



BOUSFIELDS INC.

Project No. 1978

February 2, 2023

Hon. Steve Clark, MPP, Minister
Ministry of Municipal Affairs and Housing
Municipal Services Officer – Central Ontario
777 Bay Street – 13th Floor
Toronto, ON M7A 2J3

Attn: Jennifer Le

Dear Minister Clark:

**Re: Request to Modify City of Toronto OPA 570 Prior to Ministerial Approval
ERO File No. 019-5937
34-70 Montgomery Avenue, City of Toronto**

I am the land use planner for First Capital Realty Inc., which through its subsidiary Toronto Acquisition Corporation, is the owner of lands located at the northeast corner of Montgomery Avenue and Duplex Avenue, east of Yonge Street, and municipally known as 34-70 Montgomery Avenue (the “subject site”). The subject site is comprised of 13 parcels and is occupied by low-rise, two-storey semi-detached residential dwellings.

The subject site is situated in the heart of the Midtown area of Toronto, and forms part of the Eglinton Protected Major Transit Station Area, as delineated by Site and Area Specific Policy (“SASP”) 723 of Official Plan Amendment (“OPA”) 570, which was adopted by City Council on July 22, 2022. The subject site is also located within the boundaries of the Yonge-Eglinton Secondary Plan (OPA 405). More specifically, it is within the Montgomery Square Character Area, where intensification is generally anticipated and encouraged, with a permitted height range of 20 to 30-storeys.

From a transit perspective, the subject site has excellent access to existing and future transit services and is located within an approximate 350-metre radius of the Yonge-Eglinton Station, which provides existing access to Line 1 of the TTC and will provide future access to the Eglinton Crosstown LRT.

Attachment A sets out the location of the subject site, including its proximity to nearby existing and planned transit infrastructure.

In June of 2022, on behalf of the owner, Bousfields Inc. prepared a Planning and Urban Design Rationale report in support of a combined Official Plan and Zoning By-law Amendment application to permit the redevelopment of the subject site with a residential mixed-use building having a height of 24 storeys and a density of approximately 7.22 FSI (City of Toronto

application number 22 170531 NNY 08 OZ). The report concludes that, given the existing underutilized nature of the subject site, its proximity to existing and future higher-order transit services and its location within the Yonge Eglinton Secondary Plan area, specifically within the Montgomery Square Character Area, an important opportunity exists to create a transit-supportive development, which optimizes and makes efficient use of land and existing and planned transit infrastructure.

On July 22, 2022, City Council adopted Official Plan Amendment 570, which introduced Site and Area Specific Policies for 57 PMTSA's. As noted above, the subject site falls within SASP 723, which applies to the lands surrounding Eglinton Station, including the subject site. SASP 723, which is currently before the Minister for approval in accordance with Sections 17 and 26 of the Planning Act, specifies a minimum Floor Space Index ("FSI") of 1.0 times for the subject site. Lands to the west of the site, and comparatively further from the entrance to Eglinton Station, have proposed minimum density requirements of 2.0 times while lands to the northeast of the site have proposed minimum density requirements of 2.5 times. **Attachment B** locates the subject site on SASP 723, Map 2 – Minimum Densities, Eglinton Major Protected Major Transit Station Area.

In my opinion, the proposed minimum density of 1.0 FSI for the subject site is more in keeping with its existing underutilized nature and does not reflect its proximity to Yonge-Eglinton Station, which provides access to existing and future higher-order transit. As well, the proposed minimum FSI for the site is noticeably lower than other lands west of Yonge Street and east of Duplex Avenue, within the same block as the site, which have proposed minimum density requirements of 2.5 FSI. Consequently, the proposed minimum FSI does not constitute a minimum level of intensification that encourages landowners to create transit-supportive developments or construct a meaningful number of new housing units. Therefore, it is my opinion that the proposed minimum density of 1.0 FSI does not optimize and make efficient use of land and infrastructure pursuant to the Growth Plan.

In this regard, on behalf of the owner, I am writing to respectfully request that Map 2 of SASP 723 (i.e., "Minimum Densities, Eglinton Major Protected Major Transit Station Area") be modified by increasing the minimum density for the balance of the block from 1.0 FSI to 2.5 FSI at minimum. In my opinion, there should be a consistent minimum density that applies to lands proximate to Eglinton Station. **Attachment C** includes the requested modification to Map 2 of SASP 723.

With respect to the minimum density requirements more broadly, as currently drafted, OPA 570 does not include protectionary language which would allow for interim or incremental forms of development that would fall below the minimum density requirements outlined in the various SASPs, nor does it consider improvements, expansions, or additions to existing buildings within the PMTSA delineations.

Accordingly, we recommend the following:

The Ministry of the Environment and Climate Change, and the Ministry of Municipal Affairs and Housing modify OPA 570 as follows:

- 1. Revise SASP 723, Map 2 – Minimum Densities, Eglinton Major Protected Major Transit Station Area, and apply a minimum density of at least 2.5 FSI for the subject site, as illustrated in Attachment C; and**
- 2. Add the following new policies to SASP 723.**

e) Minimum Density Targets

The minimum intensification and density targets in this Site and Area Specific Policy, including any alternative targets that have been permitted by the Minister, are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the Provincial Policy Statement or any other provincial plan.

f) Site-Specific Development Application

The final density requirement for individual sites within the SASP shall be determined through a site-specific development application.

g) Expansion and Additions to Existing Buildings

Recognizing that interim uses will continue to exist and expand, the minimum density requirements for section d) do not apply to expansions and/or additions to existing buildings.

In our view the proposed modification to OPA 570 will assist in facilitating the revitalization of the subject site and optimization of existing infrastructure and transit investment in the area.

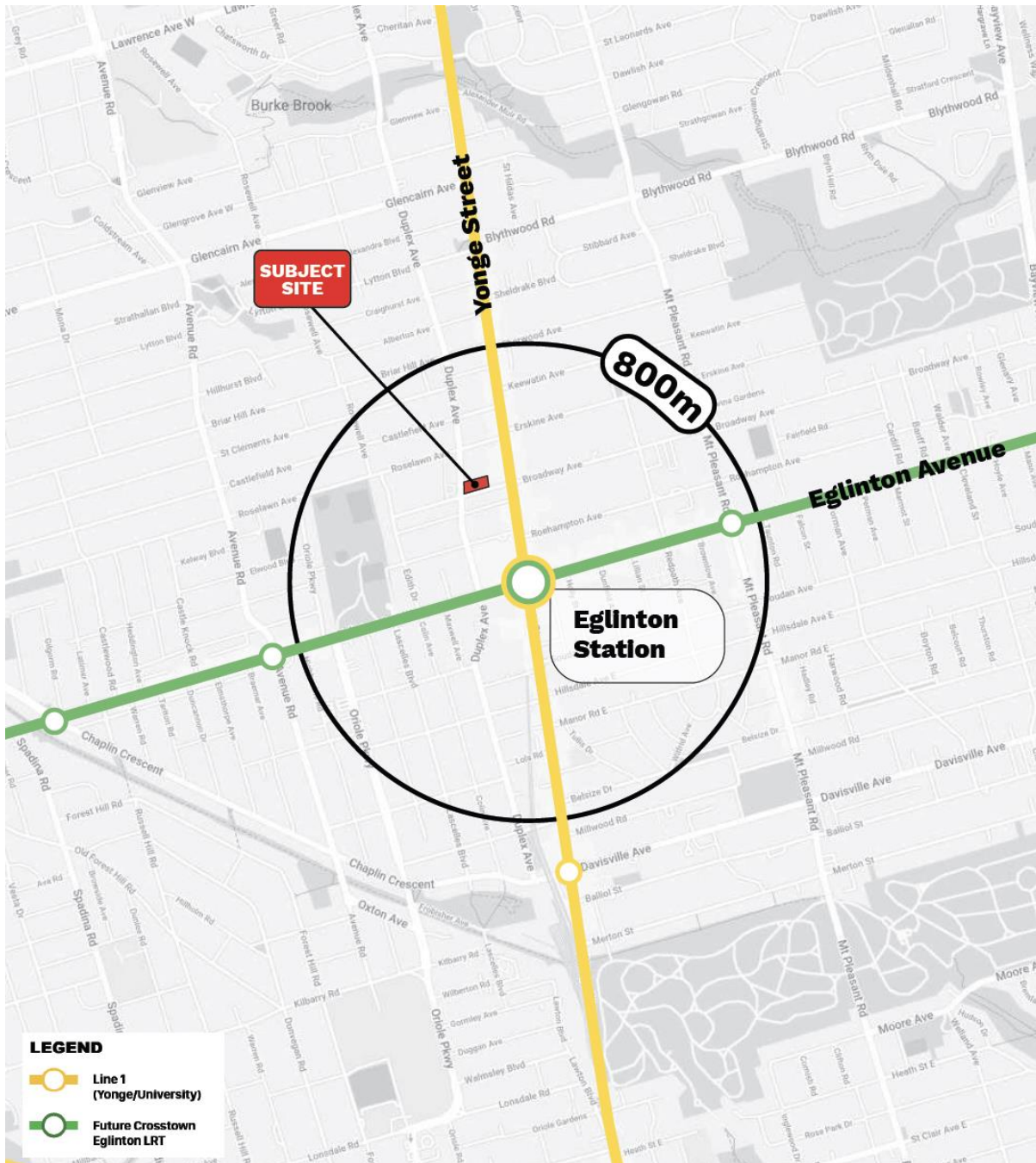
I would be pleased to discuss this request at your convenience. Please do not hesitate to contact me.

Yours very truly,
Bousfields Inc.



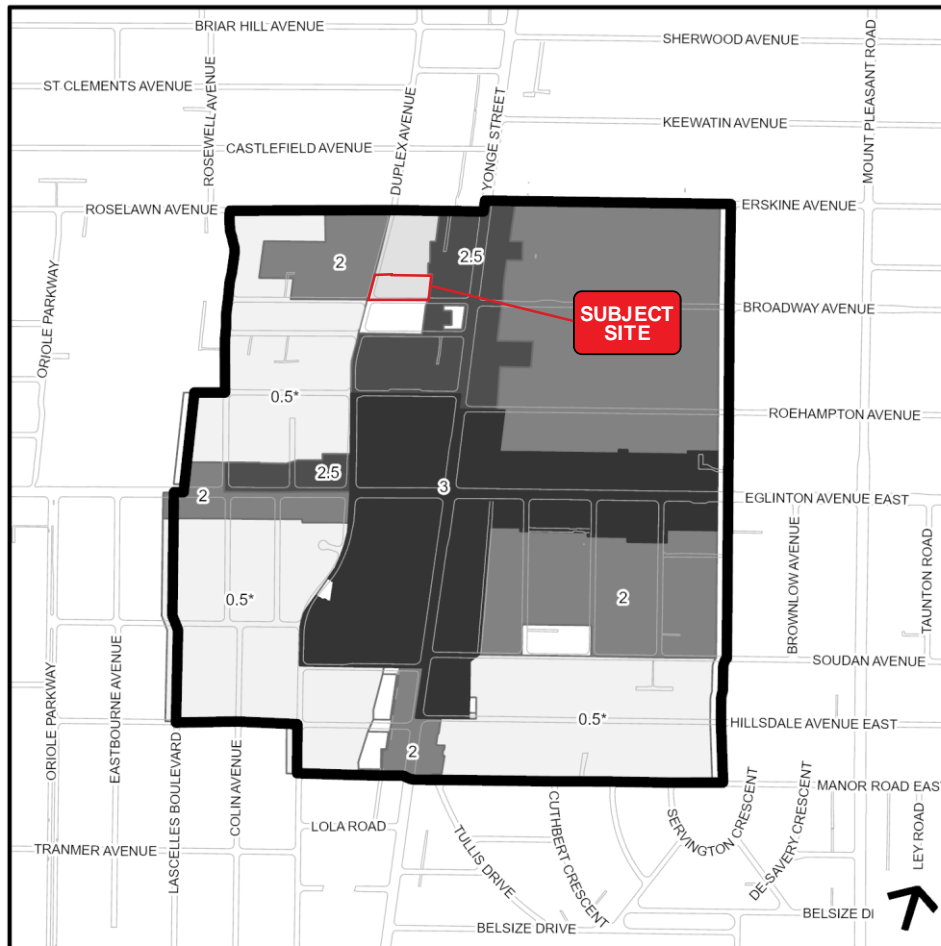
Michael Bissett, MCIP, RPP

Attachment A




Attachment B

Map 2 – Minimum Densities, Eglinton Protected Major Transit Station Area



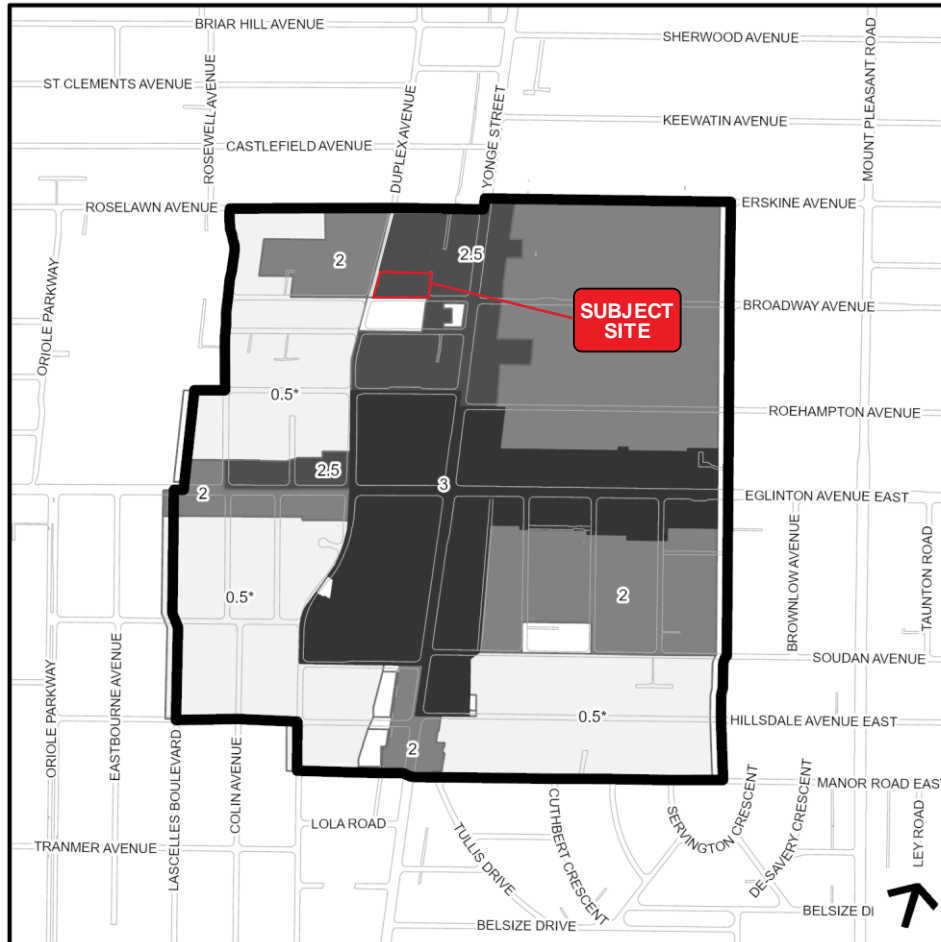
Minimum Density

 0 FSI	 1.0 FSI	 2.5 FSI
 0.3 FSI or 3 units*	 1.5 FSI	 3.0 FSI
 0.5 FSI or 3 units*	 2.0 FSI	 3.5 FSI
 0.9 FSI or 3 units*		

*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

Attachment C

Map 2 – Minimum Densities, Eglinton Protected Major Transit Station Area



Minimum Density

 0 FSI	 1.0 FSI	 2.5 FSI
 0.3 FSI or 3 units*	 1.5 FSI	 3.0 FSI
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 0.9 FSI or 3 units*		

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