



March 24, 2022

Planning & Housing Committee  
10th floor, West Tower, City Hall  
100 Queen Street West Toronto, ON M5H 2N2  
Attention: Nancy Martins, Committee Secretariat

Members of the Planning & Housing Committee,

**Re: Our Plan Toronto - Draft Major Transit Station Area Delineations  
Committee Agenda Item: PH32.7**

SvN is the planning agent for Hullmark (250 Bowie) LP & 12723603 Canada Inc., the owner of a 3 hectare parcel of land within the proposed Caledonia Priority Major Transit Station (“PMTSA”). At the centre of this PMTSA, the Caledonia Crosstown LRT Station will be integrated with the new Caledonia GO Station on the Barrie Line, making the station a Mobility Hub. As a station at the intersection of two higher order transit corridors with frequent service, we believe this opens the door to re-evaluation of minimum densities in the area.

We understand that minimum densities were determined based the following Council-approved framework: in effect Official Plan land use designations; as-of-right zoning by-law permissions; secondary plans; and approved developments not yet built. SvN co-led and authored Eglinton Connects, the planning and urban design study which was foundational to the Official Plan policies introduced under Official Plan Amendment 253. Since the time the Eglinton Connects study was completed in May 2014, two critical factors have changed which impact the consideration of appropriate densities in the vicinity: The establishment of Caledonia GO Station has been formally announced and construction is commencing soon; and Regional Express Rail (“RER”) service will be introduced on the Barrie GO Line. RER proposes two-way service at an interval of 15 minutes or less, transforming the line into a new inter-city frequent transit option.

The 160 pjh density target provided to the station represents the minimum required in the Growth Plan for LRT stations on Priority Transit Corridors. It has been given to other Crosstown stations which do not interchange with another frequent transit line. Accordingly, the approved density of 160 people and jobs per hectare (“pjh”) is likely too low to optimize transit investment and usage at this station.



### **Transit Supportive Development**

The definition of “Transit Supportive” in the Provincial Policy Statement (the “PPS”) provides an important and useful framework for assessing whether a development is transit-supportive:

“In regard to land use patterns, [transit supportive] means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated characteristics within the transportation system.” (PPS, Section 6.0)

Fundamentally, the goal of transit-supportive development is about maximizing transit ridership by making transit available to more people, and having more people choose transit over the private automobile – in a cost-efficient manner. Maximizing ridership has two components:

- (i) Increasing the potential pool of riders having convenient access to a transit service (i.e. increasing densities); and
- (ii) Increasing the proportion of those potential riders who will choose to take transit over other modes of travel (i.e., increasing the transit mode share).

As noted in the PPS definition: “mixed-use development that has a high level of employment and residential densities” (PPS, Section 6.0) is a key characteristic of transit-supportive development.

### **Unique Opportunity to Support Active Transportation Choices**

The location of this PMTSA at the confluence of the Eglinton Crosstown and GO Transit makes transit a highly-favoured mode choice. Development within this PMTSA provides a unique opportunity to reduce dependence on the car. With direct access to the Beltline pedestrian and bike trail, the area presents a truly multi-modal location where active transportation (such as walking and cycling) and transit choices are not only supported but encouraged.



**Conclusion**

Given these unique opportunities to optimize active transportation and reduce dependence on the automobile, consideration should be given to increasing the minimum density above 160 people and jobs per hectare.

Sincerely,

A handwritten signature in black ink, appearing to read 'AG', with a long horizontal flourish extending to the right.

Anthony Greenberg, MCIP RPP  
Development Planning Lead + Senior Associate  
SvN Architects + Planners

cc. Jeff Hull, Charles Arbez and Christina Glass, Hullmark  
Kate Lyons, Goodmans