

24 April 2026



Our comments for 2026.EY31.3 on April 29, 2026 Etobicoke York Community Council

1. Official Plan Requirements: It is unclear if the Royal York Station area has been officially designated a Major Transit Station Area (MTSA) or a Protected Major Transit Station Area (PMTSA) or whether the existing requirements of the City of Toronto Official Plan (OP) still govern. Until this has been clarified, we assume that OP requirements still govern. To that point, we note that Section 2.2.3. states that:

New development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

It is our position that the current proposal does not meet these requirements in general and for specific reasons that follow.

2. Height: 20-30-storey towers, including 6-storey podiums, across the lane from two-storey houses, as this development proposes, is very severe, and an extremely jarring clash of scales. The built-form characteristics of the existing Bloor Street West corridor here around Royal York Road, between Mimico Creek to the west and Prince Edward Drive to the east, are worth noting to better understand how new developments can be compatible with and supportive of the corridors. Much of the corridor here is first- or second-generation development, one- and two-storey retail/commercial with some residential on the second floors. There are some third- or fourth-generation developments completed relatively recently:

- 935 Royal York Road (at Bloor Street West) – six-storey mixed-use, residential
- 3085 Bloor Street West (at Thompson Avenue) – seven-storey residential

In addition, there are approved proposals for mixed-use developments, as yet unbuilt:

- 3001 Bloor Street West (at Humbervale Boulevard) – six-storey mixed-use, residential
- 3100 Bloor Street West (at Montgomery Road, at the extreme west edge of this part of the Bloor West corridor, overlooking Mimico Creek) – four- and seven-storey mixed-use podiums with 10- and 16-storey towers

It is important to note that the development at 3100 Bloor Street West was designed to address two different contexts: the tower was meant to address the taller built-form of the Islington/Bloor intersection, around the Islington subway station, while the seven-storey podium addressed the context of the Bloor Street West corridor east of Mimico Creek, around the Royal York subway station.

Given the existing context, the proposed 29-storey tower at 2915 Bloor Street West does not meet the requirements of the OP to be supportive of and mitigate or minimize negative impacts on the corridor in question.

3. Density: Density impacts several ways. We have already addressed height – the built-form implications of having an FSI of 8 immediately adjacent to residential detached zoning with a maximum FSI of 0.6. As with height, this is a jarring contrast, far from compatible or supportive.

Here too, we want to address the capacity of the area to accommodate/absorb the proposed density. The proposed FSI of 8 cannot be supported since we, or the city, don't know what the full impacts will be, yet. Can Bloor Street West, between Prince Edward Drive to Mimico Creek, sustain a build-out of 20-30-storey towers with full-footprint-podiums, lining the street? What does that mean to current infrastructure such as the capacity of existing:

- a. Roads and sidewalks?
- b. Water supply and sewage?
- c. Local schools?
- d. Parks and recreation facilities?

Until these questions can be answered, proposed developments such as this need to be put on hold.

4. Building Interface with the Street and Neighbourhood: The importance of the streetscape, including pedestrian-oriented land-use at grade, needs to be reinforced, including the use of resilient plant material and hardy trees. Materials and details need to reflect the identity of the specific neighbourhood (working with the local BIA and city staff) while still reinforcing the crucial city-wide language the streetscape needs to maintain.

The development should encourage offices on the second floor above the required street retail. To encourage the critical interface between the building and the street, the first two storeys need to be as transparent as possible.

Developments at mid-block of long blocks, such as this, should be required to provide a public connection from the street to the laneway. These design decisions can only happen fruitfully with a consultative process involving city staff and local groups, such as the BIA. Short-circuiting the process as is being attempted here does not bring about meaningful results and good urban design.

Ideally, any podium would step-down to four-storeys on the laneway face to minimize negative impacts on the single-family housing adjacent. We note this strategy was successfully pursued in the development at 3100 Bloor Street West.

5. Housing Types: We assume the “market” will guide the proponents of this proposal to provide what is needed – or at least what will sell. However, if we want a more liveable city shouldn't we be encouraging larger units, and units with multiple bedrooms to accommodate families with children? We should be requiring this proposal, and others, to provide more family-type housing.

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