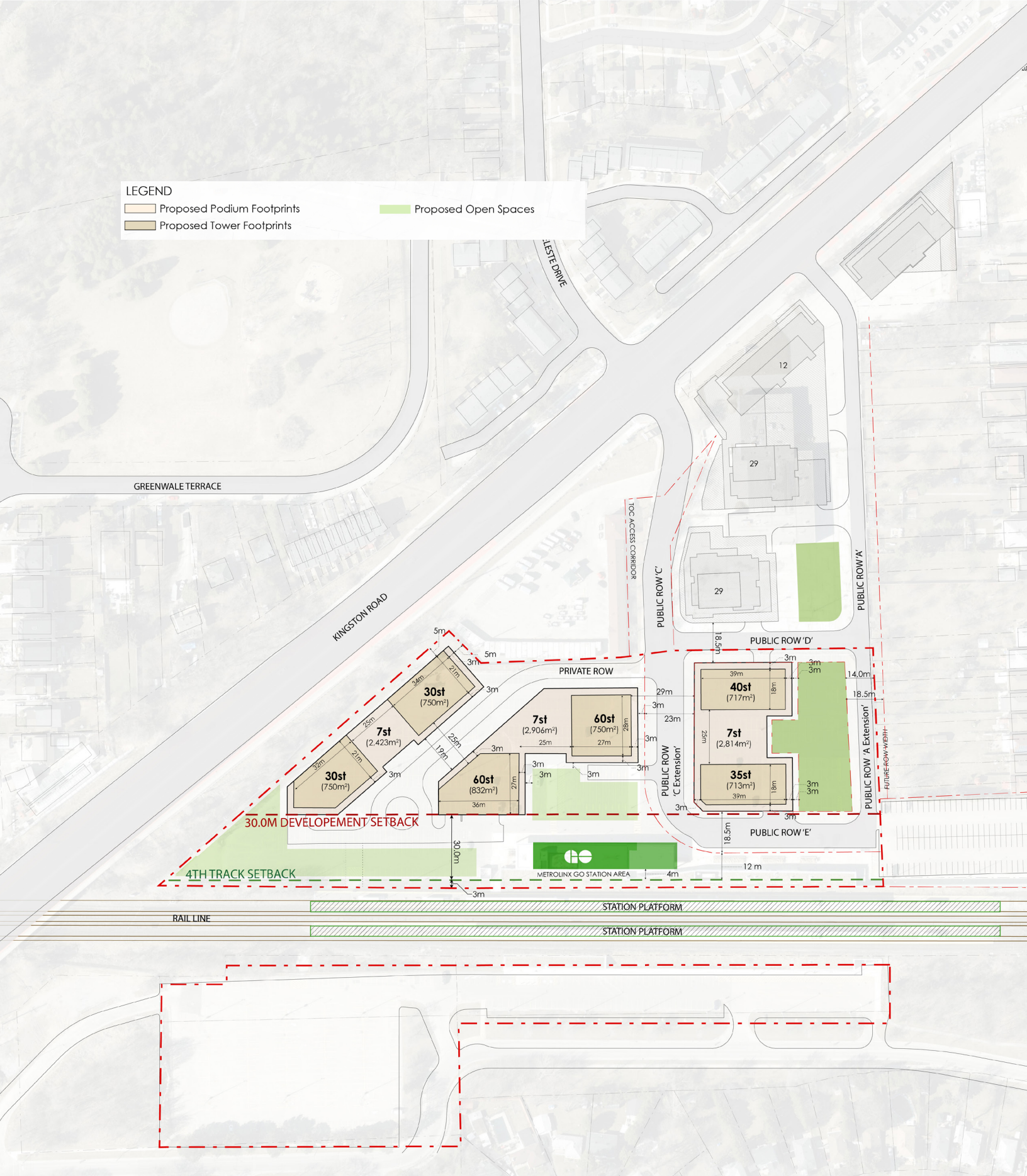
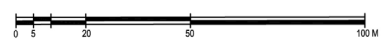


Figure 18. Built Form



### 3.3.4 Public Realm

#### Block A

On the east side of Block A, a public park is proposed. The “T” shaped park measures approximately 68 metres in the north-south direction and the east-west direction gradually expands in width, from 22 metres to 35 metres. The mid-section of the park expands to 35 metres to allow for a wider variety of programming possibilities. The park will be 1,750m<sup>2</sup> in size and the programming will be subject to further discussion with City Staff. The park will likely be encumbered due to underground parking footprint of Development Block A

The podium is set back from ROW C Extension to provide enhanced pedestrian clearways, landscaping, and spill-out spaces, framed by at-grade retail uses, reinforcing an active public realm and contributing to the vibrancy of the streetscape (Figure 19).

#### Block B

The Station Plaza POPS is located directly in front of the existing Guildwood GO Station entrance and is proposed to have an area of approximately 1,000 m<sup>2</sup>. The plaza measures 49 metres in length, with widths growing from 18 metres abutting Public ROW C Extension to 23 metres abutting the building. Retail and commercial spaces are planned along Public ROW C Extension, fronting both the Station Plaza and a portion of the adjacent private right-of-way. These at-grade interfaces are designed to promote active frontages along the main spine and POPS areas, fostering a vibrant, high-use pedestrian environment. This contributes to a mix of uses that support the development of a complete and connected community.

#### Block C

The development features a network of POPS, public parks, and plazas, strategically integrated throughout the site to offer accessible green spaces and community gathering areas (Figure 19). A key component of this network is a 1,830 m<sup>2</sup> POPS that connects the site to the surrounding neighbourhood through dedicated pedestrian pathways. Additionally, a new pedestrian connection is proposed beneath the Kingston Road overpass, adjacent to the rail corridor. This link will provide direct access between the site, the Guildwood GO Station, and Greenvale Park to the north, significantly improving pedestrian connectivity and enhancing last-mile transit access.



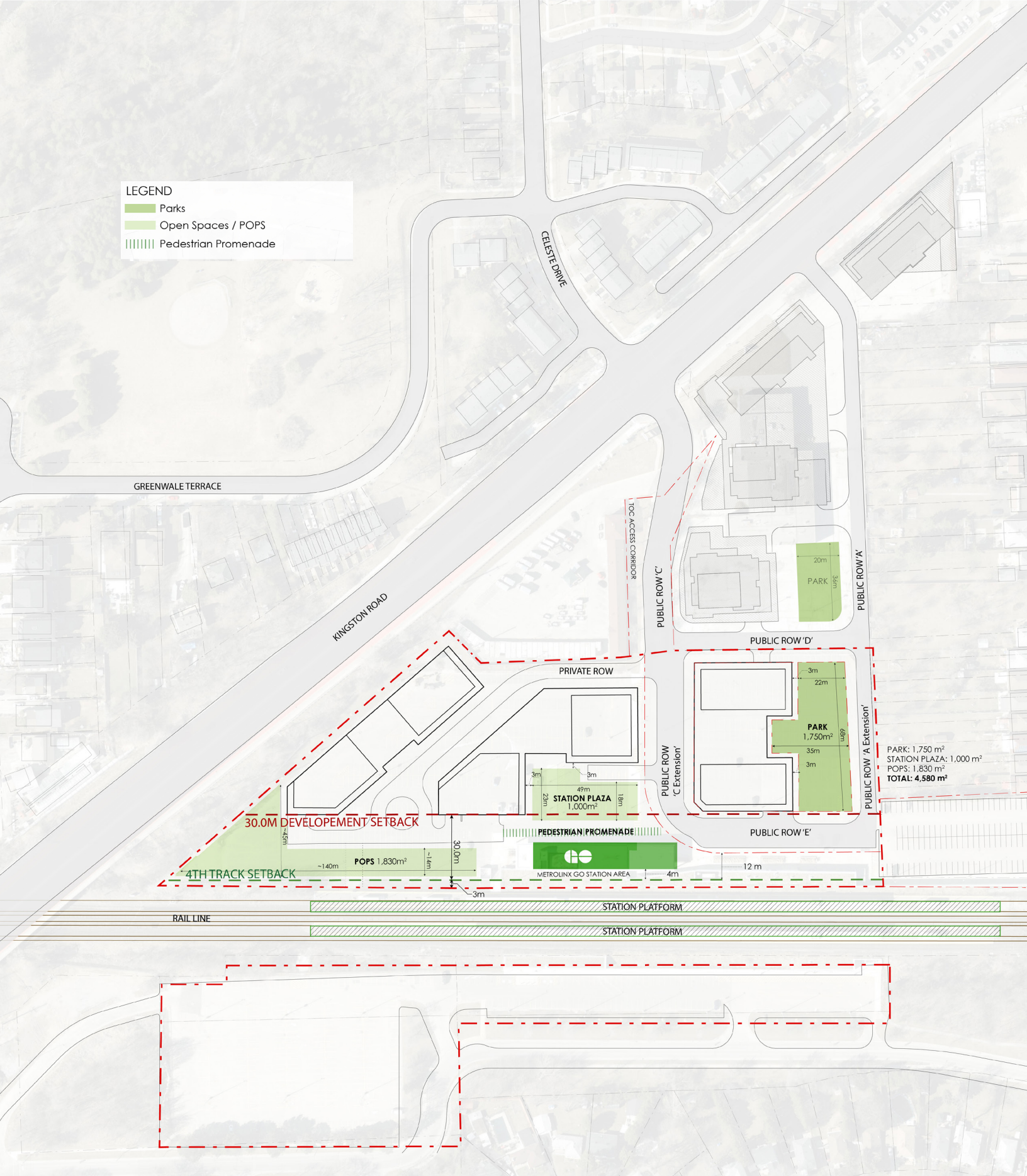
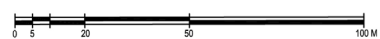


Figure 19. Green Spaces



### 3.3.5 Development Phasing

Development phasing for Guildwood TOC takes into consideration not only how the three TOC development blocks will be built out but also timing of the adjacent Timbertrin Development at 4121 Kingston Road, which may precede, follow, or occur simultaneously to the TOC development. It is anticipated that the phasing strategy will further evolve through further discussions with City Staff and Metrolinx (Figure 20).

Within the TOC, Block B is expected to be developed first, followed by Block C and then Block A. Future phases may also include the redevelopment of 4095 Kingston Road (currently the U-Haul site), as well as the transformation of lower-density properties along the eastern edge of the study area, such as the rear yards of lots fronting Payzac Avenue. Additional phasing options are outlined in the chart below, including two alternative scenarios in the event that development at 4121 Kingston Road does not proceed. More details will be worked out with Metrolinx staff to ensure least impact transition.

Table 2A: Scenario 1: Timbertrin Precedes TOC

Block No.	Scenario 1: Timbertrin Precedes TOC
1	INF 1 (inclusive of Streets C, D and A)
2	Block T1   T2   T3 (order TBC under separate agreement)
3	INF 2  (may proceed concurrently with TOC Block 1)
4	TOC Block B (inclusive of parkland conveyance and delivery of MX replacement parking) (may proceed concurrently with INF 2)
5	TOC Block C
6	TOC Block A

Table 2B: Scenario 2: TOC Precedes Timbertrin

Block No.	Scenario 2: TOC Precedes Timbertrin
1	INF 1 (inclusive of Streets C and D; timing of Street A TBC)
2	INF 2 (may proceed concurrently with TOC Block 1)
3	TOC Block B (inclusive of parkland conveyance and delivery of MX replacement parking) (may proceed concurrently with INF 2)
4	TOC Block C
5	TOC Block A
6	Block T1   T2   T3

NOTE: Phasing of TOC Blocks A, B, and C subject to ongoing discussions with Metrolinx



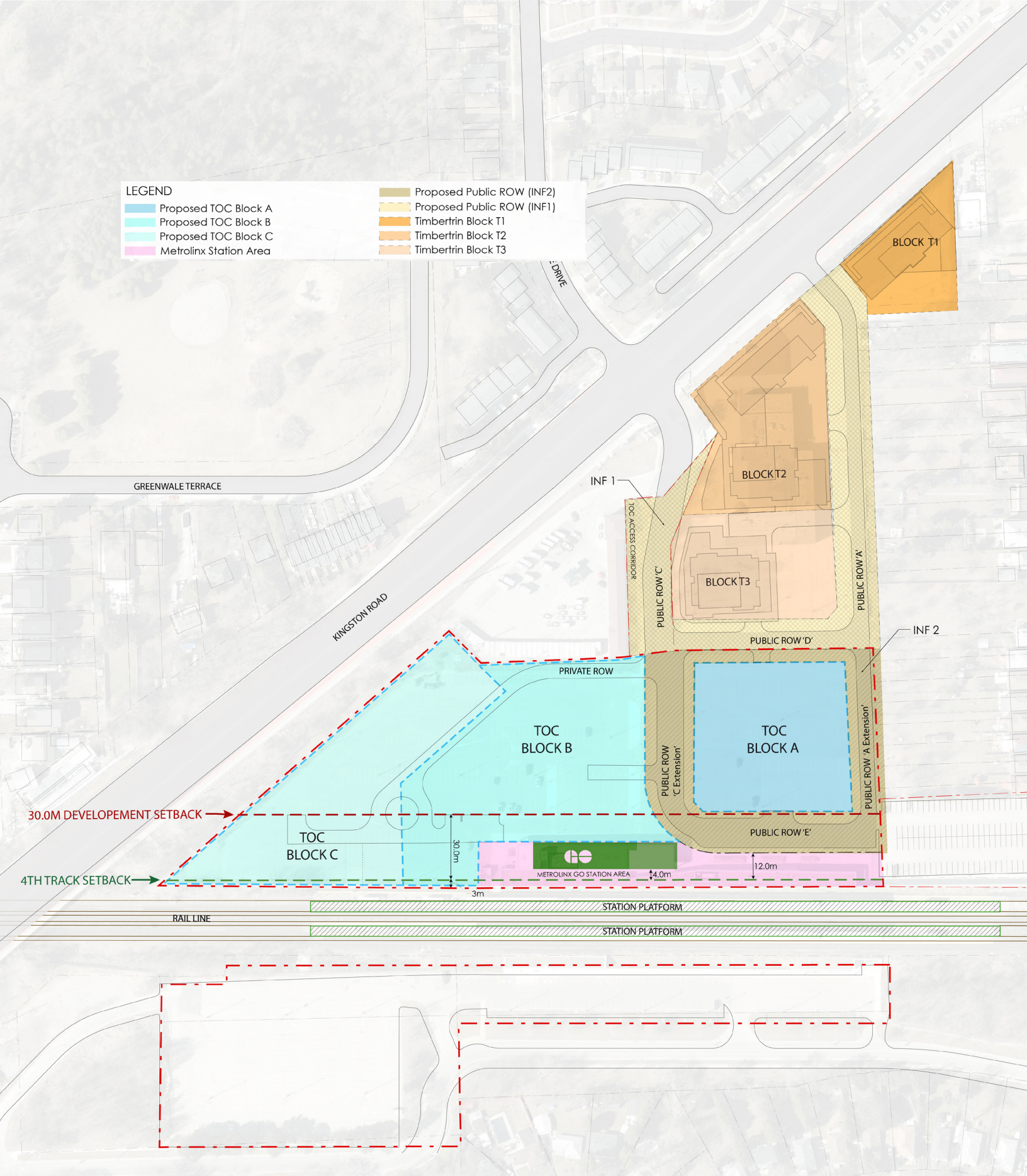
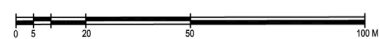


Figure 20. Development Phasing Plan





### 3.3.6 Transit Requirements

The Guildwood GO and associated station operations are active and will remain so throughout the development process. As part of the Guildwood TOC development a number of transit requirements need to be maintained and provided. The following is a summary of transit requirements that will be provided and explored as part of the development (Figure 21).

#### Railway Setback

The existing rail corridor provides for the protection of a 4th Track. The site plan identifies the 4th Track location and demonstrates a 30 metres development setback from that space. The proposed buildings are all located outside of the 30 metres development setback to ensure adequate separation. This is further explored and examined in the Rail Safety Report by Entuitive. A summary of the report's findings can be found in Section 6.7

#### Passenger Pick-up Drop-offs (PUDO)

Currently, the property contains 30 PUDO waiting and 6 loading spaces. Metrolinx has advised that 23 PUDO waiting spaces and 6 loading spaces are required. One bus bridging space is identified in the layby spaces for GO buses should there be a service interruption to the rail corridor. When not required, this space can be utilized as a PUDO space.

- / Option 1: Urban PUDO - Urban PUDO areas will use curbside lay-by spaces along Public ROW C Extension and Public ROW E to accommodate short-term stopping for passenger pick-up/drop-off and time-sensitive deliveries. This Urban PUDO configuration provides 19 waiting spaces.
- / Option 2: Underground PUDO- The underground PUDO area will be located on the first level of the underground parking structure, accessed by the Public ROW C Extension, north of the Station Plaza. This PUDO option proposes 30 waiting spaces. Vehicles will enter and exit

through a single access point and circulate within a multi-lane configuration designed to facilitate efficient passenger pick-up, drop-off, and short-term deliveries.

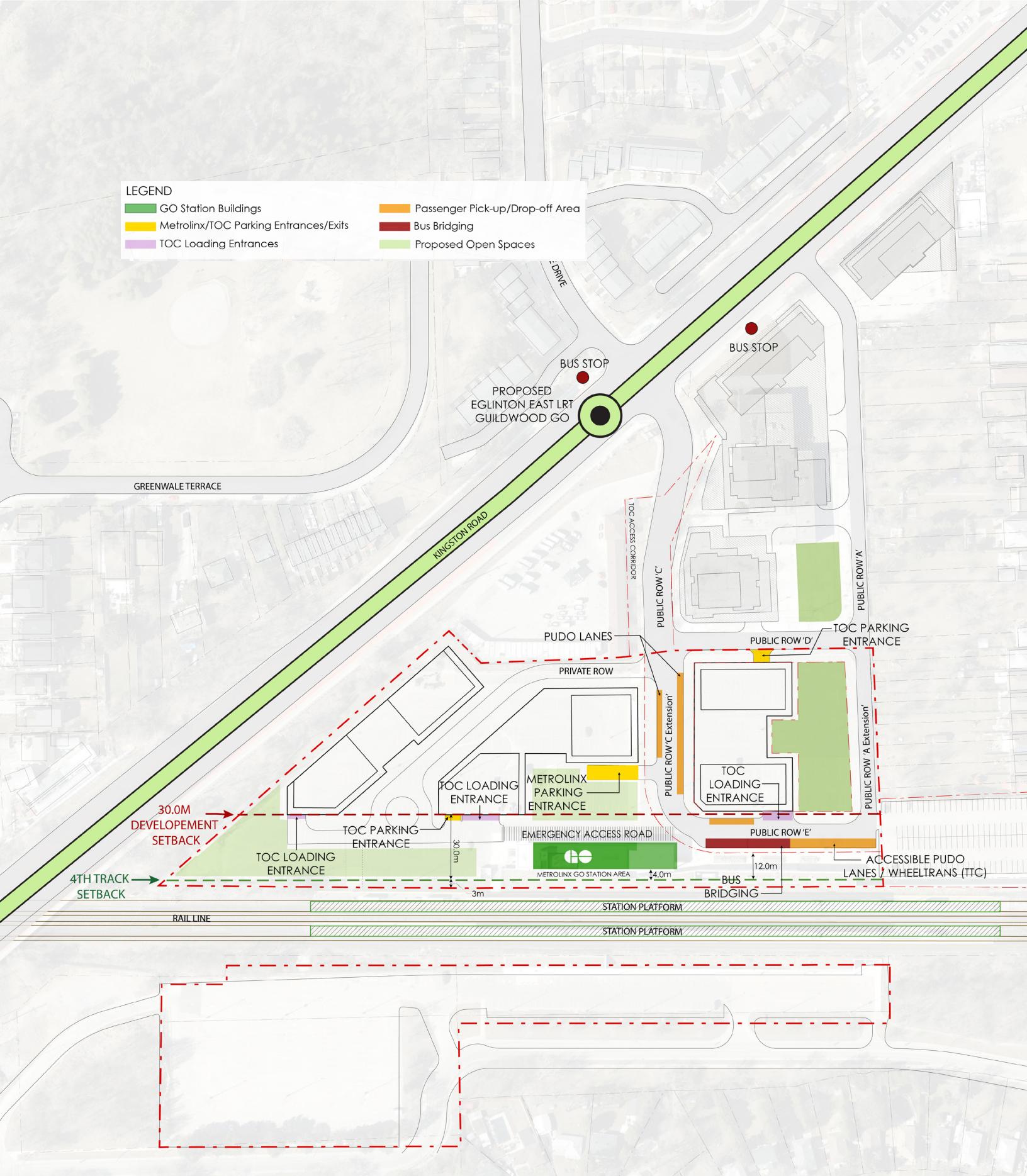
- / Option 3: At-Grade High-Ridership PUDO - Dedicated Surface PUDO refers to the use of designated off-street areas for pick-up and drop-off activities, separate from the main roadway and curbside operations, which would replace the proposed station plaza, north of the GO station. This option provides 25 waiting spaces. Vehicles access these spaces to facilitate passenger pick-up, drop-off, or short-term deliveries without disrupting curbside activity or traffic flow in travel lanes.

#### Eglinton East LRT Traction Power Sub Station (TPSS)

The City has identified that the Eglinton East LRT will need a TPSS (Traction Power Substation), which will be located within the Guildwood TOC development lands. The Eglinton East LRT is currently in its 10% design stage and further details are required to incorporate the TPSS into the development. Once further details are provided, it is anticipated that it can be accommodated within the development (Figure 22).

#### Metrolinx Assets

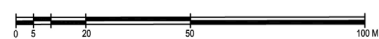
The existing Guildwood GO Station Entrance Building including the arrival areas, sidewalks and bike parking will be untouched. A few other facility properties will need to be relocated or replaced within the TOC development. The maintenance and track access to the rail corridor is maintained and identified between the POPS in Block C. This is shown on the Site Plan and Landscape Plan and is protected to ensure maintenance can occur with ease.



LEGEND

- GO Station Buildings
- Metrolinx/TOC Parking Entrances/Exits
- TOC Loading Entrances
- Passenger Pick-up/Drop-off Area
- Bus Bridging
- Proposed Open Spaces

Figure 21. Transit Requirements





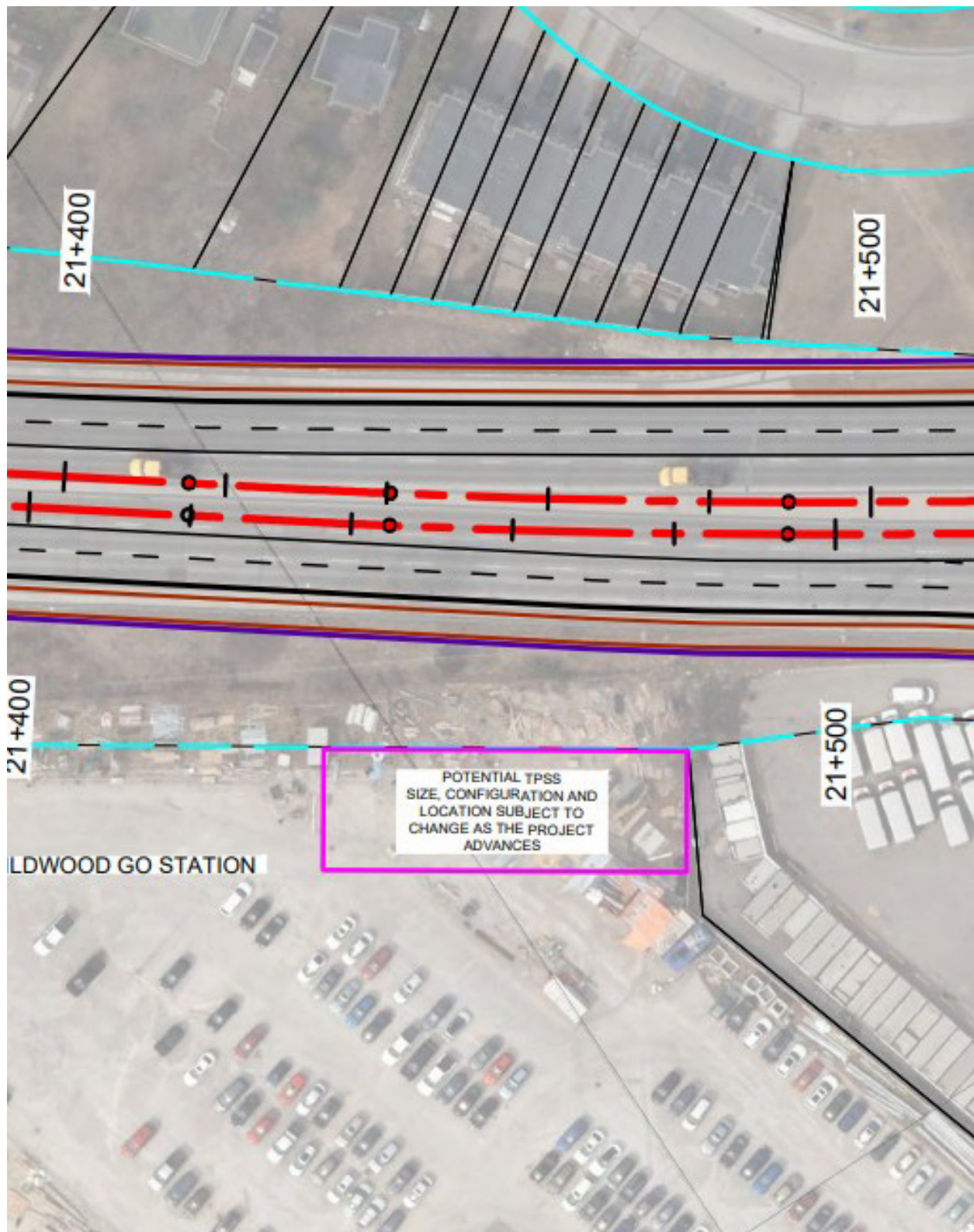


Figure 22. Future TPSS Station (N.T.S.)



### 3.3.7 Loading and Parking

The proposed redevelopment will include a total of 507 TOC parking spaces distributed across the development blocks. In addition to the TOC-related parking, 760 vehicle parking spaces will be provided across two underground levels under Blocks B and C to serve users of the Guildwood GO Station (Figure 23, 24 and 25).

#### Block A

Two levels of underground parking are proposed in Block A to accommodate both residents and visitors. Access to the underground garage is provided via Public ROW D, aligning with the proposed building entrance in the adjacent development to the north. Loading spaces are located along the southern face of Tower A2 and are integrated within the building footprint. No GO Station parking is proposed within Block A. The first parking level (P1) includes 118 TOC parking spaces, comprising 6 accessible spaces and 25 visitor spaces. The second level (P2) provides an additional 124 TOC parking spaces.

Loading to Block A is proposed via ROW E, and provides 1 Type C, 1 Type B, and 1 Type G loading space.

#### Block B and C

As part of Metrolinx requirements to replace existing parking in the TOC development, Block B and Block C will accommodate both the replacement parking (Metrolinx Parking) and parking for the TOC development (TOC Parking). TOC Parking and Metrolinx parking will be accessed from separate entrances. Metrolinx Parking can be accessed from ROW C Extension, on the east side of Block B, and TOC parking can be accessed through the southwestern corner of the block via the Private ROW.

Metrolinx requests a 1:1 replacement of the 760 parking spaces that would be affected by the TOC development on TOC Land. TOC development Block B and Block C provide 760 Metrolinx parking that is intended to be built in two phases. A total of three levels of underground parking are proposed for Block B and C, where P1 and P2 are used for Metrolinx Parking (375 and 385 spaces, respectively) and P3 will be used as TOC parking (265 spots). Within the TOC parking, 229 are residential parking, 27 are visitor parking and 9 are accessible parking. Overall, Block B and C achieves a ratio of approximately 0.15 parking spaces per unit.

To accommodate the loading requirements, 1 Type C, 1 Type B, and 1 Type G loading docks are proposed for Block B, accessed from the private ROW.

A Type C, and Type G loading docks are proposed for Block C, which will be accessed from the private ROW.

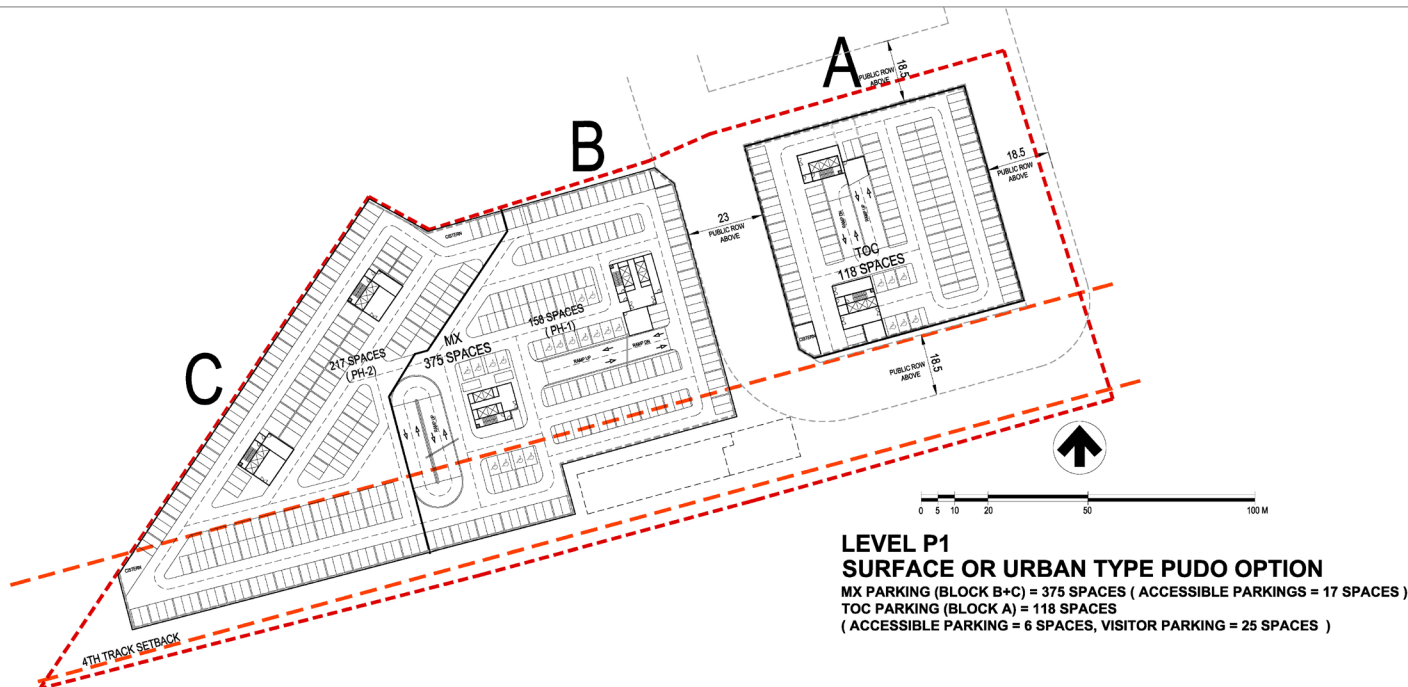
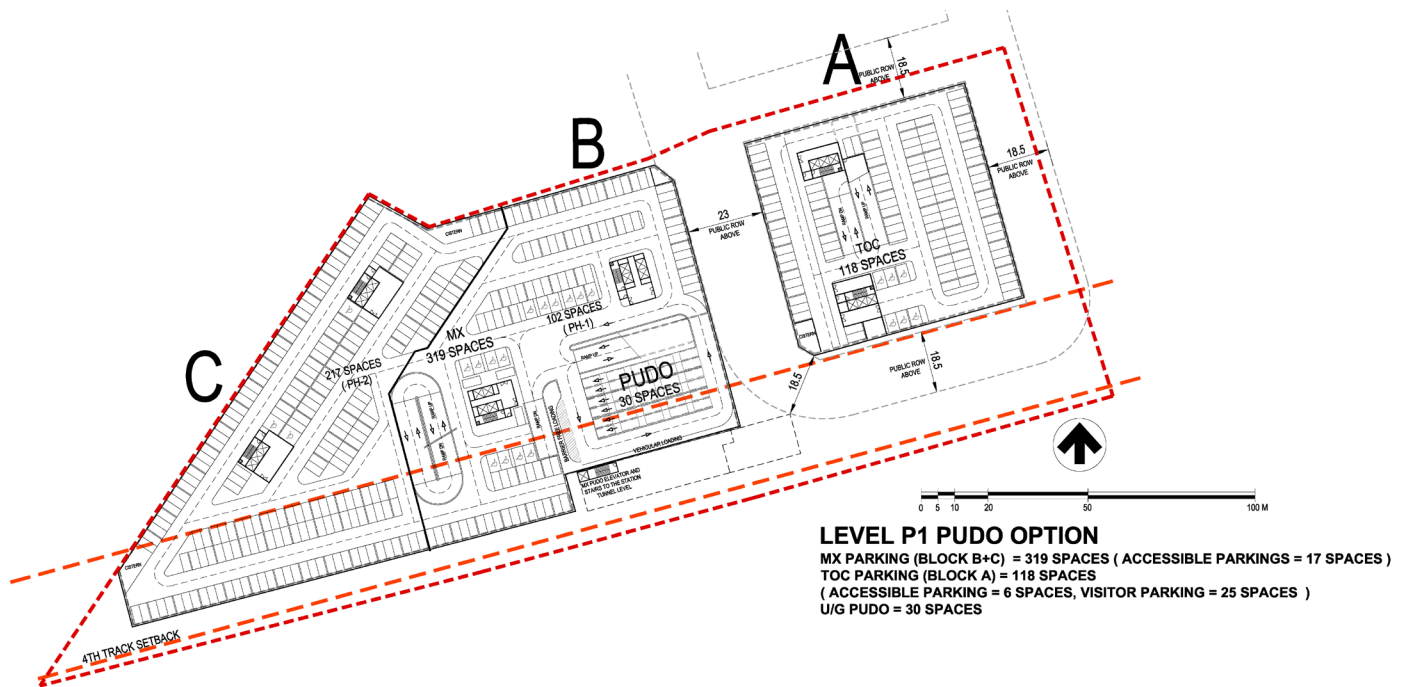


Figure 23. Level 1 Parking Configuration

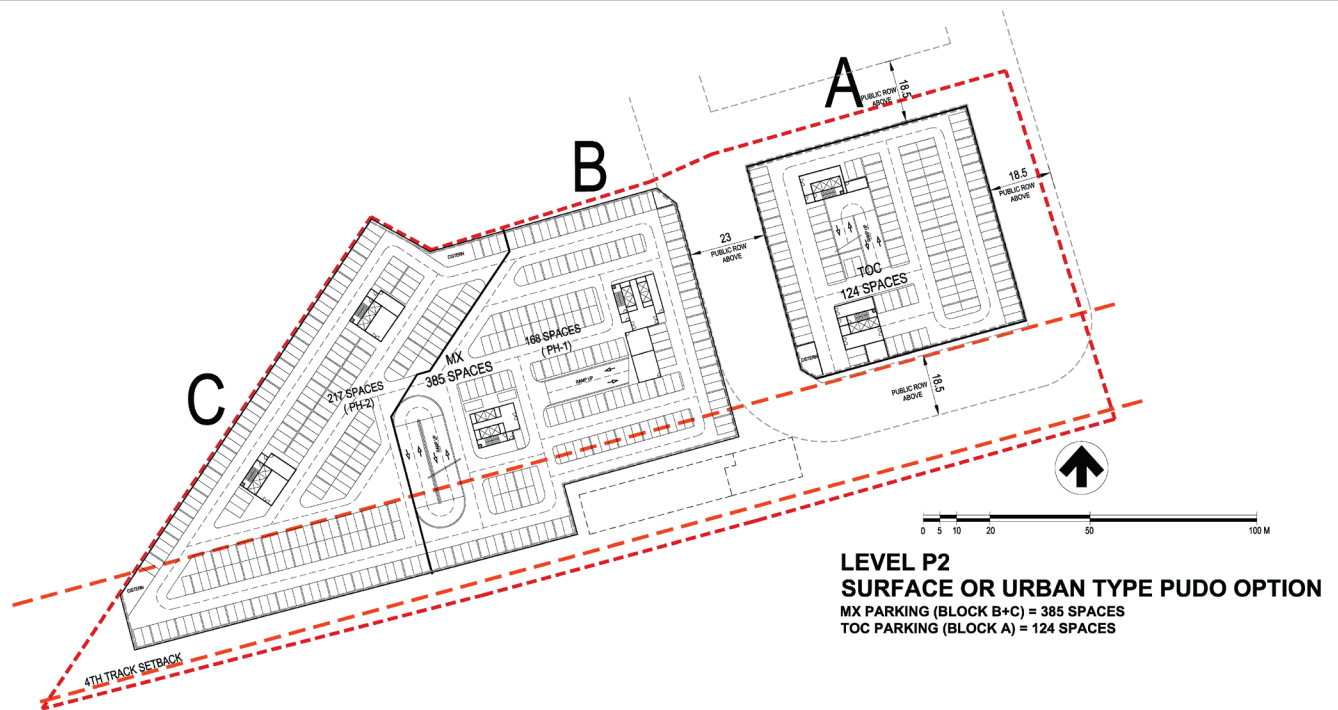
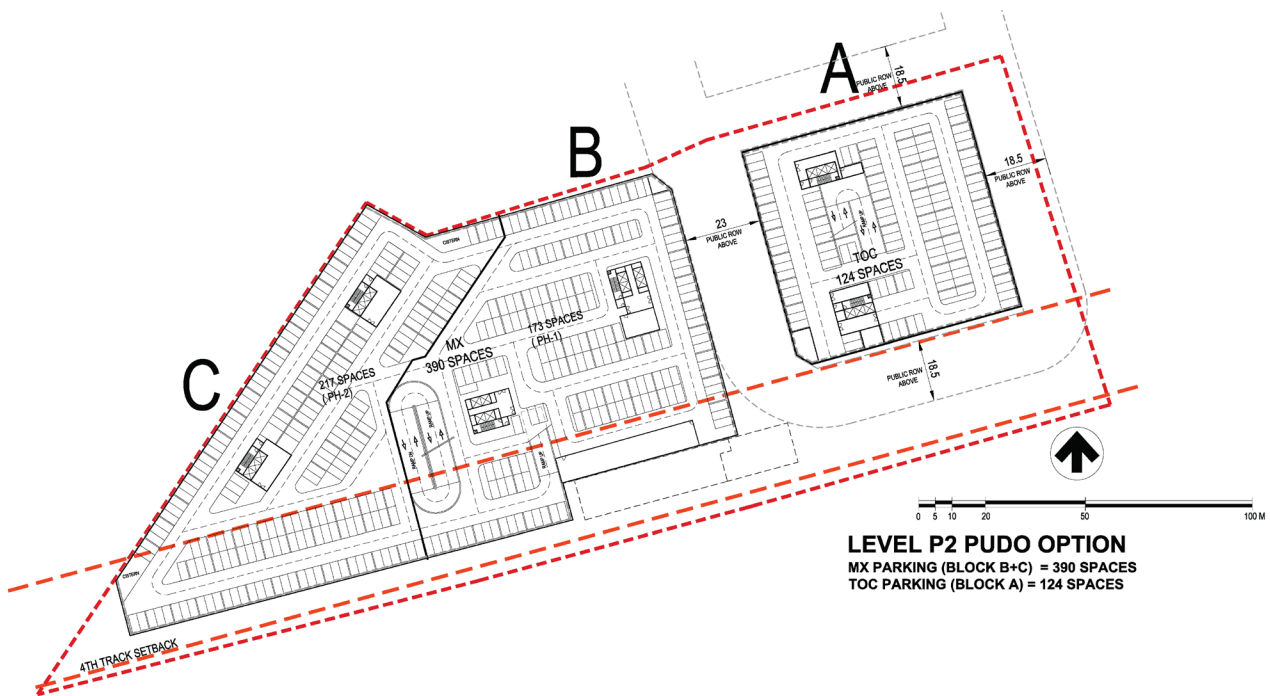


Figure 24. Level 2 Configuration



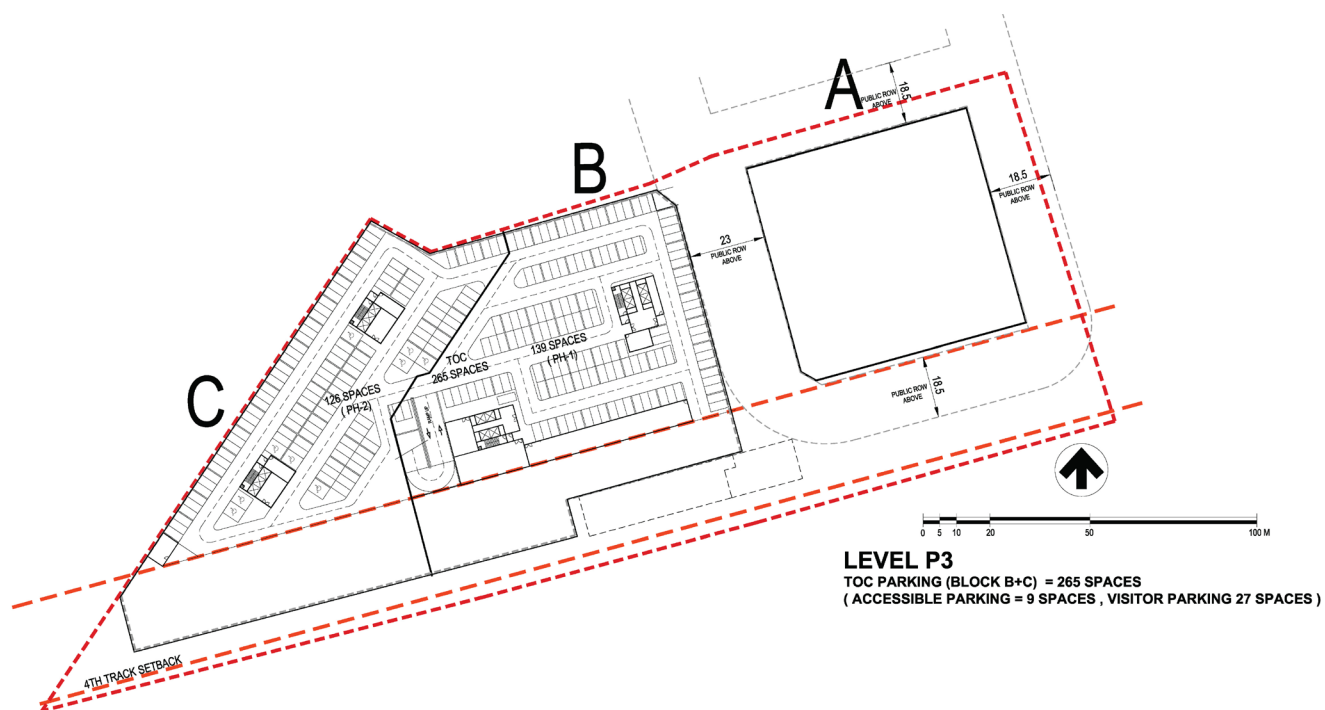


Figure 25. Level 3 Parking Configuration

### 3.3.8 Site Statistics

The following Table 3 is a summary of the key statistics for the proposed development on the TOC Land.

Table 3: Overall Site Statistics

		Block A	Block B	Block C	Total
Site Area	Total (m²)				29,143
	Block Areas Metrolinx Station Area (m²) Public ROW Area (m²)	4,802	8,115	7,487	20,404
					3,522
					5,217
Private ROW Area (m²)					4,266
Public Park (m²)		1,750			1,750
POPs (m²)			1,000	1,830	2,830
Gross Floor Area (m²)	Total GFA	55,496	90,475	45,347	191,318
	Residential GFA (m²) Retail GFA (m²)	54,558	90,098	44,896	189,552
		938	377	451	1,766
Density					6.56 FSI
Persons & Jobs per hectare*	Persons  Jobs				~ 2,115
					~6,080
					~84
*Persons calculated on basis of 2.4 persons per unit (2021 Statistics Canada data); jobs calculated on basis of 21 square metres per job					
Building Height (Storeys)	Podium	7	7	7	
	Tower 1	40	60	30	
	Tower 2	35	60	30	
Units	Total	710	1,208	616	2,534
	Podium	120	168	198	
	Tower 1	320	520	220	
	Tower 2	270	520	198	
1 Bedroom	Total	236	278	178	692
	Podium	-	18	24	
	Tower 1	128	156	44	
	Tower 2	108	104	110	

		Block A	Block B	Block C	Total
<b>1 Bedroom + Den</b>	<b>Total</b>	<b>142</b>	<b>466</b>	<b>178</b>	<b>786</b>
	Podium	24	102	90	
	Tower 1	64	156	88	
	Tower 2	54	208	-	
<b>2 Bedrooms</b>	<b>Total</b>	<b>142</b>	<b>12</b>	<b>30</b>	<b>184</b>
	Podium	24	12	30	
<b>2 Bedrooms + Den</b>	<b>Total</b>	<b>118</b>	<b>260</b>	<b>162</b>	<b>540</b>
	Podium	-	-	30	
	Tower 1	64	52	88	
	Tower 2	54	208	44	
<b>3 Bedrooms</b>	<b>Total</b>	<b>72</b>	<b>192</b>	<b>68</b>	<b>332</b>
	Podium	72	36	24	
	Tower 1	-	156	-	
	Tower 2	-	-	44	
<b>Urban and High-Ridership PUDO Parking</b>	<b>Total</b>	<b>292</b>	<b>1,103</b>		<b>1,395</b>
	Resident Parking (0.2:1 parking to unit ratio)	242	265		507
	Visitor Parking	25	27		52
	Accessible Parking	6	26		32
	Metrolinx Parking (1:1 replacement parking)		760		760
	Urban PUDO	19			19
	Surface PUDO		25		25
<b>Underground PUDO Parking</b>	<b>Total</b>	<b>303</b>	<b>1,025</b>		<b>1,328</b>
	Resident Parking (0.2:1 parking to unit ratio)	242	263		507
	Visitor Parking	25	27		52
	Accessible Parking	6	26		32
	Metrolinx Parking (0.93:1 replacement parking)		709		709
	PUDO	30			30
<b>Bicycle Parking</b>	<b>Total (1:1 bicycle parking to unit ratio)</b>	<b>710</b>	<b>1208</b>	<b>2535</b>	<b>2,534</b>
	Visitor	71	120	61	252
	Resident	639	1088	555	2,282
<b>Loading Spaces</b>		1 Type B	1 Type B	1 Type C	<b>8 Loading Spaces</b>
		1 Type C	1 Type C	1 Type G	
		1 Type G	1 Type G		



## 4.0 POLICY CONTEXT

### 4.1 The Planning Act

The Planning Act, R.S.O 1990 c. P13 ('The Act') is provincial legislation which governs land use planning in the Province of Ontario. The Act sets the legal foundation aiming to balance sustainable economic development with environmental protection, while ensuring that planning decisions are fair, transparent and accountable. The Act provides requirements for a range of matters, including matters of provincial interest, the roles and responsibilities of municipal governments and providing the framework for municipal documents like Official Plans and Zoning By-laws.

#### Matters of Provincial Interest

Part I, Section 2 of The Act outlines matters of provincial interest in which planning authorities shall have regard to, among other matters, when making land use planning decisions (Section 2.1(1)). The following matters of provincial interest are important to note in the context of supporting and achieving a Transit Oriented Community:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems.
- h) The orderly development of safe and healthy communities.
- j) The adequate provision of a full range of housing, including affordable housing.
- p) The appropriate location of growth and development.
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
- r) The promotion of built form that,
  - i. is well-designed,
  - ii. encourages a sense of place, and
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Guildwood TOC development has regard for the materials of provincial interest outlined under Section 2 of the Planning Act. The proposal will support the orderly development of safe and healthy communities, will efficiently utilize existing municipal services, offer a range of housing options, will support active and public transit, is pedestrian oriented and will support the creation of a high-quality sense of place that is safe for current and future residents of the area.

### **Inclusionary Zoning**

Part III, subsection (4) and (5) outlines that official plans shall contain policies that authorize inclusionary zoning within a protected major transit station area in accordance with subsection (15) or (16). Official plans for the purposes of inclusionary zoning shall contain policies that authorize the inclusion of affordable housing units within buildings or projects containing other residential units and provide for affordable housing units to be maintained over time.

O.Reg 54/25 states that the number of affordable housing units or the gross floor area to be occupied by affordable housing units within a protected major transit station area shall not exceed 5% of the total residential units or 5% of the total floor area of all residential units that part of the development or redevelopment. Further the period of time for which affordable housing units would be maintained as affordable shall not exceed 25 years.

While the Guildwood TOC has not been assigned to a specific Market Area on the City of Toronto Official Plan Map 37: Inclusionary Zoning Market Areas, it is anticipated that inclusionary zoning be provided due to it being within a Protected Major Transit Station Area (PMTSA). It is necessary to note that inclusionary zoning (affordable housing) is anticipated as part of this development, subject to further discussions with municipal staff, public engagement feedback, and ministerial approval. Specific thresholds to be applied are to be determined, but would be limited to no more than the maximums permitted through existing provincial legislation and municipal policies (i.e. 5%).

### **Major Transit Station Area**

Part III, subsection (15) contains directions on PMTSAs for single tier municipalities. The official plan of a single-tier municipality, the City of Toronto, may include policies that identify an area surrounding an existing or planned higher order transit station or stop as a PMTSA. The area delineated as a PMTSA in the official plan must contain policies that identify the minimum number of residents and jobs per hectare and identify minimum Floor Space Index (FSI). The Act further identifies in subsection (22) that no official plan may contain policies requiring a building or structure to provide and maintain parking facilities (other than parking facilities for bicycles) within a PMTSA.

This legislative framework is relevant because the City of Toronto has identified the area surrounding the Guildwood GO Station as a PMTSA. On August 15, 2025, MMAH approved a number of the City's MTSA's. The TOC Land is part of OPA 570 and within Site and Area Specific Policy 641 (SASP). The Minister's approval on August 15, 2025, deferred decisions on the Guildwood PMTSA and as such it is not yet in effect. Although the Guildwood PMTSA is not yet in effect, it is still relevant and aligns with the provincial interests. The following section outlines how the proposed development supports and is consistent with the policies and objectives of the Provincial Planning Statement (2024), issued under Part II, subsection 3(1) of the Act.

The Act also provides the Minister of MMAH with the authority to issue policy statements on matters relating to municipal planning that, in the opinion of the Minister, are of provincial interest (Part II, subsection 3(1)).

## 4.2 Provincial Planning Statement (PPS 2024)

The Provincial Planning Statement (2024) ("The PPS") is a policy statement issued under the authority of The Act. The following section provides a detailed review of how the Guildwood TOC is consistent with the PPS.

The PPS came into effect on October 20, 2024. The PPS provides high level provincial policy direction on key land use planning issues that affect communities. It replaces both the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). All decisions affecting planning matters shall be consistent with the Provincial Planning Statement (2024).

Section 2.1 of the PPS focuses on policies related to planning for people and homes. Section 2.1.4 states that a range and mix of housing options and densities shall be provided to meet projected requirements of current and future residents. In order to provide this range and mix of housing, planning authorities are to maintain the ability to accommodate residential growth for a minimum of 15 years.

Further, section 2.1.6 of the PPS states that:

Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Section 2.2 of the PPS, focuses on housing, and states:

2.2.1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

- b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and,

- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;



- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Section 2.3 of the PPS outlines that settlement areas shall be the focus of growth and development and in particular, around major transit station areas. The following policies are particularly relevant to the development proposal.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight supportive.

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

2.3.1.4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

The Guildwood TOC prioritizes intensification adjacent to existing and planned transit infrastructure, making it an ideal location for the replacement of a surface parking with a

transit-supportive development. The Guildwood TOC development provides for a mixed use development including 2,534 new housing units with a range of unit mix (see Section 3.2.7 of this report), on land currently designated for growth within the City of Toronto. The development will also deliver 1,766m<sup>2</sup> of retail space to support the development.

The site is served by the Guildwood GO Station, VIA Rail, TTC bus routes, and will benefit from the future Eglinton East LRT extension. The Lakeshore East GO line is also planned for service expansion. The Guildwood TOC is located within a PMTSA in the City of Toronto. The TOC, achieving a density of 6.56 FSI will assist the City in achieving minimum intensification targets within PMTSA.

In addition to transit access, the TOC will introduce multi-modal pathways connecting Livingston Road, Kingston Road, and Payzac Avenue, enhancing local cycling and pedestrian networks. The proposal has thoughtfully located park spaces, adding to the diversity of land use that contribute to the complete community. The Guildwood TOC proposes 1,830 m<sup>2</sup> of POPS space and 1,750 m<sup>2</sup> of park spaces to support the recreation needs of existing and future residents and transit-users.

Section 2.4 of the PPS establishes policy direction related to Strategic Growth Areas, which are identified as key locations for accommodating intensification and higher-density development. These areas are to serve as focal points for community growth and infrastructure investment. Section 2.4.1.3 encourages planning authorities to identify appropriate types and scales of development within these areas, while ensuring a compatible transition of built form to adjacent areas. It also emphasizes the creation of complete communities through compact, mixed use development that supports active transportation, public transit use, and access to a full range of services and amenities.

Section 2.4.2 Major Transit Station Areas are one of the strategic growth areas identified in the PPS. Major Transit Station Areas are to be delineated by planning authorities in their official plans and are to include an area with an approximate 500-metre to 800-metre radius of a transit station to maximize the number of potential transit users that are within walking distance (2.4.2.1).

The Guildwood TOC development is serviced by a commuter and regional rail system. The PPS sets minimum density targets of 150 residents and jobs combined per hectare (Section 2.4.2.2) for these areas. Furthermore, the PPS states:

2.4.3.3 Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a) planning for land uses and built form that supports the achievement of minimum density targets; and
- b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

The Guildwood TOC development contains a density of approximately 2,115 people and jobs combined per hectare, exceeding the minimum density targets outlined in the PPS. The development proposal provides for intensification within a PMTA where growth is to be directed.

2.4.2.6. All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- a) connections to local and regional transit services to support transit service integration;
- b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and

- c) commuter pick-up/drop-off areas.

The proposed Guildwood TOC development has been designed to ensure connections (pedestrians, cycling and vehicle) are provided to the existing transit station. A transit supportive development is achievable in this location offering a range of connections to existing and planned transit, supports active transportation connections through the integration of a robust sidewalk network and the inclusion and extension of cycling tracks to the station. Further, Metrolinx PUDO area has been accommodated on site to address the demands of vehicles commuters utilizing the station.

Section 2.9 of the PPS contains directions on Energy Conservation, Air Quality and Climate Change. Section 2.9.1 states Planning Authorities shall plan to reduce greenhouse gas emissions and prepare for impacts of a changing climate through approaches that support the achievement of compact, transit-supportive and complete communities

The Guildwood TOC development will assist the City of Toronto's goal towards reducing greenhouse gas emissions by providing a compact community immediately adjacent to a transit station. The development proposal will replace an existing surface parking lot with a mixed use community, contributing 2,534 new residential units adjacent to the transit station to assist with transit ridership. The Guildwood TOC has been planned to prioritize pedestrians, cyclists and transit users assisting to help reduce greenhouse gas emissions.

Chapter 3 of the PPS contains policies related to infrastructure and facilities. The policies aim to ensure transportation systems and networks as well as municipal infrastructure are available to accommodate future development and planned growth.

Section 3.5 highlights land use compatibility when considering development in proximity to major facilities including rail corridors. Developments are to minimize and mitigate potential risk from odor, noise, contaminants, risk to public health and safety among other things. As part of our submission materials, a noise and vibration assessment and rail safety assessment have been provided. The following assessments and conclusions were made from the rail safety study: the proposed minimum 30 metre setback from the adjusted property line – accounting for a four-track railway – meets the recommended minimum setback for high-occupancy and/or sensitive uses; non-sensitive uses and low-occupancy programming may be permitted within this 30 metre setback area adjacent to the railway lands; safety barriers are a standard mitigation measure, and there are also opportunities to incorporate retaining walls and landscape features into the POPS.

Developments within settlement areas should be serviced by water and wastewater services as well as ensuring that the appropriate stormwater management facilities have been accommodated (section 3.6.2 and 3.6.8). As part of the submission materials, Functional Servicing and stormwater management reports have been provided. The proposed development will be fully serviced by upgraded water, sanitary, and stormwater infrastructure. Water servicing will be provided through a 300 mm watermain stub, supplied by Timberlin Development to the north, which connects to an existing 300 mm watermain on Kingston Road. A new 250 mm diameter PVC sanitary sewer is proposed along both the private and public portions of Road E to service Blocks A, B, and C, as well as the existing station building and the proposed public park. In the post-development condition, stormwater runoff from Blocks A, B, and C will be conveyed via an internal piping system to a shared Stormwater Management (SWM) tank, located within the P1 and P2 parking levels.

Section 3.9 encourages opportunities for public spaces, parks, trails and open space to be considered as part of a healthy, active and inclusive community. As outlined in other sections of this report, thoughtful design and consideration has been given towards the public realm including park and open spaces. They have been located to connect with existing and planned development.

Chapter 4 covers the Wise Use and Management of Resources. Section 4.1 contains policies related to Natural Heritage features to ensure long-term protection. While a portion of the property is identified within the City of Toronto's Natural Heritage System, the property is largely developed as a surface parking lot and does not contain any notable natural heritage features. In consultation with the City of Toronto, it was determined that a natural heritage report was not required given the existing site conditions.

Section 4.6 encompasses policies related to cultural heritage and archaeology to ensure they are conserved and preserved. The Guildwood TOC is not adjacent to any identified heritage properties within the City of Toronto's register and is not part of a heritage conservation district.

The policies of Chapter 5 regulate development in relation to areas of natural or human-made hazards where there is risk to public health or safety, or of property damage. The TOC Land is not within or in proximity to any identified areas of natural or human-made hazards.

It is therefore our professional opinion that the proposed development is consistent with the policies and intent of the Provincial Planning Statement (PPS 2024).



## 4.3 Metrolinx 2041 Regional Transportation Plan (2018)

On March 8, 2018, Metrolinx adopted the Regional Transportation Plan (RTP) for 2041, replacing the The Big Move, which had been in place since 2008. This updated RTP outlines a long-term strategic framework for transportation planning across the Greater Toronto and Hamilton Area (GTHA). The plan's mandate is to provide more people with access to fast, frequent and reliable transit allowing travelers to more efficiently travel by transit, bike or foot.

The Plan envisions “a sustainable transportation system that is aligned with land use and supports healthy and complete communities.” This system is intended to provide safe, convenient, and reliable connections, support a high quality of life, promote economic competitiveness, and contribute to environmental protection.

To realize this vision, the 2041 RTP identifies three overarching goals:

- / Strong Connections: connecting people to the places that improve their lives; such as homes, jobs, schools, community services, parks and open spaces, recreation, and cultural destinations.
- / Complete Travel Experiences: designing transportation systems that provide an easy, safe, accessible, affordable, and comfortable door-to-door travel experience that accommodates the diverse needs of users.
- / Sustainable and Healthy Communities: investing in transportation solutions that support land use intensification, promote climate resilience, reduce carbon emissions, and incorporate innovation to meet both current and future needs.
- / One of the RTP's priority action items is to provide an expansion of service on several rail corridors including the Lakeshore East line that services the Guildwood GO Station. The aim is to implement 15-minutes two-way all day GO services from Downtown to Oshawa along the Lakeshore East line.

Guildwood TOC development assists in achieving the goals outlined in the RTP, providing intensification immediately adjacent to the transit station allowing for increased ridership opportunities, stronger connections to transit and the creation of a transit oriented community.

## 4.4 City of Toronto Official Plan

The City of Toronto Official Plan (“the Official Plan”) is a guiding document intended to provide direction on how the City will grow. The Plan provides a road map for land uses, development, transit and protection of the environment. The Official Plan sets goals to ensure Toronto is a livable city that meets the needs of every resident. The Official Plan was originally adopted by Council in 2006 and approved at the Ontario Municipal Board. Numerous amendments to the Official Plan have been approved and implemented to date. The policies outlined in this section reflect the City of Toronto Official Plan June 2024 consolidated version. The following is a review and summary of the relevant policies of the Official Plan as it related to the Guildwood TOC development proposal.

## Growth Management

The City of Toronto is expected to grow to approximately 3.65 million residents and 1.98 million jobs by the year 2051 (2.1.3). The Official Plan provides a policy framework to direct growth and change to transit oriented mixed use centres, corridor and other intensification areas. Growth is to be focused towards compact centres, mobility hubs and corridors connected by accessible regional transportation systems. By focusing growth to these areas, it is aimed to reduce auto dependency and make efficient use of existing infrastructure.

Future growth will be steered to areas which are well served by transit. Areas best suited for residential growth are Avenues (2.2.2). The TOC Land is located on an Avenue (Kingston Road) within a Mixed Use Area designation (refer to Figures 26 and 29).

2.2.2. Growth will be directed to the Centres, Avenues, Employment Areas and the Downtown as shown on Map 2 in order to:

- a) use municipal land, infrastructure and services efficiently;
- b) concentrate jobs and people in areas well served by surface transit and higher-order transit stations;
- c) create assessment growth and contribute to the City's fiscal health;
- d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- e) offer opportunities for people of all means to be affordably housed;
- f) facilitate social interaction, public safety and cultural and economic activity;

g) improve air quality, energy efficiency and reduce greenhouse gas emissions;

h) improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers and wetlands; and

i) protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

The Guildwood TOC will address the objective of growth along Avenues and will provide a mixed use community immediately adjacent to transit facilities. The site is well-served by existing municipal infrastructure and services, with a wide range of amenities located either on-site or within walking distance. The Guildwood TOC development will effectively concentrate people and jobs, supporting increased housing options and employment opportunities that contribute to the City's long-term fiscal sustainability.

The Guildwood TOC also provides a public realm that connects to the adjacent sidewalks and future planned cycling tracks. The Guildwood TOC will be designed with energy efficiency in mind, reducing greenhouse gas emissions by prioritizing transit, walking, and cycling.

Section 2.2.3 requires new development adjacent to existing or planned transit corridors be compatible with and support the long-term purposes of those corridors and facilities. The design should avoid and provide mitigation measures to ensure no negative impacts on the transportation corridors.



## Avenues

Section 2.2.3 contains policies for Avenues identifying them as important corridors along major streets where reurbanization is anticipated and encouraged. Section 2.2.3.1 states the preparation of an Avenue study for strategic mixed use segments of the corridor shall be undertaken to facilitate reurbanization. In the absence of an Avenue study, development may be permitted to proceed provided the policies of the Official Plan are considered (2.2.3.3).

Section 2.2.3.6 states in addition to satisfying all other policies of this Plan, including in particular the neighbourhood protection policies, development in Mixed Use Areas on an Avenue that precedes the completion of an Avenue Study will:

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

iv. use renewable energy systems and energy efficient technologies; and

v. create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.

The Guildwood TOC will support and promote the use of transit, given its immediate location adjacent to the GO station and proximity to the future planned extension of the Eglinton East LRT. The development proposal provides for a range of housing options within the broader community and within the development itself. Pedestrian connections that encourage walking and strengthen local retailing have been provided including wider sidewalks and an atrium environment along the Public ROW C Extension that acts as the main entrance into the community. Pathway connections are proposed under the Kingston Road overpass as well as pedestrian connections to Payzac Ave. A new public park is provided on the eastern side of the proposal that aligns with the location of the park on the proposed development to the north. Additionally, a plaza in front of the Transit station as well as a connected 1,830 m<sup>2</sup> POPS is proposed to enhance the public realm and sense of arrival to the community.

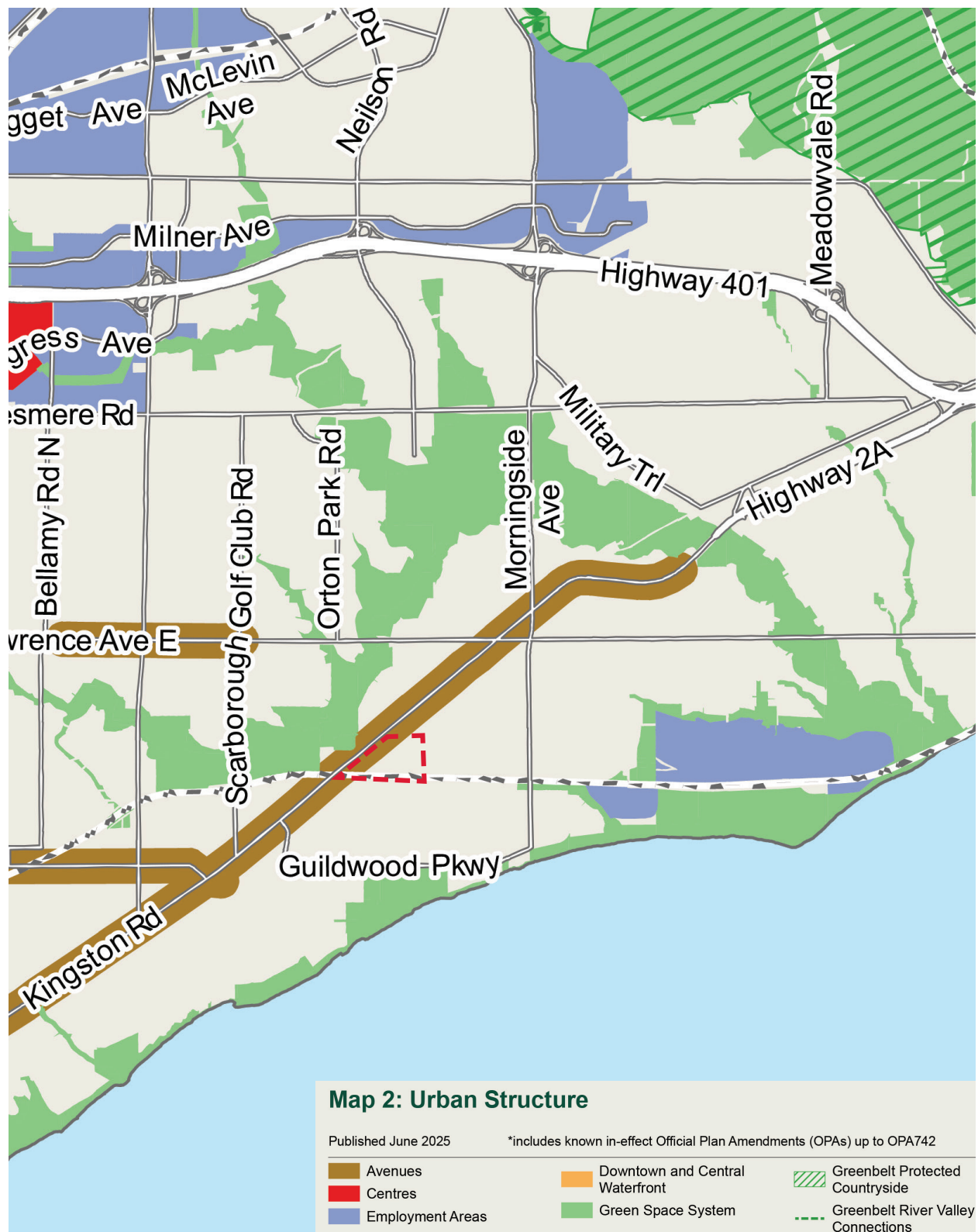


Figure 26. Excerpt of City of Toronto Official Plan Map 2 Urban Structure – Avenues (N.T.S.)

### **Bringing the City Together: A Progressive Agenda of Transportation Change**

Section 2.4 of the Official Plan outlines policies related to transportation and land use planning encouraging active transportation and utilization of public transportation. New developments are required to conduct a Transportation Impact Study (TIS) in accordance with City Guidelines. LEA Consulting has prepared a TIS in accordance with an approved Terms of Reference from the City of Toronto. The TIS includes a review of the development including identifying any impacts associated with the development proposal, identifies transportation demand management measures and assessed the overall road network capacity to accommodate the proposal. A summary of the TIS findings is outlined in Section 6.3 of this report.

Section 2.3.6 states that Development in proximity to existing higher-order transit stations will be required to provide direct and convenient access to the station. Such connections will be encouraged to be weather protected. Given the grade difference between the existing Guildwood GO station platform and the proposed TOC development, direct connections are not provided however, convenient access to the station has been considered in the design. Pedestrian pathways lead to the Station entrance and parking facilities are located close to the entrance as well.

Section 2.4.8 is applicable to the proposed development as it is a site well serviced by transit being immediately adjacent to the Guildwood GO Station.

2.4.8. For sites in areas well serviced by transit, such as locations around higher-order transit stations and along major transit routes, consideration will be given to the establishment of:

- a) minimum density requirements as well as maximum density limits;
- b) minimum and maximum parking requirements;
- c) redevelopment of surface commuter parking lots on City-owned land;
- d) limiting surface parking as a non-ancillary use; and
- e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at higher-order transit stations) structured to discourage longterm commuter parking and to achieve a higher turnover by short-term users.

The proposed Guildwood TOC has a density of 6.56 FSI. The proposal represents the redevelopment of an existing surface parking lot that serves the transit station. As part of the development proposal, the parking is proposed to be replaced at nearly a 1:1 ratio by moving it underground. for a small amount of underground parking is proposed for the TOC development itself. PUDO areas are accommodated on site through an urban PUDO while loading activities are proposed to be internal to the buildings.

### **Building A Successful City**

Chapter 3 of the Official Plan contains policies that guide growth by focusing on the built environment, human environment, the natural environment, economic health and new neighbourhoods. All applications for development within the City will be evaluated against the criteria and policies noted in this chapter.



## Public Realm

Section 3.1.1 provides policies related to the public realm. The public realm is intended to help foster complete communities. The public realm encompasses all the spaces that are available to the general public, including streets, sidewalks, parks, plazas, open spaces and other outdoor areas. The spaces are critical as they influence community interaction, accessibility and overall quality of life. The City's policies are focused on meeting the daily needs of residents, supporting active transportation and public transit use and providing opportunities for both passive and active recreation (Section 3.1.1.2).

The proposed development fosters a sense of complete community with an active public realm that encourages active transportation and public transit use. The public realm is further described in Section 5.11 of this report.

The central public road (ROW C Extension) provides direct access to the GO Station entrance and includes sidewalks and cycling facilities within the right-of-way, supporting active transportation. Pedestrian north south connections across the rail corridor are provided through two tunnels underneath the tracks linking the site to existing facilities along Westlake Road. An existing sidewalk would link the future ROW E to Payzac Avenue, through the East GO Parking Lot. A proposed multi-use trail underneath Kingston Road and adjacent to the rail corridor will connect the site to Livingston Road North and the broader community. These connections enhance the permeability of the site to the surrounding community.

Active commercial frontages are planned along the private right-of-way, Public ROW C Extension and Public ROW E, the Station Plaza, and the Public Park, helping to animate the public realm and support pedestrian activity. The Public Park, located in the eastern portion of the site, aligns with the future park proposed at 4121 Kingston Road, promoting the integration and continuity of green spaces.

A linear POPS on the southwestern portion of the site enhances pedestrian connectivity to the Station Plaza and further supports seamless movement across the development. Collectively, these connections facilitate efficient circulation within the TOC development and strengthen linkages to the broader community.

Active transportation and public transit use are central to the proposal as it provides new residential development immediately adjacent to the station and planned Eglinton East LRT along Kingston Road.

The proposed development is designed to create a comfortable, attractive, and vibrant public realm that encourages daily social interaction and supports civic life. Through active ground-floor uses, wide sidewalks, public parks, and high-quality urban design, the TOC will offer a safe, inclusive, and accessible environment for residents, workers, and visitors alike. The proposed TOC provides a new public park, central Station Plaza and POPS spaces to provide opportunities for passive and active recreation.

## Streets

The Official Plan states new streets are intended to be designed to be well connected and offer safe and convenient travel options (3.1.1.8). A complete streets approach is desired to be implemented balancing the needs and priorities of various users within the right-of-way. New streets will be public streets except as otherwise deemed appropriate (3.1.1.9). The design of sidewalks and boulevards are important to ensure safe and attractive spaces for all users (3.1.1.13).

The proposed Guildwood TOC street network provides a robust network connecting the existing and planned public streets. The widths of the right-of-ways and the pedestrian and cyclist facilities will be connected to the Guildwood GO Station Entrance. The aim of the street network will be to provide safe spaces for all users that will encourage transit uses and active transportation.

## Parks and POPS

New parks and open spaces are intended to connect and extend to existing parks, provide comfortable settings that promote the enjoyment and use of the spaces (Section 3.1.1.18). Parks and POPS should be located in prominent locations within the community with appropriate public street frontages as well as providing active frontages along building interfaces.

The proposed public park is located immediately south of the planned public park in the development of 4121 Kingston Road. This provides for concentrated and connected park spaces between the two developments. The building frontages abutting the park have been programmed with retail and lobby spaces to provide for active uses along the interfaces.

As noted in section 3.1.1.20 below, POPS spaces contribute to the public realm and are a key aspect of the Guildwood TOC development frameworks.

3.1.1.20. Privately Owned Publicly-Accessible Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. POPS provided through development will:

- a) generally be publicly accessible
- b) be designed and programed for users of a variety of ages and abilities to serve the local population;
- c) be sited in highly visible locations;
- d) be sited and designed to be seamlessly integrated and connected into the broader public realm;
- e) include new trees, seating, public art, landscaping and integration of stormwater capture where appropriate;
- f) include the City's POPS signage identifying the space as being publicly accessible; and
- g) be informed by the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces.

The POPS spaces in the Guildwood TOC development include the Station Plaza and the southwest corner of the site abutting the rail corridor. Both spaces are publicly accessible through Public ROW C Extension, Public ROW E, pedestrian walkways and the private ROW. The Station Plaza is in a highly visible location in front of the GO Station Entrance creating a space with a sense of arrival. They are both seamlessly integrated into the development and connected to the broader neighbourhood. The conceptual landscape plans included as part of the submission identify new trees, walkways and passive recreation areas that include seating.

### **Public Realm: Higher Order Transit**

Section 3.1.2 contains policies related to the public realm and high order transit. It encourages transit station sites to provide high-quality design and landscaping. They are to be integrated into the community in visible locations connected to public streets. The Guildwood TOC development has preserved the Guildwood GO Station Entrance and Platform and designs a community around it. The main spine road (Public ROW C Extension) leads to the station and the Station Plaza is located in front of the station. This configuration organizes the development around the GO Station entrance ensuring its prominence in the community and contributes positively to the public realm surrounding higher order transit sites.

### **Built Form**

Section 3.1.3 contains built form policies that highlight the key relationships and principles for development including site organization, building scale and massing, public realm as it relates to the building design as well as private and shared amenity spaces. The intent of these policies is to ensure the development fits within the existing and planned context while also promoting the overall objective of the plan.

The following site organization policies and principles should be applied:

- / generally, locate buildings parallel to streets or along edges of parks and open space with consistent setbacks (3.1.3.1 a).
- / additional setbacks should be provided where appropriate at intersections, prominent designations, parks and open spaces, transit stops and areas with high pedestrian volumes (3.1.3.1 b).
- / main building entrances should front onto a public street and be clearly visible (3.1.3.1 c).
- / ground floor uses and treatments to allow views (3.1.3.1 d).
- / preserving trees
- / providing comfortable wind condition and air circulation at street and open spaces (3.1.3.1 f).



Buildings are proposed parallel to the street network and along the edge of the public realm. A 0 metre setbacks are provided along Public ROW C Extension and Public ROW E for Towers A1 and A2. While a 3 metre setback is provided at Tower B2, it is anticipated that an atrium design would be possible at grade. The intent of the wider setbacks and atrium is to allow for a vibrant and flexible public/private realm along the main road. Building entrances will be highly visible and ground floor uses are proposed to animate the street. There are few existing trees on the site. The proposal will add trees to benefit both the environment and the community creating a healthier, more attractive and sustainable urban space. To ensure comfort and safety and understand how wind interacts with the proposed buildings and surrounding environment, a Wind study was undertaken by Gradient. Details of their findings are summarized in Section 6.6 of this report.

3.1.3.2. Development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations.

3.1.3.3. Development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Section 3.1.3.4 requires that vehicle parking, access and ramps and loading be located to minimize impacts on the public realm. Vehicle parking is located below grade and ramps to those parking areas have been consolidated where possible. Loading activities and service areas are intended to be internal to the buildings and screened from view reducing their impacts on the public realm.

Building scale and massing is another key element of the design that has been considered to ensure compatibility with the existing and planned context. Careful consideration has been given to streetwall heights and setbacks and transition of building heights (3.1.3.5-3.1.3.8). A detailed review has been provided in the Urban Design Analysis Section 5 of this report.

### **Built form- Tall Buildings**

Tall buildings are greater in height than the width of the adjacent right-of-way. The policies indicate that tall buildings should typically be designed to include three parts – a base, tower and top (3.1.4.8). The following principles apply:

- / The base of tall buildings should respect and reinforce the street proportion and pedestrian scale as well as include active uses at grade.
- / The tower portion should be designed to reduce the physical and visual impacts, limit shadows and maximize access to sunlight and open views, as well as limit pedestrian wind impacts.
- / The top portion should be designed to integrate roof top mechanical, contribute to the skyline and avoid up-lighting and excessive lighting

The achievement of the elements noted above can be implemented through stepbacks, alignment of towers to the street, limiting the size of the tower and providing appropriate separation distances between towers. A detailed review of the Guildwood TOC development and its urban design elements to achieve the objectives of these policies is provided in Section 5 of this report.

### **Housing**

Section 3.2.1 focuses on housing within the City. The housing policies outlined in the Plan promote a diverse range of housing options in terms of type, ownership, and affordability throughout the City and its neighborhoods, aiming to address both the present and future needs of residents (Policy 3.2.1.1). Policy 3.2.1.2 encourages the development of new housing through intensification and infill that aligns with the objectives of the Plan.

The TOC Land is not located within a market area subject to the City of Toronto Inclusionary Zoning policies in Section 3.2.1.13. Given the sites location within a PMSTA, it is anticipated that inclusionary zoning policies be applied.

### **Parks and Open Space**

Section 3.2.3 of the Official Plan directs policies related to parks and open spaces. These policies emphasize the importance of parks and the City's Green Space System in creating high quality of life and social wellbeing. As part of the development proposal, a system of connected open spaces including a linear park, plaza and a new Public Park is proposed. The park is intended to partially fulfill the parkland dedication requirements of the proposed development.

### **The Natural Environment**

Section 3.4 of the Official Plan highlights the importance of protecting and enhancing the natural environment within the City. The City's significant natural heritage features and functions are shown as the natural heritage system on Map 9 (refer to Figure 27). A portion of the site is located within the City's Natural Heritage System (Figure 28). Despite this, the property is highly disturbed and the areas of the site noted as part of the Natural Heritage System is occupied with the existing paved surface parking for the Guildwood GO Station. In consultation with the City of Toronto, it was determined that an Environmental Impact Study was not required as part of the development application.

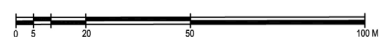


Figure 27. Excerpt of City of Toronto Natural Heritage Map (Map 9) (N.T.S.)





Figure 28. Natural Heritage Constraints





### **Toronto Economic Health**

Section 3.5 of the Official Plan contains policies to encourage economic activity and strengthen the overall health of Toronto's Economy. This section states:

By designating areas suitable for population and job growth, this Plan creates opportunities for development to accommodate diverse business ventures Downtown, in the Centres, along the Avenues and in the Employment Areas. By moving away from specialized single use districts and emphasizing the mixing of urban activities, this Plan sets out flexible and adaptive policies to meet the changing economic conditions of the future and create a vibrant City.

The proposed Guildwood TOC supports Toronto's economic base by fostering compact, mixed use development along an Avenue and adjacent to a major transit facility. This provides for enhanced accessibility and connectivity for residents, workers, and businesses. The concentration of growth around transit, reduces reliance on private vehicles, lowers transportation costs, and increases workforce mobility; making it easier for people to reach employment centers across the City. This accessibility attracts a diverse range of businesses and supports local retail and service sectors, creating vibrant economic activity within the community. By promoting sustainable urban intensification, the proposed Guildwood TOC will assist in strengthening Toronto's economy while supporting long-term resilience and competitiveness.

Section 3.5.3.3 required street related retail at grade for larger development with fine grained entrances on streets adjacent to higher order transit and on Avenues. The proposed Guildwood TOC development provides a number of retail frontages along the main spine (Public ROW E), encouraging active frontages and pedestrian activity along the street. A total of 1,766m<sup>2</sup> of retail GFA is provided in the proposed development.

### **Rail Facilities, Mitigating Derailment and Public Safety**

The policies in section 3.6 of the Official Plan stipulates that within 30 metres of a rail corridor the policies of this section apply. A Rail Safety and Risk Management Report is required for all planning applications within the zone of influence (30 metres from the rail corridor). A part of the submission materials a Rail Safety Study was undertaken by Entuitive, and the recommendations and findings are described in Section 6.7 of this report.

## Land Use Designation

The TOC Land is designated as a mixed use Area on Map 23 of the Official Plan, refer to Figure 29. Section 4.5 of the Official Plan identifies mixed use Areas permit a broad range of land uses and are intended to be areas where people live work and shop. They are areas that present opportunities for a reduction in auto dependency and are in proximity to transit routes. These areas are also expected to absorb most of the increase in retail, office and service employment as well as much of the new housing.

Section 4.5.2 directs that Mixed Use Areas will do the following:

- a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) provide for new jobs and homes for Toronto's growing population on underutilized lands in the Downtown and Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;

- e) 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;
- f) provide an attractive, comfortable and safe pedestrian environment;
- g) have access to schools, parks, community centres, libraries and childcare;
- h) take advantage of nearby transit services;
- i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- l) provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- m) provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.



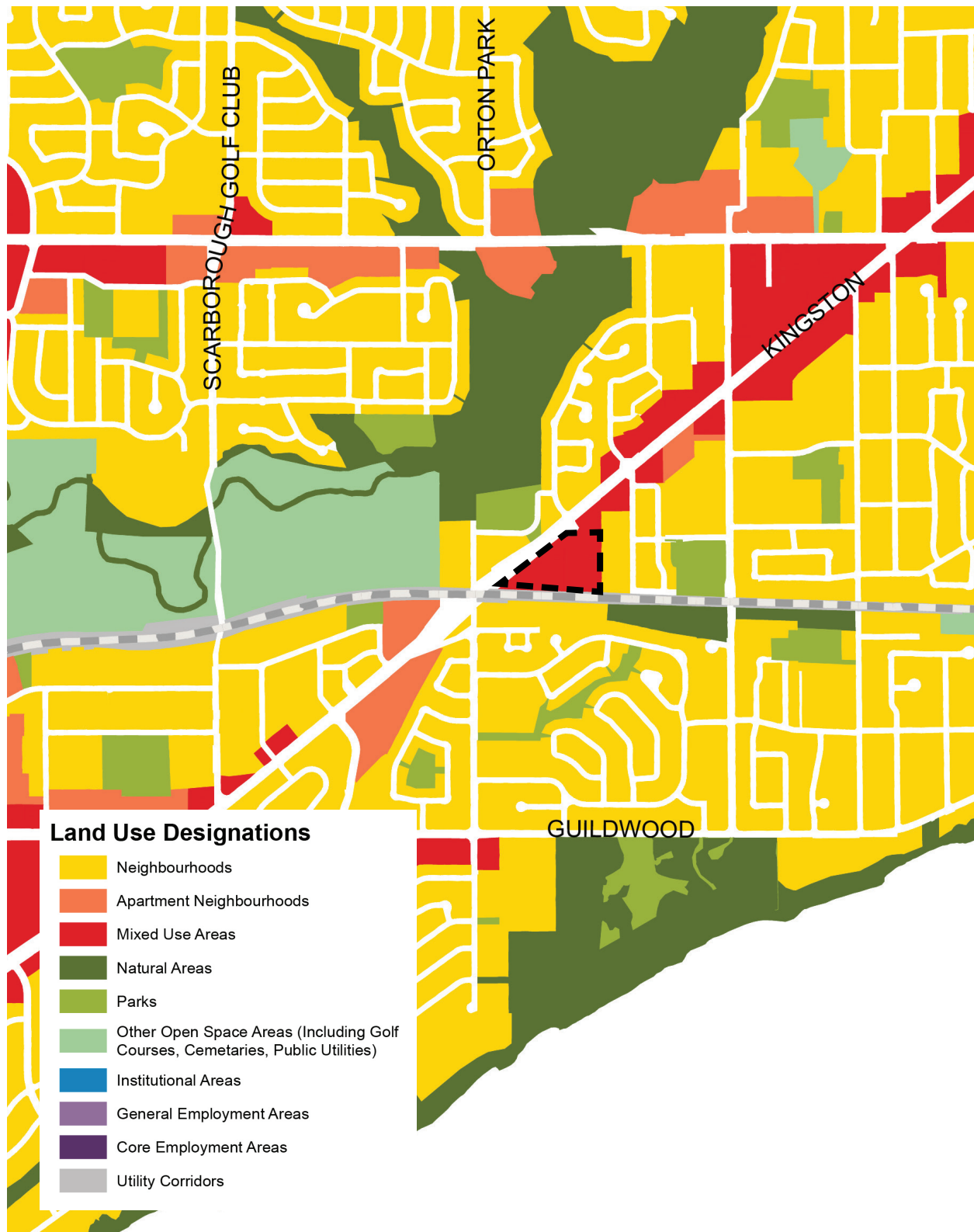


Figure 29. Excerpt of City of Toronto Land Use Plan (Map 23) (N.T.S.)

The proposed Guildwood TOC development offers a range of residential and commercial/retail uses including Metrolinx facilities. All of the proposed uses contribute to the establishment of a transit oriented community that supports transit ridership and reduces automobile usage. As describe in later sections of this report, the design carefully considered the creation of a robust public realm that supports pedestrian and cycling activities as well as transit use. Service areas are hidden from view where possible and recreation space is provided through rooftop amenities, POPS and a new public park.

Building heights and massing feature strategic stepbacks and setbacks to facilitate a smooth transition to the adjacent lower-scale neighbourhoods. Taller structures are positioned towards the center of the development, transition in height towards the surrounding community. An integrated road network is proposed and coordinated with the development on 4121 Kingston Road. The road network funnels traffic towards to Guildwood GO Station entrance as a destination and more local traffic on secondary roads.

### Site and Area Specific Policy

The property is subject to Site and Area Specific Policy 272. Which States the following:

272. Lands located along both sides of Kingston Road, from the CNR overpass to the Highland Creek Bridge and the lands on both sides of Old Kingston Road, west of West Hill Drive

a) Service stations, used car sales lots and public garages are not permitted within the Mixed Use Areas designation except where they existed on June 26, 2003.

### Major Transit Station Area

The City of Toronto adopted a subset of over 140 Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA) in July 2022. The areas include lands that are generally within 500-800 metres from a transit station. The amendment prescribed minimum density targets for each station area in accordance with the policies in the PPS. The amendments were submitted to the Ministry of Municipal Affairs and Housing (MMAH) for approval. On August 15, 2025, MMAH approved a number of the City's MTSA's. The TOC Land is part of OPA 570 and within Site and Area Specific Policy 641 (SASP). The Minister's approval on August 15, 2025 deferred decisions on the Guildwood PMTSA and as such it is not yet in effect.

Site and Area Specific Policy 641 (SASP) within the Council adopted OPA 570 indicated a of a minimum population and employment target of 150 people and jobs per hectare. Further it outlines a minimum density of 3.5 FSI for the site (refer to Figure 30). The proposed Guildwood TOC development contains a density of 6.56 FSI and will assist in meeting the density targets identified in OPA 570.

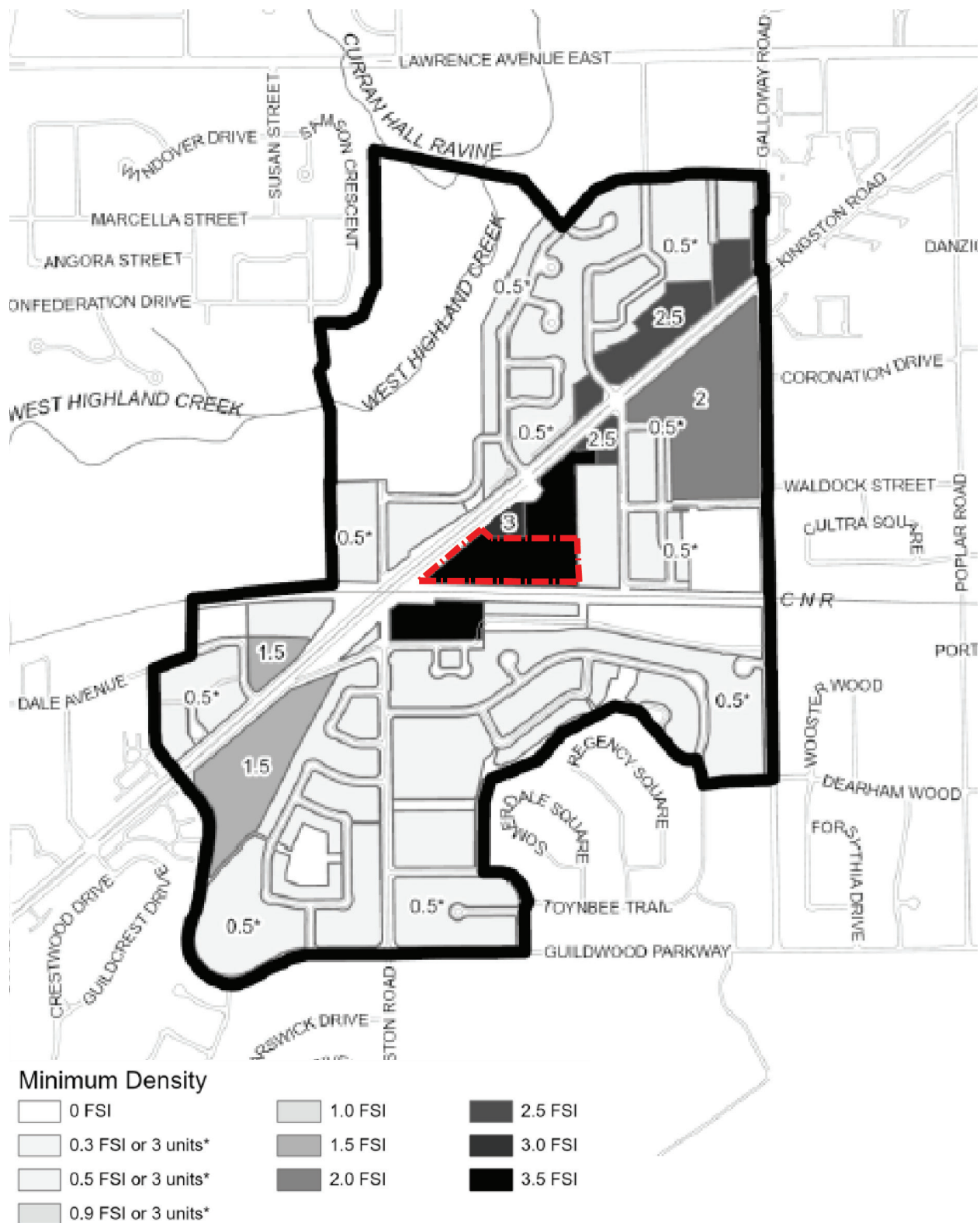


Figure 30. OPA 570 Minimum Density (N.T.S.)



## Conclusion

The proposed Guildwood TOC development conforms to the overarching goals of City of Toronto's Official Plan. It represents an efficient use of land and infrastructure, supporting housing supply, mobility, economic development, and urban vibrancy within a well-connected location. Specifically, the location adjacent to the Transit Station, and its proximity to existing and planned TTC surface routes, makes it ideally suited for intensification and redevelopment. The densities proposed assist the City in achieving its objectives of creating new housing within PMTSAs. The proposed built form, design and site organization has thoughtfully considered how users of the site will experience the public realm and provides for appropriate transitions to the surrounding communities. Overall, the proposed Guildwood TOC development delivers a compact, transit-supportive, and complete community.

It is therefore our professional opinion that the proposed development is in conformity with the policies and intent of the City of Toronto

## 4.5 Former Scarborough Zoning By-law 10327

The TOC Land is currently located within the former City of Scarborough Zoning By-law 10327 and within the West Hill Community (west) Zoning Community. The property is zoned Commercial/Residential Zone with a Holding symbol and site-specific exceptions (CR-86-202-203-324-325-400-600-601-602- 603-604 (H)) (refer to Figure 31).

The CR zone permits a range of uses including Day nursery, Financial institutions, Funeral homes, Hotels and motels, Institutional, Medical centres, offices, Personal service shops, Places of worship, Places of entertainment, Private home daycare, Residential uses, Restaurants, Retail stores, Recreational uses, Specialized commercial uses.

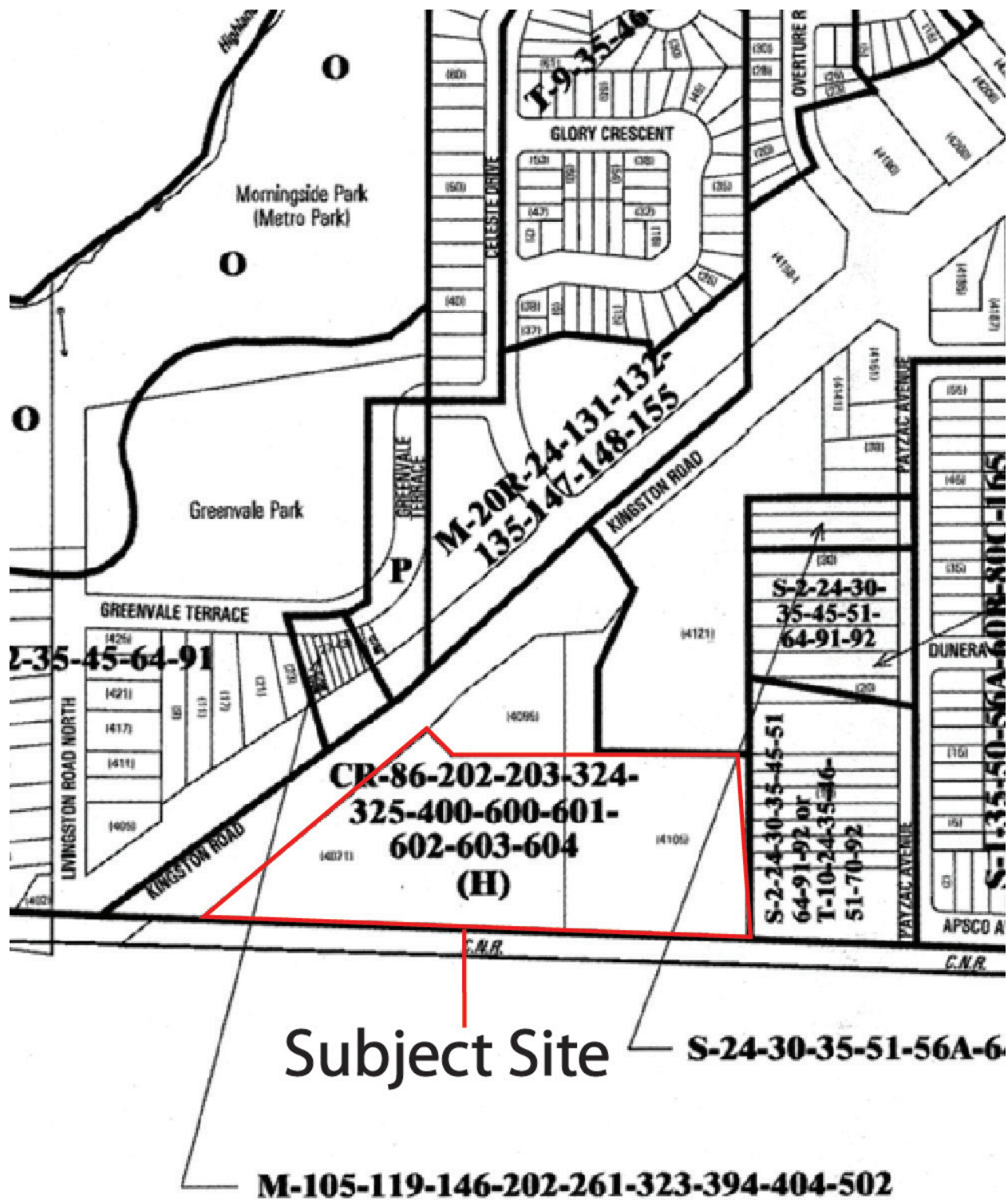


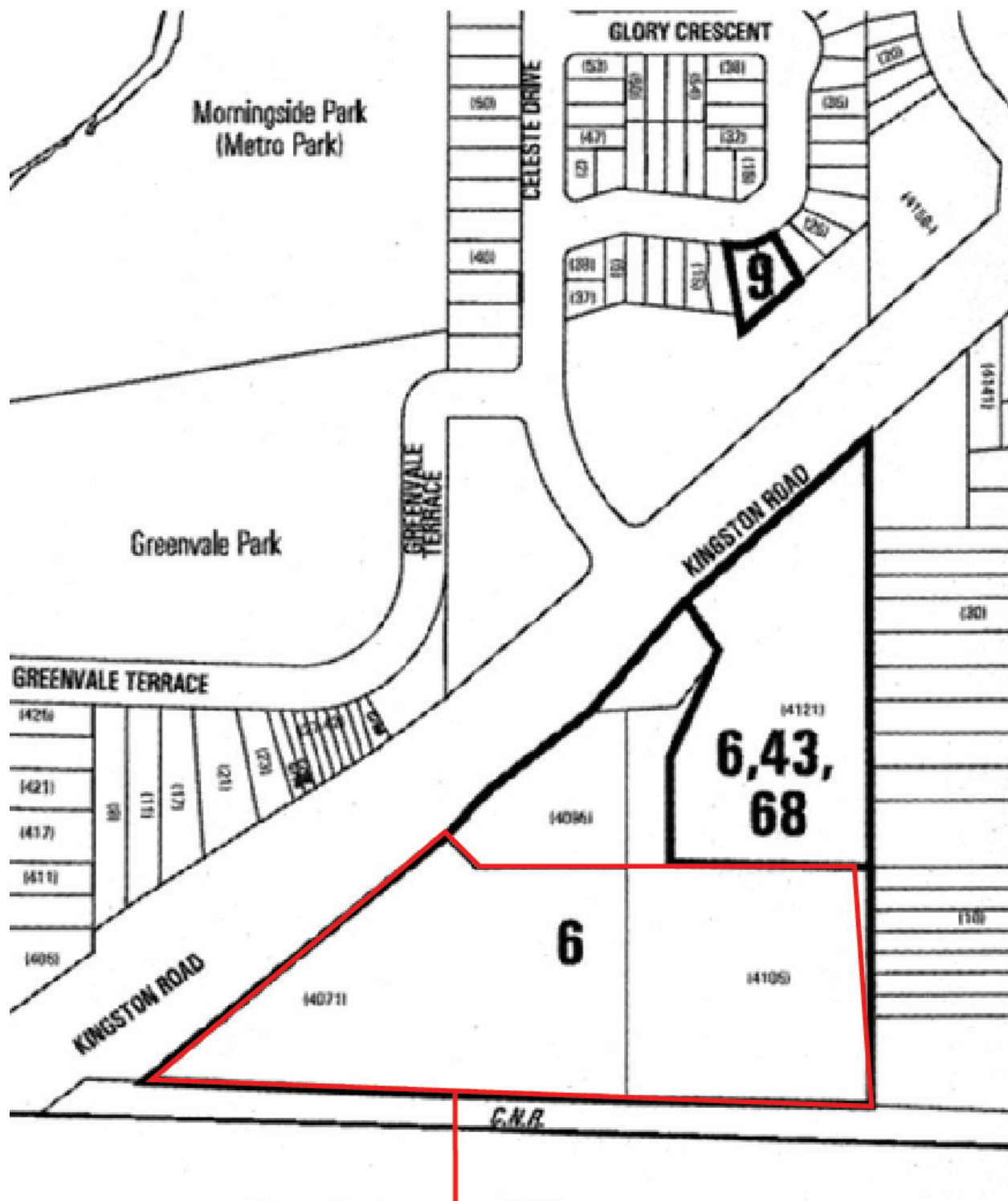
Figure 31. Excerpt of Former City of Scarborough Zoning By-law (N.T.S.)

The following site-specific exceptions apply to the property.

Table 4: Site-Specific Exceptions

<b>Exception Number</b>	<b>Exception Provision</b>
86	Minimum 7.5m rear yard setback.
202	Clause VI, Section 5, Landscaping requirements shall not apply.
203	A minimum 1.5m wide landscape strip shall be provided at the rear abutting “S”, “ST” and “M” zones
32	Notwithstanding the provisions of Clause VII- General Parking regulations for all zones, office and retail uses in residential/commercial mixed use buildings shall provide a minimum of 2.5 spaces per 100 square metres of gross floor area of these uses.
325	Notwithstanding the provisions of Clause VII- General Parking regulations for all zones, the first 100 square meters of restaurant gross floor area shall provide a minimum of 5.4 parking spaces per 100 square metres of gross floor area.
400	Building setbacks from streets- a minimum 3m from the street line.
600	Buildings shall not exceed a 45 degree angular plane from the rear lot line, which abuts an “S”, “ST” and “M” zones
601	Automobile service stations are not permitted within the Commercial /Residential (CR) Zone, except where they existed on the day of the passage of this Zoning By-law by City Council (June 24, 25, and 26, 2003).
602	The wall of the building fronting or abutting Kingston Road shall be a minimum width of 70% of the lot at the street line for lots having frontage or flankage of more than 30 metres and 60% for lots having frontage or flankage of up to 30 metres and shall be set back a minimum of 3 metres and a maximum of 5 metres from the street line.
603	A minimum two storey and maximum eight storeys, excluding basement and rooftop mechanical.
604	Clause VI – provisions for all zones, Section 6, coverage shall not apply.





## Subject Site

Figure 32. Excerpt of Former City of Scarborough Schedule C Map (N.T.S.)

On those land identified as Exception Number 6 on the accompanying Schedule “C” map, the following provisions shall apply (refer to Figure 32).

- a) The Holding provisions (H) used in conjunction with the Commercial/Residential Zone (CR) zone shall be removed by amending By-law when:
  - a. Council is satisfied as to the availability of all road improvements, infrastructure and servicing which are necessary to accommodate the proposed development
  - b. The owner has submitted a Site Plan Application to the satisfaction of UDS to address the Development Criteria and Urban Design Guidelines to ensure a significant building presence having multi-storey element. The proposed buildings are to be designed to complement and contribute to a desirable community character in terms of massing, pedestrian linkages to sure a safe pedestrian environment and to establish landscaping that integrates the street, the development and neighbouring properties.

In order to facilitate the Guildwood TOC development, a zoning certainty process is needed to determine the required applications to support the proposed development. Likely a Zoning By-law Amendment is required to contain site specific provisions allowing for an increase in height, reduced setbacks and reduced parking rates from the former Scarborough Zoning By-law 10327. It is our recommendation that the TOC Land be incorporated into the City of Toronto Zoning By-law 569-2013, as amended, with site specific exceptions.

## 4.6 City of Toronto Zoning By-law 596-2013

The proposed Guildwood TOC development submission proposes to bring the TOC Land within the City’s Zoning By-law 569-2013 and zone the property Commercial Residential 6.7 SS2 with site specific exceptions. Figure 33 depicts a proposed schedule that would regulate built form including height, setbacks and setbacks.

It is anticipated that the proposal will not comply with the City of Toronto By-law 569-2013 parking requirements as outlined in the Transportation Impact Study. The TOC Land complies with the minimum and maximum parking spaces required by Zoning By-law 569-2013, however does not comply with the amount of accessible spaces required. Additional, site-specific exceptions will be reviewed and considered as part of the Guildwood TOC development submission.

The proposed development is required to provide a minimum of 55 accessible parking spaces. The proposed development will provide 15 accessible spaces for the TOC, which does not satisfy the minimum zoning bylaw requirements. However, it is noted that the site is not subject to a minimum vehicle parking requirement given the provincial direction articulated through Bill 185. Furthermore, given the site’s proximity to rapid transit and available travel alternatives, the provision of 15 accessible spaces is considered acceptable and appropriate.





## 4.7 Tall Building Design Guidelines (2013)

To support the implementation of Official Plan policy and provide specific design direction for tall buildings, in 2013 Toronto City Council adopted City-wide Tall Building Design Guidelines serving as the comprehensive reference for evaluating tall building proposals across the city. These guidelines establish a unified set of performance-based criteria that address site context, site organization, massing, and the pedestrian realm. While the Guidelines provide clear expectations for built form, they are intended to allow some flexibility in their application, particularly when considering the cumulative performance of a comprehensive development.

Of particular note, the Tall Building Design Guidelines recommend the following:

- / A maximum floor plate size of 750m<sup>2</sup>.
- / A minimum separation distance of 25 metres between towers on the same site.
- / A minimum tower setback of 12.5 metres from side and rear property lines to ensure tower separation distances of 25 metres is split between abutting properties.
- / The tower component of the building should be setback a minimum of 3 metres from the podium façade.

The proposed TOC has been designed in accordance with the Tall Building Guidelines and a detailed evaluation of the development proposal with these guidelines is provided in Section 5 of this report.

## 4.8 Growing Up Guidelines (2020)

In response to the growing trend of families residing in high-density, multi-unit developments, often referred to as “vertical neighbourhoods” Toronto’s City Planning Division launched a dedicated study in 2015. The study sought to explore how vertical communities can better accommodate the needs of households with children, focusing on creating functional, safe, and nurturing environments within compact, urban settings.

This initiative culminated in the introduction of the Growing Up: Planning for Children in New Vertical Communities Draft Urban Design Guidelines. A council report outlining the study methodology and draft guidelines was presented to City Council on July 5, 2017, and was adopted without amendment. Following further stakeholder feedback, public consultation, and refinement, a final recommendation report was brought forward. On July 28, 2020, City Council formally adopted the updated and finalized Growing Up Guidelines.

The guidelines are structured across three interrelated design scales, the unit, the building, and the neighbourhood, ensuring a holistic approach to child-inclusive urban design. The key directions of the guidelines include:

- / Unit mix: buildings should provide a minimum of 25% larger units broken down into 10% three bedrooms and 15% two bedrooms.
- / Ideal unit sizes: two bedrooms are ideally sized at 90m<sup>2</sup> and three bedroom at 106m<sup>2</sup>.
- / Building Scale: dedicated indoor and outdoor amenity spaces tailored to children’s needs.

- / Neighbourhood Scale: connectivity and proximity to essential family-oriented amenities such as for schools, parks, childcare facilities, libraries, and community centres to support family life in vertical living contexts.
- / Walkability, safe pedestrian routes, and links to public transit are also integral to fostering child-friendly neighbourhoods.

The proposed Guildwood TOC development exceeds the guidelines minimum requirements. The proposal includes 41.3% larger unit spread across the development. The breakdown includes 13% three bedrooms and 28.3% two bedroom units. It is anticipated at the site plan control stage that the ideal unit sizes will be achieved. Indoor and outdoor amenity spaces are included in the proposal with details on their programming being further refined during the Site Plan stage. The proposed development is in proximity to several parks, schools and community facilities which would serve the families within this community. Thoughtful design of the public realm has been undertaken to ensure walkability within the neighborhood and to the broader community.

## 4.9 Pet-Friendly Design Guidelines

In line with Toronto's Pet-Friendly Design Guidelines, the proposed development thoughtfully considers the needs of companion animals at three distinct scales; the neighbourhood, the building, and the dwelling unit. These guidelines, similar in structure to the Growing Up Guidelines, support the creation of inclusive, livable, and high-density communities that accommodate both people and pets.

At the neighbourhood scale, the guidelines encourage new developments to provide on-site amenities that support the resident pet population. This helps reduce strain on public parks and open spaces - particularly important in dense urban neighbourhoods where these resources are already heavily used. The inclusion of landscaped areas, POPS, and designated pet relief zones within the development contributes to a more balanced and sustainable public realm.

At the building scale, the guidelines offer direction on the design, location, and size of shared pet amenities. Features such as pet wash stations, pet relief areas, off-leash zones, and indoor/outdoor spaces tailored for pet use are recommended to improve comfort and convenience for both pet owners and other building residents.

Overall, the proposed development will consider these guidelines at later stages of development process once detailed designs are finalized. It is anticipated that the proposed development will be able to achieve the objectives of the Pet-Friendly Design guidelines.

## 5.0 PLANNING AND URBAN DESIGN ANALYSIS

The following sections outline the planning and urban design merits of the proposed development and provide a planning rationale in support of the development proposal. The development of a Transit Oriented Community provides a unique opportunity to intensify and redevelop lands around transit station areas. The TOC Land is identified as a Protected Major Transit Station Area (MTSA) in the City of Toronto Official Plan (awaiting Ministerial approval), which directs growth, housing, and intensification to these locations. The proposal is envisioned as a transit oriented community comprised of mixed use, mid-rise and tall buildings, delivering a significant residential and retail area. The development offers a comprehensive public realm that enhances the interrelationship between the existing Station area, the broader community and the new development.

### 5.1 Transit Oriented Community

The current condition of the property reflects a low-intensity, auto-oriented commuter surface parking lot in close proximity to major public transit infrastructure. The aim of the proposed development is to achieve the objectives of a transit oriented community. City of Toronto Official Plan supports investments and redevelopment of properties adjacent to transit infrastructure and the proposed development assists in realizing those policy objectives. The proposed transit oriented community includes and delivers the following the key features:

#### Proximity to and access to transit

- / The proposal takes full advantage of the site's adjacency to the Guildwood GO Station, future Eglinton East LRT, and several surface transit routes.
- / The development proposal has been designed to maximize access to public transportation by providing sidewalk and pathway connections to the existing station area as well as the broader future and existing transit routes along Kingston Road.

#### Mixed use and high-density development

- / Through the introduction of high-density residential and mixed use development, the proposal transforms the site into a complete, transit oriented community. The 2,534 proposed residential units contribute significantly to Toronto's housing supply and advances the policy directive of directing growth toward transit station areas and along avenues.
- / The development is high density at an FSI rate of 6.56, concentrating the tallest buildings closest to the station.



- / The proposed residential, commercial and open spaces in the development provide a mix of uses that encourage local interactions and enhance the vibrancy of the community.
- / The Official Plan identifies Mixed Use Areas as key locations for accommodating Toronto's future growth, offering flexibility to adapt to evolving urban needs while supporting vibrant, diverse, and walkable communities. In line with this direction, the proposed land use framework promotes a balance of residential and non-residential uses, encouraging people to live, work, and access services within the same neighbourhood.

#### **Walkable and active transportation**

- / The proposed development provides a well-connected pathway network ensuring ease of access to pedestrian and cycling facilities.
- / The proposed development incorporates sidewalks along the public street network as well as cycle tracks leading towards the station area.
- / Further walkway and multi-use path connections are provided to Payzac Avenue and under the Kingston Road overpass connecting Livingston Road North.

It is our opinion that the proposed development conforms with provincial and municipal policy objectives, providing for a mixed use, transit oriented community immediately adjacent to existing and planned transit infrastructure.

## **5.2 Intensification**

The proposed development on the lands surrounding the Guildwood GO Station represents a strategic intensification initiative that aligns with the broader provincial and municipal planning framework. The intensification of the TOC Land is consistent with the PPS and is in conformity with the City of Toronto Official Plan directives. The proposed density of 6.56 FSI exceeds the 3.5 FSI target described in OPA 570. The policies within both policy documents encourage intensification within built-up areas, particularly on lands with access to existing or planned transit infrastructure. The proposed development is located along an Avenue where growth and intensification is to be directed (Figure 26). Further, the property is located within the Council adopted PMTSA for Guildwood (Figure 30) and assists with achieving the minimum density and population and employment targets by providing for approximately 2,534 new residential units and 1,766 GFA of commercial and retail space.

It is our opinion that the proposed development represents an appropriate form of intensification within an area planned and targeted for growth. It supports provincial and municipal policy directives that encourage and plan for growth adjacent to transit infrastructure.



Figure 34: 3D Renderings of TOC Lands

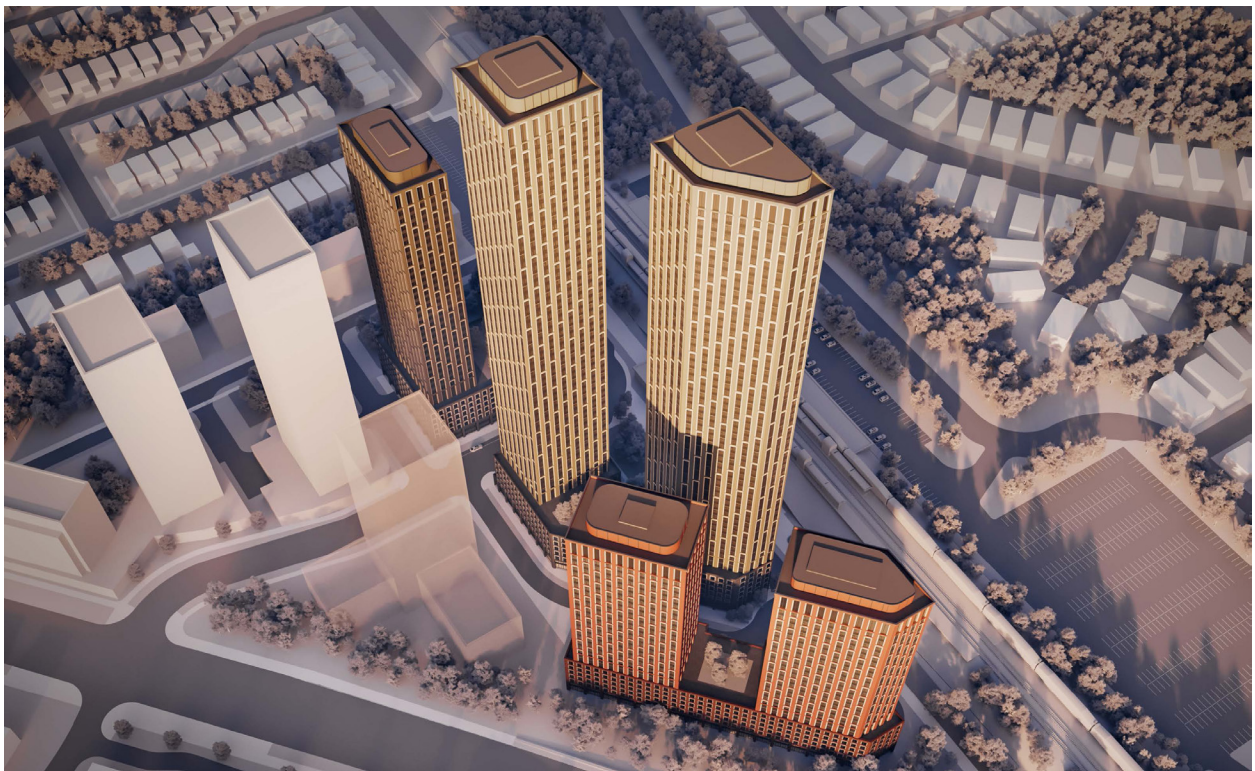


Figure 35: 3D Renderings of TOC Lands



## 5.3 Site Organization

The development has been designed to seamlessly integrate with the existing and planned context for the area. The development proposal connects to and continues the road network proposed as part of the development at 4121 Kingston Road. The development proposal provides consistent street walls and setbacks along the public road network and minimizes impacts on the surrounding the community by transitioning height down toward the existing residential areas. It is our opinion that the proposed development creates a cohesive community balancing the need for housing, proximity and connections to transit facilities, and transitioning toward existing areas conforming to the policy direction in the Official Plan and PPS.

## 5.4 Land Use

The TOC Land is designated Mixed Use Area in the City of Toronto's Official Plan. The Mixed Use Area designation permits a range of uses including residential, office, retail and services, institutional, entertainment and recreational and cultural facilities. The proposed residential, retail and services uses are permitted uses within the Mixed Use Area designation and supports the objectives of accommodating growth within this designation. The addition of housing units in proximity to transit infrastructure with a mix of uses proposed at grade will assist to support transit ridership, reduce auto dependency and increase active transportation as well as enable meet their daily needs within the community.

## 5.5 Housing

The proposed TOC has been carefully designed to prioritize active transportation, aligning with key city-building initiatives. The proposed development provides for 2,534 new residential units, offering a range and mix of housing options and expanding the range of supply available in the area. The proposed supply of 2,534 new residential units will contribute to the City of Toronto's housing supply providing much needed housing in an area adjacent to transit. Further, the proposed development also provides for 41.3% of larger units exceeding the 25% requirement in the Growing up guidelines. 26.2% of two bedroom and 13% of three bedrooms are dispersed throughout the development Blocks. It is our opinion that the unit mix provided in the development assists the City in meeting their housing objectives. The proposed development will assist in meeting the current and future needs of residents.



## 5.6 Height and Massing

The development proposes a series of residential towers atop mixed use podiums ranging in height from 30-storeys to 60-storeys. Height has been concentrated on lands immediately adjacent to the GO Station transitioning down toward the east and west (Figure 33). All proposed buildings consist of towers on podiums which are accessed from a central 23 metre public road (Public ROW C Extension) which serves as the primary access to and through the site. The site consists of three primary development blocks; each include a pair of towers on a shared podium.

### Block A

Block A is located on the east side of the development site and includes a 35-storey and 40-storey tower on a shared 7-storey podium. The building is situated along the west portion of the development block framing Public ROW C Extension and Public ROW D. The 7-storey podium complements the proposed development to the north which proposes a 7-storey streetwall and provides a 1:1 ratio to the street right-of-way. The podium is set back 0 metre from Public ROW C Extension, and the towers step back an additional 3 metre above the 7th storey. The eastern portion of the development block consists of a public park, which serves as a transition to the existing and future uses to the east.

### Block B

Block B is located centrally within the development site and includes a pair of 60-storey towers on a shared 7-storey podium. The building is situated along the north and west portions of the development block framing a private road to the north, the primary Public ROW C Extension to the east and a station plaza / open space to the south. The podium is set back 3 metre from the Public ROW C Extension with a 3 metre arcade condition at the ground level. The towers are step back an additional 3 metre above the 7th storey, except for Tower B1 where the tower floorplate extends to grade on the southern portion. The southeast portion of the development block consists of a proposed station plaza area / open space, which anchors the GO Station and serves as a landmark space for those living the buildings and commuting through the station area.

### Block C

Block C is located on the west side of the development site and includes a pair of 30-storey towers on a shared 7-storey podium. The building is situated adjacent to Kingston Road framing both Kingston Road and the private road to the east of the building. The 7-storey podium and 7-storey streetwall complements the proposed development of the station area. The podium is set back 3 metre from the private road, and the towers stepback an additional 3 metre above the 7th storey, except along Kingston Road where no stepback is provided. No stepback is provided along Kingston Road due to the change in elevation and topography adjacent to the building. The southwest portion of the development block includes a proposed publicly accessible open space, which serves as a transition to the GO station and tracks to the south.

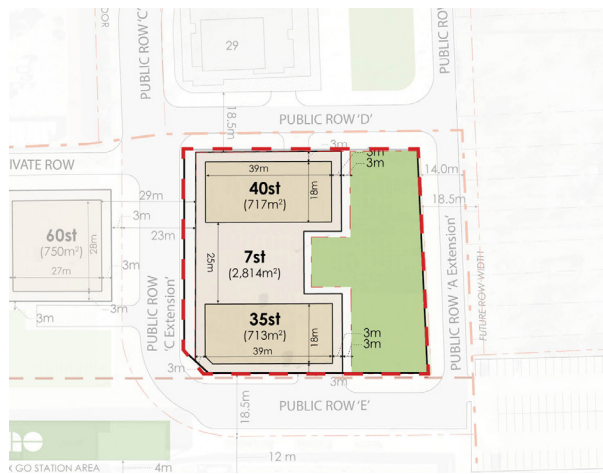


Figure 36. Block A (N.T.S.)

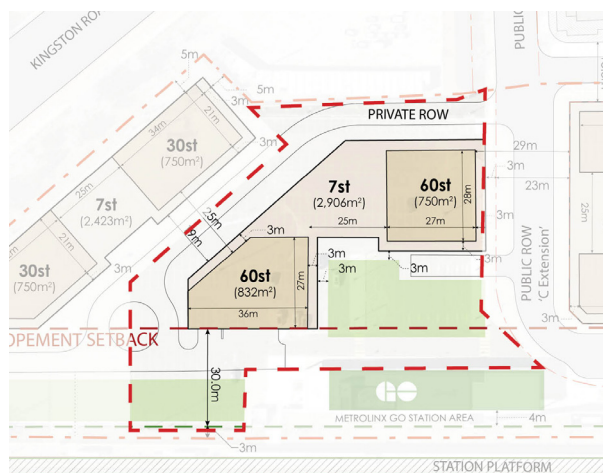


Figure 37. Block B (N.T.S.)

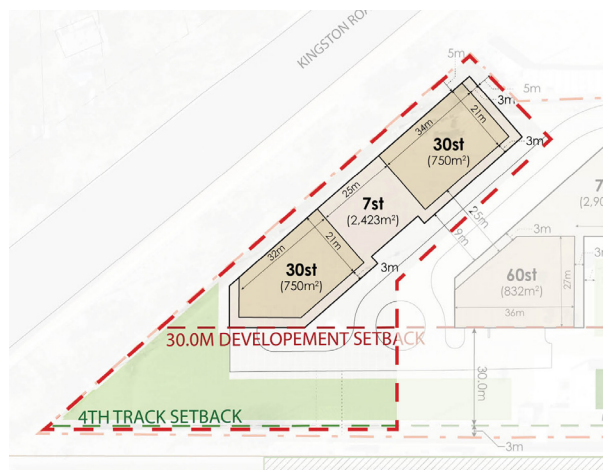


Figure 38. Block C (N.T.S.)

The development proposes a consistent built form and massing throughout the site. All buildings consist of 7-storey podiums with 7-storey streetwalls that are set back 3 metre from adjacent public and private rights-of-way. Towers are stepped back 3 metre above the 7th storey from adjacent public and private rights-of-way. There are a few instances where the no tower setbacks are provided, on Block C along Kingston Road and on Block B along the southern edge of the building. On Block C, about a third of the tower C1 floorplate and tower C2 floorplate extends to grade and on Block B approximately half of the tower B1 floorplate extends to grade. These interfaces provide some visual interest by allowing a portion of the tower to address the ground-level. At these locations, the design at-grade may include features that mitigate pedestrian level impacts (i.e. canopies, overhangs, arcades, weather protection, etc.) and are generally where non-pedestrian elements of the building are focused (i.e. parking entrances, loading areas, servicing, etc).

- / On Block A the podium is approximately 2,814m² with tower floorplates that are 710m² and 713m².
- / On Block B the podium is approximately 2,906m² with tower floorplates that are 784m² and 750m².
- / On Block C the podium is approximately 2,423m² with tower floorplates that are 750m² and 750m².

## 5.7 Shadow Analysis

The proposed development consists of a series of buildings with 7-storey podiums and towers ranging from 30 to 60 storeys. The placement and massing of podiums and towers have been carefully designed to frame streets and open spaces while minimizing prolonged shadow impacts on the surrounding context. The configuration and orientation of buildings, along with the alignment of streets and open spaces, have been strategically designed to support sunlight access throughout the year.

Shadow impacts are generally limited, moving quickly across the site and surrounding areas. The greatest impacts occur during the morning and afternoon hours, with limited effects on neighbourhoods to the east and west during these times. Properties located south of the site experience no shadow impacts at any time.

Throughout the development process, the siting, massing, design, and orientation of tower floorplates and heights have been studied and revised to balance and mitigate shadow impacts. Priority has been given to limiting shadows on parks and open spaces, with the goal of ensuring a minimum of 5 hours of sunlight on these areas.

The following sub-sections summarize the shadow impacts on parks and open spaces, the adjacent neighbourhoods to the north, east, and west, as well as the extent and duration of these impacts. For detailed illustrations, please refer to the Architectural Drawing Set (Shadow Study).

### Summer (June):

- / During the Summer Solstice there are limited impacts on adjacent properties and the surrounding context.
- / Shadow impacts on Kingston Road and the residential uses west of Kingston Road are limited to the morning hours from 9am to 11am.
- / Shadow impacts on the exiting residential uses to the east are limited to the afternoon hours from 3pm to 6pm.
- / Proposed parks and open spaces within the study area are only impacted in the afternoon with initial impacts starting from 2pm to 6pm at the various locations.
- / There are no shadow impacts on Greenvale Park.
- / Shadow impacts on the north/northwest (U-Haul) are limited to primarily the morning hours from 9am to 1pm.
- / Shadow impacts onto the proposed development to the north/northeast (Timberlin) are limited to late-morning and early-afternoon hours from 9am to 2pm.
- / Shadow impacts towards the south of the property only apply after 5pm.



### **Solstice (December):**

- / During the Winter Solstice, the shadow impacts are greater due to the angle of the sun. During this time shadow impacts are longer and more impactful.
- / Shadow impacts on Kingston Road and the existing residential uses west of Kingston Road are impacted from 9am to 3pm. The shadow impacts from the proposed development moves quickly and are mostly off the amenity spaces of the existing residential uses by 2pm. Shadow impacts to properties to the north are more impacted due to the addition of shadows from the development to the north.
- / Shadow impacts on the exiting residential uses to the east are limited to the afternoon hours from 2pm to 6pm.
- / Proposed parks and open spaces within the study area are only impacted in the afternoon starting from 1pm to 6pm.
- / Shadow impacts onto Greenvale Park are limited to the morning hours from 9am to 12pm.
- / Shadows impact the north/northwest (U-Haul) from 9 am to 4 pm.
- / Shadows impact the proposed development to the north/northeast (Timberlin) throughout the day.
- / There are no shadow impacts towards the south of the property.

### **Equinox (March/September):**

- / During the Equinoxes there are limited impacts on adjacent properties and the surrounding context.
- / Shadow impacts on Kingston Road and the existing residential uses west of Kingston Road are only impacted in the morning hours from 9am to 12pm.
- / Shadow impacts on the exiting residential uses to the east are limited to the afternoon hours from 2pm to 6pm.
- / Proposed parks and open spaces within the study area are only impacts in the afternoon starting from 2pm to 6pm.
- / Shadow impacts on Greenvale Park are limited to the morning hours from 9am to 11am.
- / Shadows impact the north/northwest (U-Haul) throughout the day, with limited shadowing from 3pm to 4pm and no shadow impacts after 5pm.
- / Shadow impacts on the proposed development to the north/northeast (Timberlin) occur throughout the day, with limited shadowing from 9am to 11am, and 3pm to 4pm and no shadow impacts after 5pm.
- / There are no shadow impacts towards the south of the property.

## 5.8 Setbacks and Streetwall

The siting and orientation of the buildings and internal uses have been carefully considered. The design incorporates appropriate setbacks and stepbacks to provide sufficient pedestrian clearways and sidewalk zones. Retail uses are provided at-grade. All buildings and blocks are outside of the 30 metre development setback from the railway line. All roadways are outside of the 15 metre setback from the railway line/track.

On Block A, a 0 metre building setback are provided for the north/south leg of Public ROW C Extension and 0 metre setbacks along Public ROW E and Public ROW D. Retail uses are proposed along these streets. The additional building setbacks along the central spine will help contribute to the pedestrian clearway, sidewalks and potential spill-out spaces related to the proposed uses at-grade. A 3 metre setback is proposed adjacent to the open space on the eastern portion of the site, again to ensure sufficient pedestrian clearway and to allow for potential walkways and spill-out uses.

On Block B, a 3 metre building setback with a 3 metre wide street arcade is provided along the Public ROW C Extension. A 3 metre setback is provided from the north façade of Block B podium and the private right-of-way to the north/west. Retail uses are proposed along Public ROW C Extension; therefore the additional building setback and arcade will help contribute to the pedestrian clearway, sidewalks and potential spill-out spaces related to the proposed uses at-grade. A 3 metre setback is proposed adjacent to the station plaza area on the southern portion of the site to allow for potential walkways and spill-out uses.

On Block C at least 3 metre building setbacks are provided along the private right-of-way to the east and approximately 5 metre setback is proposed along Kingston Road and the adjacent property line to the north.



Figure 39. Ground floor rendering from Public ROW A (southwest facing)



Figure 40. Ground floor rendering from Private ROW (northeast facing)



Figure 41. Ground floor rendering from Station Plaza (northeast facing)

## 5.9 Stepbacks and Separation Distances

Building stepbacks or tower setbacks have been provided on all towers to articulate the podiums and to help better define a streetwall along the new proposed rights-of-way. Furthermore, all proposed towers are at least 25 metre apart from each other to allow for privacy, access to sun and access to sky views.

### Building Stepbacks

On Block A, the proposed towers are steppedback 3 metre above the 7th storey on all sides. This helps articulate the streetwall along Public ROW C Extension and provides a transition to the street.

On Block B, the proposed towers are steppedback 3 metre above the 7th storey on most of the building sides. The western most tower on this block does not provide a stepback along the southern and southeastern portions of the tower, extending directly to ground. In this case, approximately half of the tower floorplate extends to the ground-level providing some visual interest by allowing the tower to extend to ground-level and generally where non-pedestrian elements. More importantly, the towers are stepback above the 7th storey on sides adjacent to the station plaza and along the retail street frontages (Public ROW C Extension and the private road).

On Block C, the proposed towers are steppedback 3 metres above the 7th storey along most of the building sides, with approximately one third of the tower floorplate coming to grade. There are no tower stepbacks along Kingston Road, however, a larger 5 metre building/podium setback was provided. Along this portion of Kingston Road, there is significant topography and change in elevation due to Kingston Road going over the railway lines. Efforts were made to include tower stepbacks along the south, east and northern portions of the building to provide a consistent streetwall height along the private right-of-way.

### Separation Distances

The proposed development maintains at least 25 metre tower separation distances. The siting and orientation of the buildings have taken into consideration the notions of privacy, access to sun and access to sky views. Buildings have been staggered through the site to limit shadow impacts and overlook.

The proposed development considers other active and proposed developments to ensure the proposed towers provide sufficient tower separation to adjacent properties. All development blocks are separated by a private and/or public right-of-way, except for the northern portion of Block C, which directly abuts the U-Haul. In that location, a 12.5 m tower setback is not warranted given that any adjacent towers are anticipated to front toward the new intersections.



## 5.10 Relationship to Context

The study area consists primarily of lands that are currently occupied by surface parking. In the design and development of the site, careful consideration was given to the height and massing of buildings as well as the siting and orientation of towers. In general, the heights transitioned up from existing streets towards the station area and transitioned down to existing residential uses. Tallest heights were located internal to the site to limit impacts to the surrounding context.

The western part of the site is bound by the Kingston Road overpass. Kingston Road begins to increase in elevation from the intersection of Kingston Road and Celeste Drive reaching its peak height at the overpass. Any proposed development along this edge would be interfacing with the topography and slope of the overpass. On the other side of Kingston Road are existing low-density residential uses as well as Greenvale Park to the northeast. Shadowing from the proposed development has been assessed and the design adjusted to limit shadow impacts onto these properties as well as Greenvale Park. The height and positioning of towers had been adjusted and situated to limit shadow impacts on Greenvale Park.

To the north of the site, current uses include a U-Haul Office and associated parking as well as an approved development at 4121 Kingston Road. The development of 4121 Kingston Road comprises of four (4) mixed use buildings situated along Kingston Road and along ROW C. 12 and 13-storey buildings are proposed along Kingston Road, transition up-to 29 and 38 storeys moving south. The development of 4121 Kingston includes 1-storey retail components and a 6-storey podium. The proposed development proposed a 7-storey streetwall height which is consistent with the streetwall heights established

in the development of 4121 Kingston Road.

The proposed development also follows in the transition of height upwards moving towards the station and transitions down along Kingston Road. Buildings continue to frame ROW C and E to create a continuous streetwall from Kingston Road to the Station.

East of the site is an existing low-density neighbourhood. Lots fronting onto ROW A and E are anticipated to serve as a transition to the existing communities and envisioned as 4-storey townhouses or low-rise buildings. In order to facilitate access to the proposed development, a road-widening would be required to allow for an 18.5 metre ROW to extend from Kingston Road to the Station Area. Furthermore, a park and open space is proposed on the east side of Block A, extending the proposed park to the north and providing further transition to the taller components to the west.

Station related uses including the station, bike parking, station platforms are located to the south with further parking areas south of the tracks. The greatest heights and massing have been directed to the southern limits of the site, however, setbacks from the railway applies, streets are set back 15 metre and development is set back 30 metres from the track.

## 5.11 Streetscape to Public Realm Interface

**Street Interfaces** – Public ROW C Extension is the primary street interface through the site and is the primary thoroughfare connecting Kingston Road to the Station. Buildings are set back approximately 3 metre from Public ROW C Extension to provide additional space for pedestrians, spill out spaces and patios. Where a 3 metre set back is not provided along Public ROW C Extension, an arcade is proposed. Retail uses are proposed along Public ROW C Extension in order to frame and activate the street. Towers are steppedback above the podium to create a more pedestrian oriented streetwall.

**Station Plaza Interface** – A proposed station plaza is proposed adjacent to the existing station and will serve as the focal point for users entering and exiting the station platforms and visiting the area. To activate the station plaza, retail uses are proposed at-grade along the edges of the open space. The station plaza also serves as a buffer providing some openness around the station area. The building podiums and towers are oriented along the edges of the plaza to create a sense of enclosure, and to help frame and activate the space.

**Park Interface** – A park is proposed along the eastern portion of Block A. The park serves as a buffer and transition to the lower density uses to the east that exist currently and that are envisioned with future development. The park extends from the north aligning with the proposed park (north) and is again activated by retail-uses at-grade. The building podium is setback from the park to create a pedestrian zone, while an additional step back above the 7th storey help mitigate the scale of the proposed towers.

## 5.12 Pedestrian, Bicycle and Vehicular Circulation

**Vehicular Circulation** – The primary access to the site includes two entry points from Kingston Road, at Celeste Drive and through a new proposed ROW that's between Celeste Drive and Payzac Ave. The road network extends from Kingston Road to the Station and loops back to Kingston Road. A connection is provided between the station area and the proposed development to the north. An additional private right-of-way is also provided to access Blocks B and C. Bus Laybys and Passenger Pickup and Dropoff Spaces are located along Public ROW C Extension within the vicinity of the Station.

**Bicycle Circulation** – A cycle track is provided in both directions along Public ROW C Extension and Public ROW E. The cycle track provides protected access to the station and the adjacent development. A multi-use trail is also proposed along the southern edge of the site connecting under the Kingston Road overpass to the west and to Payzac Avenue and the existing residential uses to the east.

**Pedestrian Circulation** – The proposed development provides a well-connected pedestrian circulation system. Sidewalks are provided on both sides of the street with additional mid-block connections offered through parks and open spaces and further connections to the neighbourhoods to the east and west.

## 5.13 Conclusions

It is our opinion that the proposed development is in conformity with the City of Toronto Official Plan meeting its policy direction to provide housing and growth adjacent to transit infrastructure. It is in conformity with the Mixed Use Area designation and it proposes the development of a complete community that is integrated into its surroundings. This transformation aligns with the City of Toronto's broader goals of building complete communities that support a mix of housing, employment, and services in proximity to transit, while also advancing the province's priority to increase housing supply and reduce automobile dependence through strategic intensification.

The proposed building massing and design are consistent with the intent and direction of the City's Tall Building Guidelines, except where noted. The following describes the TOC Land built form:

- / Podiums are set back from the right-of-way to provide sufficient pedestrian clearways.
- / Arcades are provided on Block B along Public ROW C Extension, where podium set backs are 0 metres.
- / Podium heights may exceed 80% of the proposed street width, achieving a near 1:1 height-to-street-width ratio with setbacks.
- / Ground-floor heights are at least 4.5 metres.
- / Towers are set back at least 3 metres from the podium, except on Block B, southern side of Tower B1 and Block C side which abuts Kingston Road.
- / Where tower floorplates extend to grade, the portion that extends exceeds 1/3 of the tower floorplate, but these extensions are limited and directed away from the public realm and street/park interfaces.
- / Tower floorplates are limited to 750 m<sup>2</sup>, with the exception of Tower B1 which has a Tower Floorplate of 784 m<sup>2</sup>.
- / Tower separation distances of at least 25 metres are provided.
- / The requirement to provide 12.5-metre tower setbacks to adjacent properties has been considered.
- / Tower orientation and articulation provide variation in height, shape, size, and placement.



## 6.0 SUPPORTING STUDIES

### 6.1 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment was completed by Paterson Group on September 30, 2025, in accordance with Ontario Regulation (O.Reg) 152.04, as amended. The purpose of the report was to research the past and current use of the property to identify any environmental contaminants of concern. The property was historically occupied by a lumber yard in the mid to late 1930s until redeveloped as the present-day Guildwood GO Station and parking lot. The report identifies that several potentially contaminating activities (PCAs) were identified on and adjacent to the property including an aboveground storage tank, a pad-mounted transformer, former aboveground storage tanks associated with the lumber yard as well as the routine operations of the yard. The report concludes that a Phase II Environmental Site Assessment is required for the property.

## 6.2 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was undertaken by LEA Consulting Ltd. dated October 1, 2025. The report reviewed existing conditions and background documents and proposes the design intent for the water supply, storm water management and sanitary servicing requirements for the proposed development. The Report identifies the following conclusions:

### Water Servicing

- / The proposed development will be serviced by a 300mm watermain stub, provided by Timbertrin Development to the north, which connects to an existing 300mm watermain on Kingston Road. A 300mm watermain will run along both private and public sections of ROW E road to supply water to all three development blocks and the proposed park. Each of the six buildings in Blocks A, B, and C will have a new 150mm PVC domestic water service connected to a 200mm fire protection line via a cut-in Tee. A 200mm PVC fire protection service will also be installed, connecting to the 300mm main using a tapping sleeve and valve, as per City standard T-1104.02-3. The park area will be served by a separate 100mm water service connection.
- / A hydrant flow test was conducted on April 15, 2025, by Bruce Fire Engineering to assess the adequacy of the existing 300mm watermain on Guildwood Parkway via hydrants on Kingston Road. Test results showed sufficient capacity, with a static pressure of 60 psi, residual pressures of 58 and 56 psi at flows of 844 and 1265.6 gpm, and a calculated flow of 4386 gpm at 20 psi. The highest projected water demand of 119.65 L/s results in a residual pressure of 51.5 psi—well above the 20 psi minimum—confirming the watermain can adequately service the proposed development.

### Sanitary Servicing

- / A new 250mm diameter PVC sanitary sewer is proposed along private and public sections of Road E to service Blocks A, B, and C, the existing station building, and the proposed park. Each block will have a 200mm sanitary service line, with an additional 150mm stub for the parkland. The new 250mm sewer will connect to Payzac Avenue, pending confirmation of the existing station building's sanitary outlet and review of as-built drawings to verify the feasibility of a gravity system. The proposed sewer meets City of Toronto velocity requirements, with a flow velocity of 1.21 m/s at a 1.0% slope. A downstream capacity analysis of the existing 250mm sewer on Payzac Avenue will be completed during detailed design to ensure it can handle the increased flow without raising the hydraulic grade line significantly.

### Stormwater Servicing & Stormwater Management

- / In the post-development condition, storm runoff from Blocks A, B, and C will be directed to a shared Stormwater Management (SWM) tank located within the P1 and P2 parking levels via an internal piping system. Each block contributes proportionally to the total allowable site release rate of 357.25 L/s, with a combined storage volume of 898.91 m<sup>3</sup>—exceeding the required 744.09 m<sup>3</sup>—to also compensate for uncontrolled runoff from parkland and roads. Storm sewers along Road E will collect runoff from the development, and orifice controls at each SWM tank outlet will regulate flow; the system is designed for a 5- year return period, with gravity drainage feasibility to be confirmed during the detailed design stage, and pumping considered if gravity flow is not viable

## 6.3 Transportation Impact Study

A Transportation Impact Study (TIS) was completed by LEA Consulting Ltd dated October 21, 2025. The TIS assessed the proposed development from a transportation perspective to determine impacts to the adjacent road network over a 5-year horizon to 2025. The TIS was completed in accordance with the Terms of Reference submitted and approved by the City of Toronto. The TIS makes the following conclusions:

- / Provides 682 replacement Metrolinx parking space. While not a 1:1 replacement of the existing 760 spaces, the proposed supply is deemed an appropriate reduction in accordance with the 2041 GO Rail Station Access Plan deeming a reduction of 678 acceptable if there is any future development on site.
- / Proposed development is required to provide 1903 long-term and 179 short term bicycle parking spaces. 343 residential long-term bicycle parking space must have access to an energized 120V outlet in accordance with TGS V4 requirements. A total of 2534 bicycle parking spaces are provided (2,282 long term and 252 short term), exceeding requirements.
- / Bill 185 removed a municipality's ability to require parking, other than bicycle parking on lands located within a Protected Major Transit Station Area. The subject property is located within a Council adopted PMTSA area however, it has not yet received final approval from the Ministry. In a conservative approach, the proposed development was reviewed in the context of the City of Toronto By-law 569-2013 as amended by By-law 89-2022, parking requirements. There are no minimum parking requirements for residential units, a total of 29 parking spaces for residential visitors and an overall maximum supply of 1,931 spaces are permitted. The proposed development will provide 700 parking spaces across three underground levels, 634 residential and 62 shared visitor and retail spaces. The proposal complies with the City's minimum zoning by-law requirements.
- / Loading complies with the applicable Zoning By-law requirements. Each block will contain 1 Type G and Type C loading space. Blocks A and B will also contain 1 Type B space required for retail uses proposed.
- / The proposed development is anticipated to generate an additional 284 two-way trips (82 inbound and 202 outbound) during AM peak hour and an additional 421 two-way trips (269 inbound and 152 outbound during PM peak hour.
- / Intersection capacity results indicate that the surrounding road network will generally maintain capacity and acceptable delays under future conditions after addition of site traffic.
- / Safety review confirms the proposed development aligns with the City of Toronto's Vision Zero Road Safety Plan.
- / TMD measures should be implemented to include both physical infrastructure and financial incentives to promote the enhanced use of transit and active transportation.



## 6.4 Noise and Vibration Impact Study

A Noise and Vibration Impact Study was conducted by LEA Consulting Ltd dated October 7, 2025 and provides an analysis and recommendations based on the proposed TOC development. The noise study examined future noise environment in the development area and evaluated its impact on the future noise-sensitive receptors. Mitigation measures are required in order to ensure compliance with the applicable MECP limits. The Noise study recommends the following mitigation measures:

- / Parapet walls of 2 metres in height are required around the rooftop amenity areas on the podiums.
- / All living/dining and bedroom areas must have exterior walls with a maximum Sound Transmission Class (STC) rating of 54 on all building façades (north, south, east, west).
- / Exterior walls of the first row of dwellings (units located at the northerly façade) are to be built with brick veneer or equivalent masonry, extending from foundation to rafters.
- / Windows in living/dining and bedroom areas must have a maximum STC rating of 44 on all façades.
- / All residential units on the south façade must include central air conditioning and should include Warning Clause Type 'D' in legal agreements (purchase/sale, lease/rental, or condo declarations).
- / No mitigation measures are required for vibration sources within the development.

Additionally, Section 11 of the report discloses warning clauses that must be included in all offers of purchase and sales relating to residential uses, that pertain to noise and the addition of central air conditioning, the CN Rail, and Metrolinx Rail. All relevant builder's plans should be certified by an Acoustic Consultant as being in compliance with the recommendations in the Noise Impact Study.

## 6.5 Desktop Geotechnical Study

A Geotechnical Desktop Review was undertaken by Paterson Group dated September 30, 2025 and provides a summary of the regional soil information at the subject site along with preliminary geotechnical recommendations pertaining to the future development of the site. Based on existing site conditions and available subsurface information in proximity to the site the general subsurface profile is anticipated to consist of asphaltic concrete overlying fill materials, which is further underlain by a glacial till deposit. The site appears to be in an area where bedrock consists of interbedded shale and limestone. It is anticipated that the groundwater table ranges from approximate depths of 1.5 to 4 metres below the existing ground surface. The report concludes that the site is considered suitable for the proposed development and recommends further site-specific investigations.

## 6.6 Rail Safety Report

Entuitive undertook a Rail Safety Report, dated September 29, 2025 for the proposed development. The purpose of the report is to assess the risk profile of the adjacent rail corridor, identify the risks to people and property and summarize the mitigation measures that are proposed as part of the new development within the context of existing guidelines and requirements. The report concludes that the proposed development has been prepared in accordance with the principles of the FCM/RAC Guidelines and that it complies with the Metrolinx Adjacent Development Guidelines. The proposed mitigation measures are outlined below.

- / The proposed minimum 30 metre from the adjusted property line, accounting for a four track, meets the minimum setback recommendation for high-occupancy and/or sensitive uses.
- / Non-sensitive uses, low occupancy programming within the 30 m setback area adjacent to the railway lands
- / Safety barriers are a standard mitigation measure recommended for new residential, high occupancy, sensitive uses development in proximity to active railway. Traditional safety barriers are not proposed in this development an alternative mitigation is proposed. The primary mitigation will be provided in the form of structural reinforcement within the proposed building through a philosophy of redundancy. This approach is supported by the 2023 Metrolinx Adjacent Development Guidelines and has been applied in a variety of rail adjacent developments across the GTA.
- / Some opportunities also exist to incorporate retaining walls and landscape features into the POPS at the southwest end of the site which will further act to slow a train or prevent it from leaving the right-of-way. In the event of derailment.

## 6.7 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was undertaken by Gradient Wind Engineers and Scientists dated September 30, 2025. The purpose of the study is to investigate pedestrian wind conditions within and surrounding the subject site and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered. The study involved the simulation of wind speeds for sixteen wind directions in a three dimensional computer model using the computation fluid dynamics technique, combined with meteorological data integration, to assess pedestrian wind conditions within and surrounding the subject site. The study makes the following conclusions and recommendations:

- / The introduction of the proposed development is predicted to produce modestly windier conditions at grade, most grade level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year.
- / Regions of conditions that may be considered occasionally uncomfortable for walking are predicted during the spring and winter near the west corner of Tower C2, over the private ROW between Towers B1 and C2, between Towers A1/A2 and B2, and to the north of Tower A1.
- / Conditions considered occasionally uncomfortable for walking are also predicted to the east of Tower B2 during the summer and autumn months and over parking lots to the south and the POPS during the winter season.
- / Most of the windier conditions are situated over pedestrian inaccessible areas, affecting limited portions of pedestrian sidewalks, surface parking, and the public realm, as well as the POPS during the winter months when pedestrian usage is expected to be limited.
- / It is recommended that primary residential and retail entrances along the north and west elevations of Tower A1 and A2, the east elevation of Tower B2, the northwest elevation of the shared podium servicing Towers B1 and B2 and the southeast elevation of the shared podium servicing Towers C1 and C2 be recessed into their respective facades by at least 2 metres or include a combination of flanking vertical wind barriers and overhead canopies of similar depth.
- / Common amenity terraces were modelled with a 1.8 metre tall wind screen along the perimeters.



## 7.0 CONCLUSION

The TOC Land is located in the West Hill neighbourhood of East Scarborough, at the Guildwood GO Station and the Kingston Road corridor. It is an area identified for intensification and urban transformation. Currently underutilized and characterized by surface parking associated with the Guildwood GO Station, the site presents a significant opportunity to accommodate residential and mixed use growth adjacent to existing and planned transit infrastructure.

The proposed development will introduce a mixed use development across three blocks, comprising of six towers with heights ranging from 30 to 60 storeys. The development will deliver approximately 2,534 new residential units, contributing meaningfully to Toronto's housing supply, along with active at-grade retail, a new public street network, public park, station plaza, and a privately-owned publicly accessible space. The plan supports a vibrant public realm, a multimodal transportation framework. The proposed development creates a transit oriented community that contains a compact, mixed use, walkable urban form anchored by the GO station.

The proposal is consistent with the policy directions set out in the Provincial Planning Statement (PPS) and is in conformity with the City of Toronto Official Plan. It achieves the objectives of supporting growth along Avenues and promoting intensification in Mixed Use Areas adjacent to transportation. In summary, the proposed development delivers a mix of housing at transit supportive densities, provides for a robust public realm, effectively integrates into the evolving context of the surrounding community and provides transitions where appropriate to respond to the existing context. It is our opinion that the proposed development is appropriate and represents good land use planning.

**FOTENN**