

Planning & Urban Design Rationale

**2400 - 2440
Dundas Street West**
City of Toronto

Prepared For
Fora Developments

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Job Number
21204

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This Planning and Urban Design Rationale report has been prepared in support of an application by Fora Developments to amend Former City of Toronto Zoning By-law 438-86, and City-wide Zoning By-law 569-2013, as amended, to permit the redevelopment of the subject site with two mixed-use buildings comprised of three towers with non-residential uses, including a food store. The proposed development includes active ground floor uses, including live-work units and retail and co-working office space fronting onto a 1,000 sm POPS/Park along the Dundas Street West frontage. The development also proposes 873 residential units.



An overhead view of a collaborative meeting around a large table. Five people are seated around the table, engaged in discussion and work. The table is covered with various items: large sheets of paper with architectural floor plans, a rolled-up blueprint, a yellow folding ruler, a yellow tape measure, a black binder, a color calibration chart, a fan of color swatches, a small model of a building on a clipboard, a black cup holding pens, and a tablet displaying a 'CONTACT US' form. The people are dressed in business attire. The overall atmosphere is professional and collaborative.

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Introduction



Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Fora Developments to amend Former City of Toronto Zoning By-law 438-86, and City-wide Zoning By-law 569-2013, as amended, in order to permit the comprehensive redevelopment of a 1.1 hectare site located on the west side of Dundas Street West, north of Bloor Street West, municipally known as 2400 - 2440 Dundas Street West (referred to as the "subject site"). The subject site is located in the West Bend neighbourhood in the west side of Toronto (see **Figure 1** – Location Map).

The proposed rezoning application would permit the redevelopment of the subject site with two mixed-use buildings comprised of three towers of 18-storeys (65.1 metres), 25-storeys (86.7 metres) and 36-storeys (118.2 metres) with non-residential uses, including a food store. The proposed development includes active ground floor uses, including live-work units and retail and co-working office space fronting onto a 1,000 sm POPS/Park along the Dundas Street West frontage. The development also proposes 873 residential units.

This report concludes that the proposed development is in keeping with the planning and urban design framework established by the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the 2041 Regional Transportation Plan and the City of Toronto Official Plan, as well as the relevant urban design guidelines.

From a land use planning perspective, the proposal is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including higher-order public transit. In this regard, there is strong policy direction that seeks to optimize the return on investment and the efficiency and viability of transit investment and expansion.

The subject site is located on an *Avenues* identified in the Official Plan's urban structure and is designated *Mixed Use Areas* (Council adopted) and is located within a "major transit station area" as defined by the Growth Plan. The 2041 Regional Transportation Plan emphasizes the importance of providing sufficient density to ensure significant two-way, all-day ridership on GO Regional Express Rail (GO RER). In this regard, the subject site is located within the Dundas West-Bloor Mobility Hub and is located approximately 85 metres northeast of Dundas West Subway Station and is adjacent to the secondary Bloor Street GO Station entrance on the Union Pearson Express (UP Express) and Kitchener GO rail line. The Mobility Hub is currently served by the TTC subway and surface transit system, the UP Express, and the Kitchener GO Line, which is undergoing expansion and retrofitting as part of the GO RER network. Accordingly, the site is located in one of the most transit-accessible locations in the City and, in our opinion, will contribute to the vitality of the area as a transit-supportive mixed-use node centred around the Dundas West-Bloor Mobility Hub.

From a built form and urban design perspective, the proposed development is contextually appropriate and will represent a high-quality architectural addition to the area. It will fit harmoniously with the existing and planned built form context in the Mobility Hub and will be compatible with the height and massing of existing, approved and proposed developments in the surrounding area. The massing of the development will provide appropriate transition towards the low-rise residential area to the west, while enhancing the public realm with active uses at grade. The proposed tower has been designed to adequately limit shadow impacts on the surrounding parks and streets, and on low-rise residential uses designated *Neighbourhoods*. The proposal conforms with the built form and massing policies of the Official Plan and is generally in keeping with the relevant urban design guidelines.

For the foregoing reasons, we recommend approval of the Zoning By-law Amendment application.

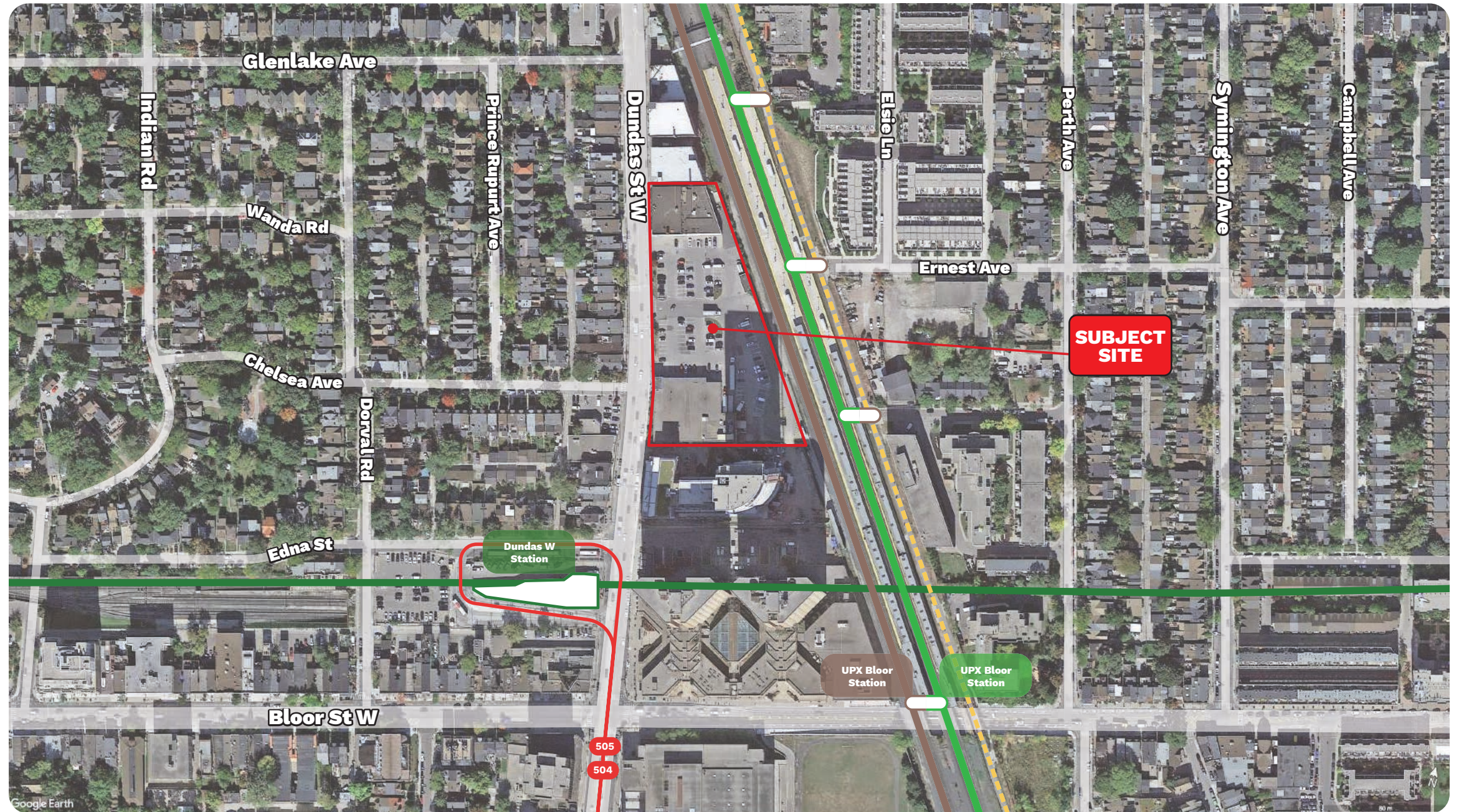
An aerial photograph of a city street, likely in a downtown area, with a red overlay. A large white circle with the number 2 inside is positioned on the left side of the image. The street is lined with buildings, including a large, modern building with a glass facade on the right. The red overlay covers the entire image, creating a monochromatic effect.

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Site & Surroundings

The subject site is located on the east side of Dundas Street West, approximately 160 metres north of Bloor Street West with the Canadian National Rail Corridor forming its easterly boundary. The subject site has an area of approximately 11,143 square metres, and frontage of approximately 162 metres along Dundas Street West and a depth between approximately 40.5 and 100.5 metres. The subject site is generally triangular in shape and is relatively flat (see **Figure 2 – Site Aerial**).

The subject site is currently occupied by two low-rise commercial buildings. The southerly building is 1-storey in height and is occupied by a Freshco grocery store. The northerly building is 2-storeys in height and is occupied by Enterprise Truck Rental and Shoppers Drug Mart on the first level, with office uses on the second floor. Central to the subject site is a large surface parking lot serving the existing buildings. East of the Freshco, at the southeast corner of the subject site and adjacent to the CN Rail Corridor, is an interim pick-up/drop-off area for the Bloor GO / UP Express ("GO/UPX") Station. Immediately south of the pick-up/drop-off area is a secondary pedestrian entrance to the Station. This pick-up/drop-off area is served by an access easement which parallels the rail corridor and extends westerly to provide a direct signalized access to Dundas Street West. The ultimate pick-up/drop-off area will be provided at 2376 Dundas Street, immediately south of the subject site. With respect to landscaping, the majority of the subject site is paved with a strip of vegetation and trees along the frontage of Dundas Street West.



Legend



Subway Line 2
(Bloor/Danforth)



TTC Route



GO Line









UP Express



West Toronto Rail Path

Figure 2 - Aerial Photo - Site Context

Legend

-  Subway Line 2 (Bloor/Danforth)
-  GO Line
-  Planned GO/RER Station
-  UP Express
-  TTC Route
-  West Toronto Railpath

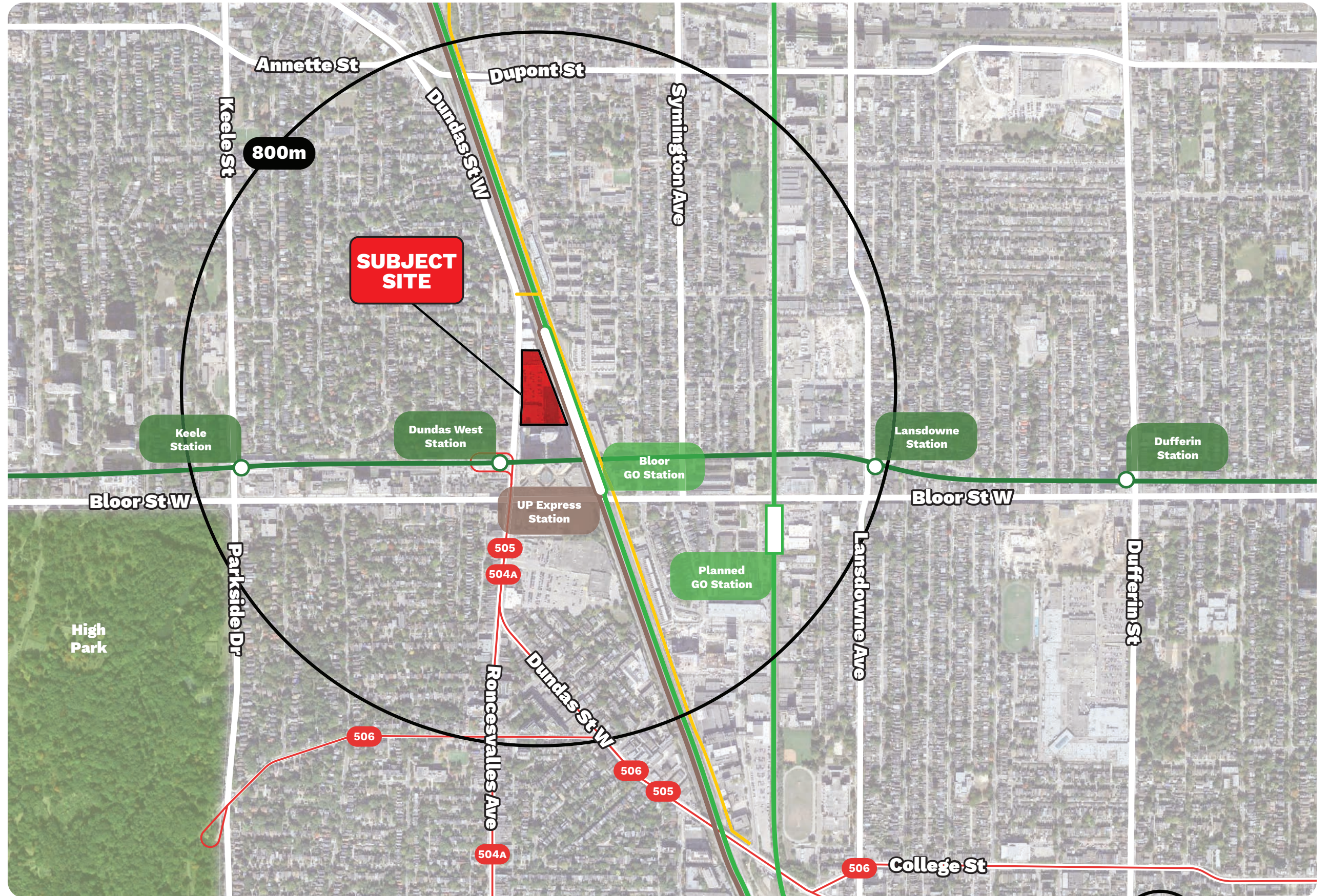


Figure 3 - Aerial Photo - Area Context

2.2 Surrounding Context

Neighbourhood Context

The subject site is located in the West Bend neighbourhood, at the Bloor-Dundas crossroads which are located at the northeast corner of Bloor Street West and Dundas Street West. It is located approximately 85 metres from the Dundas West Subway Station (Line 2 – Bloor-Danforth Subway), and adjacent to the Bloor GO Station, which services the UP Express and the Kitchener GO Lines. As a result of its location at the interchange of major north-south and east-west higher order transit lines, the area is one of the most transit-accessible locations in the City of Toronto and has been identified as a mobility hub (Dundas West-Bloor Mobility Hub).

Bloor Street is one of the City's primary thoroughfares, spanning its majority, together with its extension as Danforth Avenue east of the Don Valley. Originally surveyed as the first concession road north of the base line (now Queen Street), Bloor Street was established as an early east-west connector. The nearby section of Bloor Street West was initially developed as a "streetcar suburb" along the Bloor Street streetcar route in the late 19th century, operating until the opening of the Bloor-Danforth subway line in 1966. The built form resembles other "mainstreets" that were built along Toronto's early streetcar routes. The lots are generally shallow with narrow frontages, and the buildings are generally built to the front lot line, establishing a consistent street rhythm.



Interim Bloor GO & UP Express Station pick-up/drop-off area (2400 Dundas Street West)



Subject Site (Looking northeast)



Subject Site (Looking southeast)

Development Context

Despite the presence of subway infrastructure, Bloor Street West, west of the Downtown, has experienced limited development activity. However, in recent years, large-scale redevelopment projects have been dramatically transforming major intersections with transit interchanges along Bloor Street into higher density nodes. In addition to major development projects at major downtown intersections (i.e., the redevelopments at Yonge and Bloor, which include 85 storeys at 1 Bloor Street West and 50 and 64 storeys at 2 Bloor Street West), significant growth is both anticipated and approved at other major intersections along Bloor Street West outside of the downtown core.

In particular, the redevelopment of the former Honest Ed's site (571 to 597 Bloor Street West, 738 to 782 Bathurst Street, 26 to 38 Lennox Street, 581 to 603 and 588 to 612 Markham Street) is poised to dramatically alter the southwest corner of Bloor Street West and Bathurst Street with a new, high-density mixed-use community at the interchange of the Bloor-Danforth subway line and the 511 Bathurst streetcar (Mirvish Village). The proposed redevelopment of the Bloor Collegiate site at the southwest corner of Bloor and Dufferin Street (1141 Bloor Street West, 980 Dufferin Street and 90 Croatia Street) will similarly provide a new, high-density mixed-use community and community hub at the interchange of the Bloor-Danforth subway line and the 29 Dufferin bus route.

Initial development of the Bloor-Dundas area was driven by the introduction of the rail corridors which produced conditions that were favorable for the introduction of industrial uses, and later, automobile-oriented big-box retail in the area. In recent years, many of the City's large retail plazas are becoming sites of significant redevelopment, including a large-scale and transformative project that will significantly alter the built landscape of the southeast quadrant of Bloor and Dundas (further discussed in the following sections). In addition to the large-scale proposal at the southeast corner of Bloor and Dundas, a number of other developments are redefining and regenerating the Dundas West-Bloor Mobility Hub as a mixed-use high-density area centred around a multi-modal transit node.

Table 1 provides a list of development applications in the vicinity of the transit stations that have been approved or are currently under review.

Table 1 - Development Applications in the Dundas West-Bloor Mobility Hub

Address	Status	Height (Storeys)
2238, 2252, 2280, 2288 and 2290 Dundas Street West and 104-105 Ritchie Avenue	Under Review	5- to 38-storeys
1540-1550 Bloor Street West	Approved byway of OLT Order dated August 10, 2022 (OLT-21-001811)	27-storeys
2376-2388 Dundas Street West	Approved BL-354-2014(OMB) Committee of Adjustment (2020)	27-storeys
158, 164, 181 and 200 Sterling Road	Approved BL-943-2015(OMB) Committee of Adjustment (2020)	4- to 16-storeys
1439 Bloor Street West and 80 and 82 Perth Avenue	Under Review	14-storeys
72 Perth Avenue	Approved BL-182-2022	10-storeys
1423 Bloor Street West	Approved BL-927-2022	18-storeys
1405 Bloor Street West	Under Review	18-storeys

Immediate Context

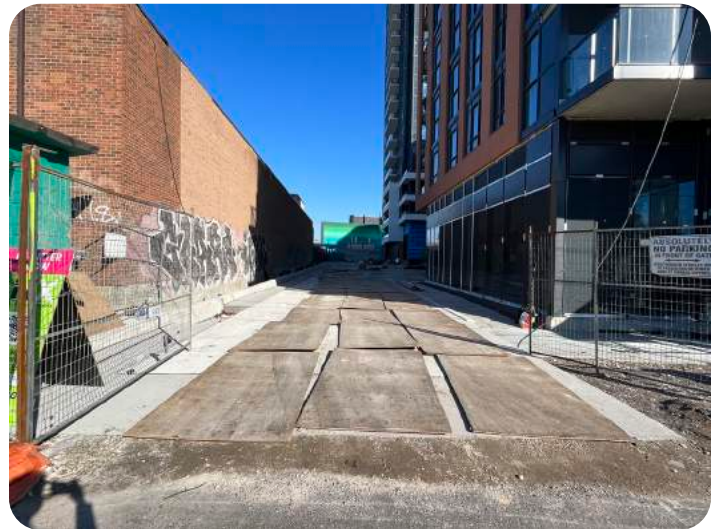
Immediately south of the subject site is a mixed-use building that is nearing completion (2376-2388 Dundas Street West). The lands received approval for a 72 metre (24-storey) tower, stepping down to an 8-storey podium element along Dundas Street West (By-law 354-2014(OMB)). More recently, a Site Plan Agreement Amendment application, and Minor Variance application, were filed and approved to permit an additional 3-stores to the tower for a total height of 27-storesys.

Included in the development is a passenger pick-up and drop-off facility to serve the Bloor GO/UPX Station. From the north property line, the original approval permits as minimum 12.3 metre tower setback to the north, and an additional 7 metre step back to the mechanical penthouse. The podium element is permitted to be setback a minimum of 9 metres from the north property line and 2 metres from the Dundas Street West property line. To the CN Rail Corridor to the east, the building is to provide a minimum 20 metre setback.

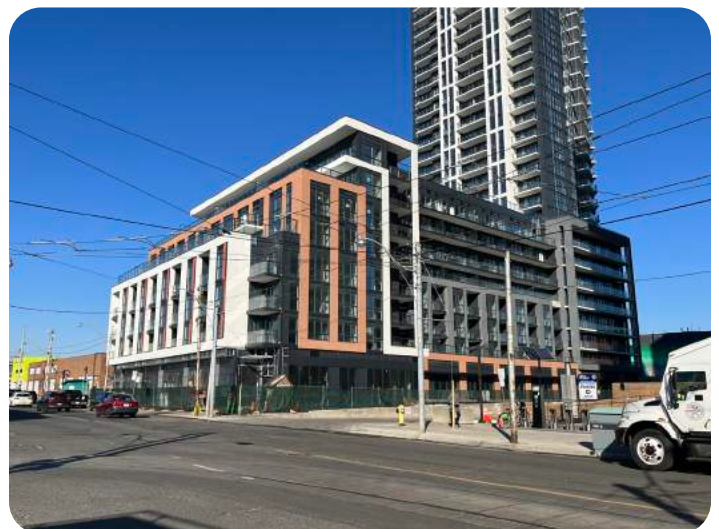
South of the mixed-use building is an existing high-rise mixed-use complex (2350 Dundas Street West), consisting of two 29-storey triangular towers connected by a broad terraced podium at the base. The podium of 2350 Dundas Street West contains retail, institutional and service uses including, Toronto Public Health and CultureLink Settlement and Community Services. Just west of the complex is the Bloor Street primary entrance to the Bloor GO/UPX Station.



2350 Dundas Street West



2376-2388 Dundas Street West, looking north from driveway entrance



2376-2388 Dundas Street West



1515 Bloor Street West

Further south, at the southeast corner of Bloor Street and Dundas Street West, is Bishop Morocco/Thomas Merton Catholic Secondary School (1515 Bloor Street West), a Toronto Catholic School Board facility. South of the school is a large grocery store (Loblaws) and associated surface parking lot (2280 Dundas Street West), a single-storey tire centre (Kal Tire Shop, 2288 Dundas Street West), a one- and two-storey restaurant (Pizza Nova, 2264 Dundas Street West), a 3-storey residential apartment building and 3-storey commercial office building (2252 and 2238 Dundas Street West). These lands are subject to a development application by Choice Properties Limited Partnership. The proposal for a new master planned community comprised of 7 mixed-use and residential buildings with heights ranging from 5-storeys to 38-storeys. The proposed development includes 1,923 units, including 735 rental units, and a 4,400 square metre public park. The application is currently under review by City Staff.



2288, 2290, 2280, 2238, 2664, and 2304 Dundas Street

West of the subject site, fronting onto the west side of Dundas Street West is a mix of residential and converted mixed-use buildings. On this segment of Dundas Street West, north of Chelsea Avenue are 1- to 2-storey buildings, generally containing retail and commercial uses at-grade, with the exception of some interspersed residential dwellings.



West side of Dundas Street West NW view



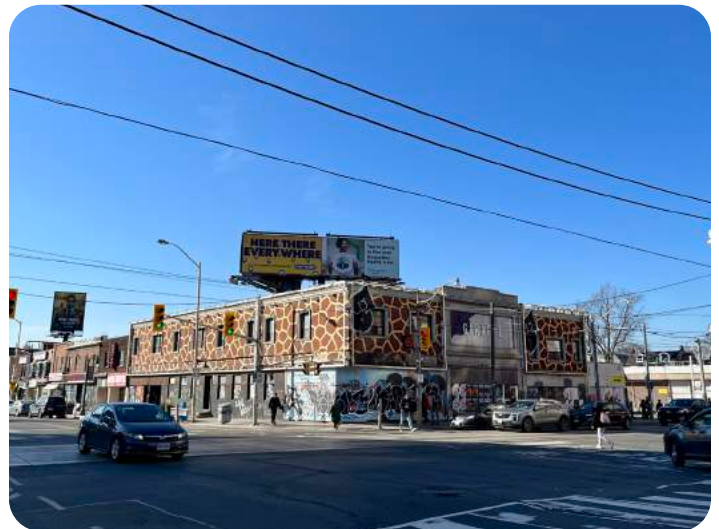
West side of Dundas Street West SW view

Southwest of the subject site, at the southwest corner of Dundas Street West and Chelsea Avenue is a car-rental business (2401 Dundas Street West), a single-storey religious institution (2393 Dundas Street West) and a 3 ½-storey residential building (2387 Dundas Street West). Further south of the residential buildings are 2-storey mixed-use buildings and the Dundas West Subway Station (2365 Dundas Street West).

Immediately south of the Subway Station is a strip of low-rise non-residential buildings at the northwest corner of Bloor Street West and Dundas Street West. The properties containing 1540-1550 Bloor Street West are subject to an approved 27-storey, mixed-use building fronting onto Bloor Street West. To the south of this property, at the southwest corner of the intersection is a 13-storey mixed-use building (2333 Dundas Street West). Further west are predominantly low-rise residential uses and the Keele Subway Station (Line 2 – Bloor-Danforth Subway). Along Bloor Street West is currently a mix of low- and mid-rise built forms.



2365 Dundas Street West (Dundas West Subway Station)



1540 Bloor Street West



2333 Dundas Street West



2454, 2466, 2480 Dundas Street West

Immediately north of the subject site is a 3-storey vacant building (2454 Dundas Street West) and a 5-storey residential mixed-use building (2466 Dundas Street West, the Dundas West Arts Building). North of the residential building is a 2-storey commercial building (2480 Dundas Street West) and a 1 and 2-storey restaurant building occupied by Blondies Pizza (2486 Dundas Street West). The Wallace Avenue Pedestrian Bridge is located just north of these buildings and extends across the CN Rail Corridor from Dundas Street West to Wallace Avenue.

Northwest of the subject site, on the west side of Dundas Street West, is a 7-storey residential building (2495 Dundas Street West). Further north is northern extent of the low-rise residential neighbourhood mentioned above.



2486 Dundas Street West



Wallace Ave Pedestrian Bridge



2495 Dundas Street West

Immediately east of the subject site is the CN Rail Corridor and pedestrian entrance to the Bloor GO Station. Abutting the Rail Corridor is the West Toronto Railpath, a multi-modal trail that extends north-south between College Street and Dundas Street West and Cariboo Avenue. Opposite the Rail Corridor and Railpath, north of Ernest Avenue are two townhouse complexes comprised of 3-storey townhouse blocks. South of Ernest Avenue, abutting the Rail Corridor is a parking/storage area adjacent to a single-storey cultural building (Arsenal Contemporary Art Toronto, 45 Ernest Avenue). The remainder of the block, south to Randolph Avenue and Perth Avenue, contains a mix of residential, office and service uses, as well as Perth Avenue Parkette. South of Randolph Avenue are a 4-storey residential building (21 Randolph Avenue) and a 6-storey residential building and associated townhouse blocks (11 Randolph).

East of Perth Avenue, the built-form context begins transitioning into a low-rise residential neighbourhood.



21 and 11 Randolph Avenue, looking southeast from the GO Station platform



Townhouse Development East of Bloor GO and Up Express Station

2.3 Transportation Context

Road Network

Dundas Street West is classified as a Minor Arterial in the City's Road Classification System. The rights-of-way for the adjacent section of Dundas Street West is approximately 20 metres.

Dundas Street West is one of Toronto's major mainstreets and generally runs in an east-west direction, although it runs north-south in the vicinity of the subject site. The street was developed at different times and in different sections, and portions were pieced together from various streets, which explains its irregular shape. It originates in the east end of the City at Kingston Road and continues west through several municipalities in southwestern Ontario.

Local Transportation Network

The subject site is exceptionally well-served by both regional and local public transit, and both higher-order transit and surface transit routes. The Dundas West Subway Station, which is located approximately 85 metres to the southwest of the subject site, connects the subject site to Toronto's rapid transit network. The station includes a bus and streetcar loop providing direct connections to various surface transit routes. Additionally, the subject site is located within a 10-minute walk (an approximate 800-metre radius) of the Keele and Lansdowne Subway Stations.

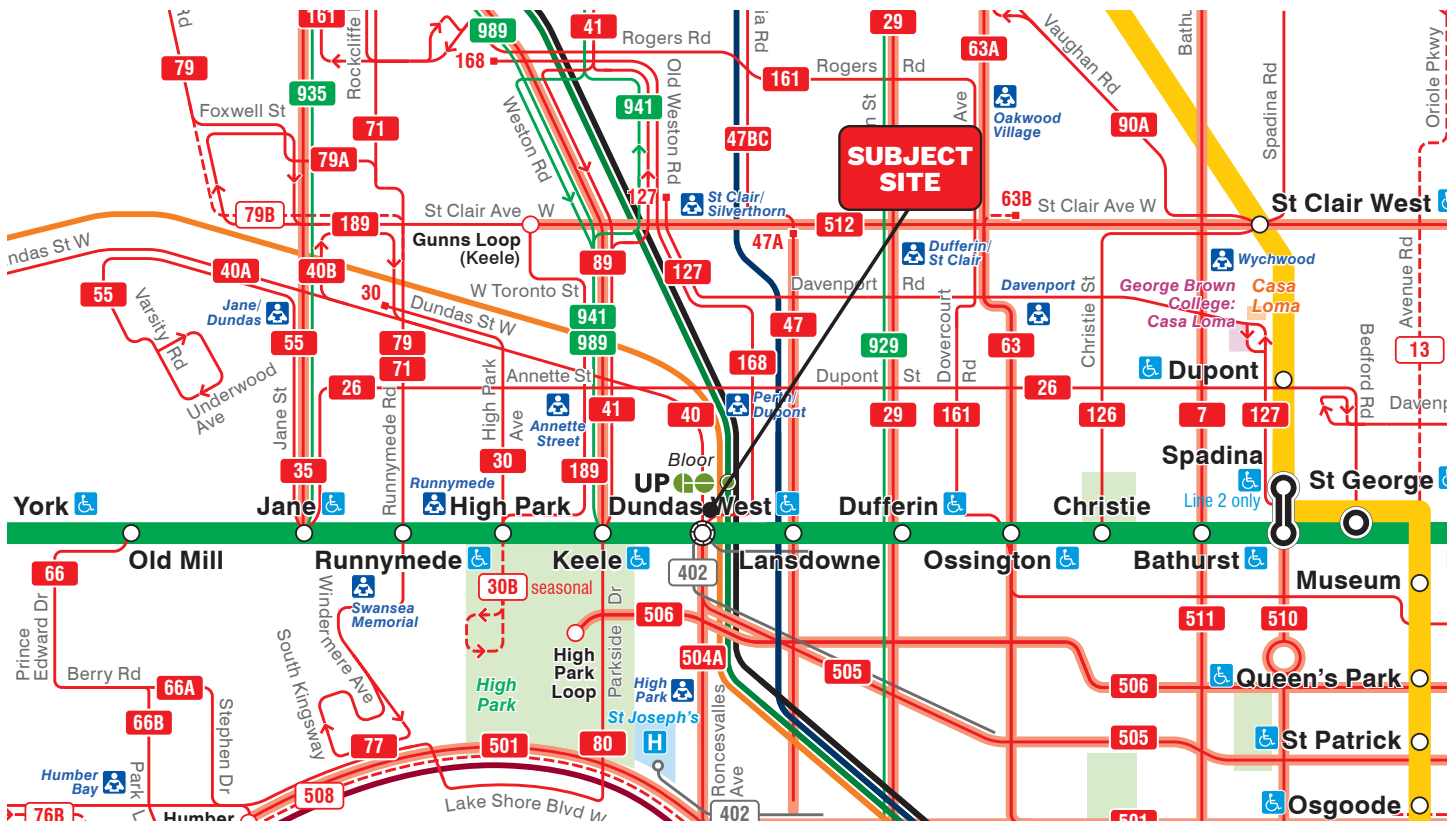


Figure 4 - TTC Transit Map

Numerous surface transit routes are also located within walking distance of the subject site, connecting to the Dundas West subway station. These are illustrated on **Figure 4 – TTC Map**. From Dundas West station:

- The 505 Dundas streetcar route operates in an east-west direction along Dundas Street between Dundas West Station and Broadview Station. The streetcar also services St. Patrick Station and Dundas Station on Line 1. This route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.
- The 504 King streetcar route operates in a general east-west direction between Dundas West Station and Broadview Station both of which situated on Line 2 Bloor-Danforth. The 504 streetcar has experienced an increase in ridership following the introduction of the King Street Pilot Project, was launched in November 2017, and which altered the design of the King Street corridor between Bathurst Street and Jarvis Street to increase the efficiency and reliability of the route. These changes were made permanent in April 2019. This route also connects to St. Andrew Station and King Station on Line 1 Yonge-University. The 504A route operates in an east-west direction commencing from the Distillery Loop, travelling west on King Street East, north on Roncesvalles Avenue and north on Dundas Street West, terminating at Dundas West Station. This route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.
- The 40 Junction-Dundas West bus route operates between Dundas West Station and Kipling Station, generally in an east-west direction. This route is part of the Regular Service Network, and operates all day, every day until 1:00 am.
- The 168 Symington bus route operates between Dundas West Station and the area of Rogers Road and Weston Road, generally in a north-south direction. This route is part of the Regular Service Network, and operates all day, every day until 1:00 am.
- The 304, 306, and 312 Blue Night bus routes operate during the overnight period, seven days a week, with service that runs every 30 minutes or better, and has connections to stations along Line 1 and 2 of the TTC subway.

Regional Transportation Network

The subject site is also located approximately 220 metres from the Bloor Street West entrance to the Bloor GO Station, which serves both the Kitchener GO line and the UP Express line. The subject site is located immediately north of then under-construction passenger pick-up/drop-off area to the south.

The Kitchener GO line, operated by Metrolinx, connects Toronto's Union Station to downtown Kitchener via Malton, Bramalea, Brampton, Georgetown, Acton and Guelph, with a stop at Bloor Street. The line operates inbound and outbound to Union Station approximately every 15 minutes, with a total travel time of approximately 12 minutes between Bloor Street and Union Station.

The Kitchener GO line has been subject to recent and ongoing expansions. The Kitchener GO line is currently undergoing further expansion to accommodate two-way, all-day service. The purpose of these improvements is to promote the use of the GO network for local transit, rather than solely for regional trips.

The Union Pearson Express ("UP Express or UPX"), operated by Metrolinx, connects Toronto's Union Station with Pearson International Airport, with stations at Bloor Street and Weston Road. In 2008, Metrolinx announced \$16 billion in funding to construct the UP Express, which was completed and launched in June 2015. Inbound and outbound UP Express service runs all day, every day, from 5:44 a.m. generally every 15 minutes until 1:14 a.m. The trip to Union Station from the Bloor station is approximately 8 minutes, and the trip to Pearson International Airport is approximately 17 minutes. Since

opening in 2015, UP Express has been increasingly used as a commuter transit option.

Active Transportation Network

There is considerable active transportation infrastructure accessible from the site. To the east of the site is the West Toronto Railpath (WTRP), a 2.1-kilometre multi-modal trail that runs through the Junction Triangle. The WTRP runs from Cariboo Avenue in the north (one block north of Dupont Street) to Dundas Street West at Sterling Road in the south. The trail was built on an abandoned rail line and designed as a safe, car-free, linear park.

The City of Toronto and Metrolinx has finalized the design details for the WTRP multi-use trail extension and will begin construction in 2023. The expansion will include four pedestrian-cycle bridges: (1) over the Barrie rail corridor south of Dundas Street West, (2) over Lansdowne Avenue, (3) over Brock Street and (4) over Queen Street West.

In July 2020 and 2021, the City of Toronto extended bicycle lanes along Bloor Street West from Shaw Street to Runnymede Road as part of the Bloor West Bikeway Extension. The extension is aimed to improve safety for people cycling and provide connections to other existing cycling routes on Shaw Street, Runnymede Road, and the West Toronto Railpath.



Proposal

3.1 Proposed Development

The subject site is a strategically located parcel located immediately adjacent to higher order transit in an area of the City that continues to experience growth. The redevelopment of the subject lands, currently occupied by commercial and retail uses and a large, expansive parking area, presents an opportunity to create an exciting, mixed-use development that will appropriately redevelop and intensify the subject site in a manner that will provide for a vibrant, transit and pedestrian oriented development and which will contribute to the mix of uses in the area and enhance the public realm and streetscape.

The redevelopment of the subject site will foster an animated and activated public realm and is envisioned to become an anchor of vitality and vibrancy through the inclusion of a retail/commercial uses, a POPS/Park and street-oriented buildings that frame the public realm at a good proportion and a pedestrian scale. Dundas Street West will be developed with active at-grade uses within the buildings which advance an 'eyes on the street' approach to pedestrian safety and encourage lingering and interaction.

The proposed development will also facilitate transit-oriented development given its location adjacent to the Bloor Street GO Station entrance on the Union Pearson Express and Kitchener GO rail line and its proximity to Dundas West Subway Station. It will introduce residential units in proximity to existing transit infrastructure and will assist in bolstering the viability and usership of existing transit routes. Specifically, a pedestrian/vehicle access route to the planned transit pick-up/drop-off area provided immediately south of the subject site will be provided at the heart of the site.

General Site Overview

The proposal contemplates the redevelopment of the subject site with two mixed-use buildings; Building A contains two towers with heights of 18-storeys or 71.1 metres, including mechanical penthouse (Tower A1) and 25-storeys, or 92.7 metres including mechanical penthouse (Tower A2), above a shared 3-storey podium. Building B contains one tower with a height of 36-storeys, or 124.2 metres including mechanical penthouse, above a 4-storey podium. The proposed development will have a total gross floor area of approximately 58,900 square metres including 54,228 square metres of new residential space and 4,672 square metres of non-residential space for retail, core employment areas ("CEA"), and commercial uses, resulting in an overall density of 5.3 Floor Space Index (FSI). Core employment area uses may include co-working spaces, office, cultural industry spaces and artist studios and R&D facilities, among others.

The proposal will contain a total of 873 residential dwelling units, including 7 live-work units in Building A. The development proposes 212 vehicle parking spaces in a single level of underground parking and 989 bicycle parking spaces at-grade and in the mezzanine level of both buildings. In addition to providing residential amenity at a rate of 4.0 square metres per unit, the proposal will provide a 1,000.0 square metre Privately Owned Publicly Accessible Space (POPS)/Park at-grade. As discussed in detail in Section 4.5 below, Bill 23, formally known as the *More Homes Built Faster Act, 2022*, out a framework for owners of land to identify land to be conveyed for parkland purposes which includes, among other things, encumbered lands, stratified and dual-use parkland, and POPS. At the time this Report was written, the regulations in the *Planning Act*, amended by Bill 23, pertaining to the acceptance of encumbered lands were not yet in-effect, and as such, the architectural plans submitted with the application identify the lands as both POPS and parkland.

A signalized private road, which is proposed to generally align with Chelsea Avenue, will be incorporated into the development to serve Buildings A and B, as well as provide access to the relocated GO Station pick-up/drop-off area to the south. The private road will extend east from Dundas Street West and will have access to primary building entrances in the form of layby parking, as well as connect to the underground parking garage entrance and loading areas.



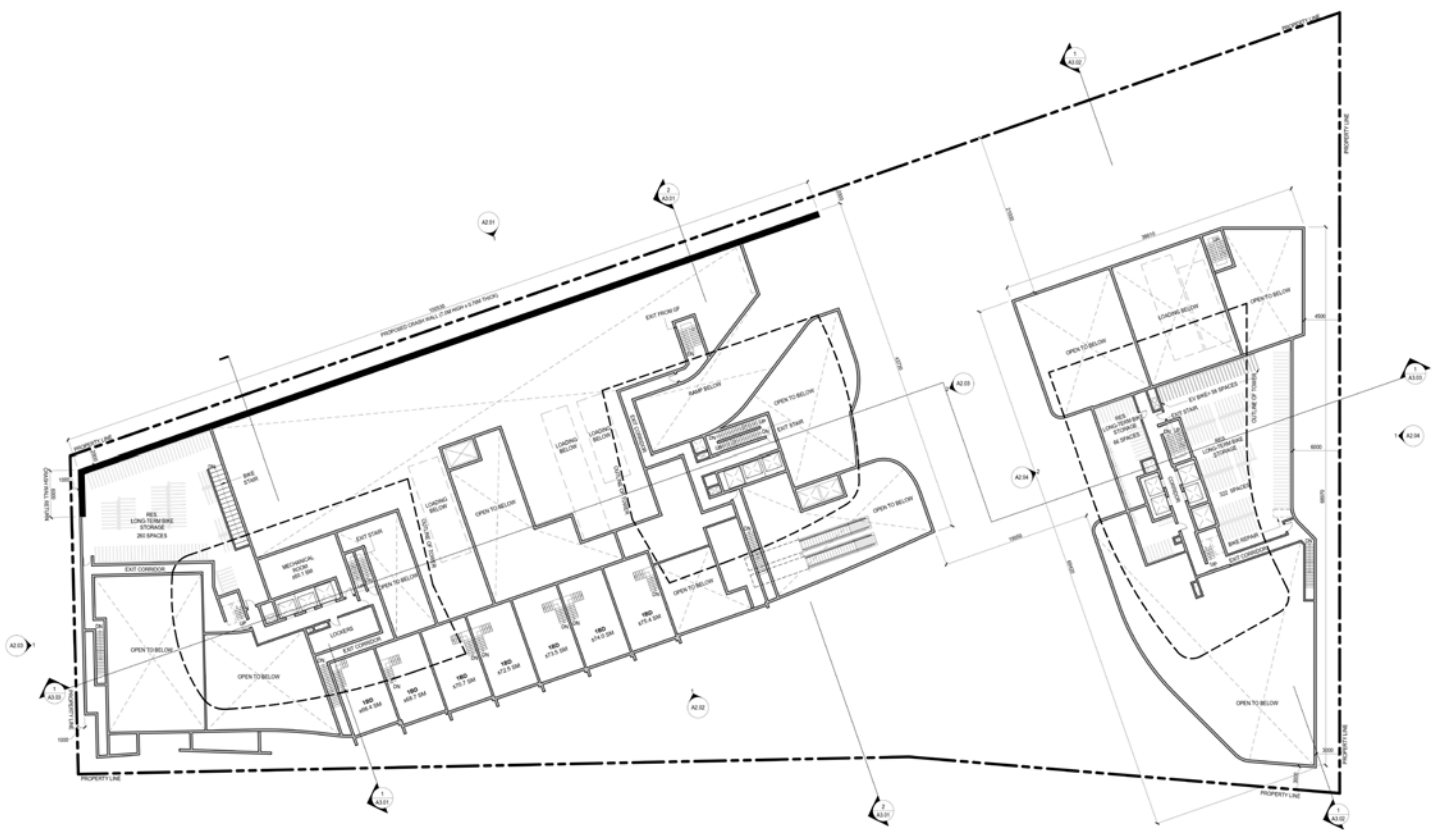
Figure 5 - Site Plan (Prepared by Giannone Petricone Associates Architects)

Building A

Podium (Floors 1 to 3)

Building A is located on the north side of the proposed private road. The ground floor contains one residential entrance along the road frontage and a second entrance along the Dundas Street West frontage, setback and facing onto the proposed POPS/Park. There is an entrance to the food store galleria retail entrance fronting the private road and the POPS/Park area. The entrances to the retail area and 'work' portion of the live/work units are located fronting the proposed POPS/Park area along Dundas Street West. At this level, the building is set back 2 metres from the east property line abutting the CN Rail Corridor, 1 metre from the north property line, between 2 and 29 metres from the west property line, and approximately 19 metres from north façade of Building B.

The ground floor includes a galleria to the future grocery store and office areas, retail space, 7 live-work units, a pet wash (which could also serve as a stroller wash), and residential lobby along the west of the building, fronting a proposed POPS/Park area that fronts onto Dundas Street West. At the north of the building at the northwest corner of the ground floor is an amenity area. Centrally located is the back of house ("BOH") area associated with the proposed food store on Level 2, as well as the loading, garbage and service areas. A second residential lobby, pet wash area, and vehicular parking ramp are located toward the south of the building, accessed from the proposed private road. Bicycle parking is located at the northeast of the building and storage areas are also located on the ground floor, situated toward the west portion of the building. Above the ground floor is a mezzanine level that includes the upper floor of the 7 live-work units as well as additional bicycle parking.



Above the ground floor, Level 2 above contains an indoor amenity area at the northwest corner of the building, a food store centralized in the middle of the building, with a dedicated outdoor area fronting the POPS/Park area, as well as BOH for the food store. The southern portion of the level will contain a CEA unit with a second mezzanine floor above. The building partially steps back along the west building face of the ground floor to a maximum of 3.7 metres for a terrace associated with the indoor amenity area and approximately 5.7 metres to provide for an outdoor area for the food store, respectively. The building also partially steps back along the northeast building face of the ground floor by approximately 15 metres to provide for an outdoor amenity area.

Level 3 is comprised solely of residential units, as well as two locker areas, connected by a common corridor. The building steps back along the west building face of Level 2 by up to 5 metres, and along the north by 10.3 metres to provide for a wraparound terrace along the west side of the building. The building also partially steps back from the east side of the building face of Level 2 by a minimum of 14.6 metres and is covered by a green roof.

Tower A1 (Floors 4 to 18)

The tower element begins at Level 4 above the podium. The proposed tower is comprised of residential units, in its entirety. The northwest corner, and western tower face of Level 4 is setback from the level below to accommodate private residential terraces.

The typical tower floorplate begins at Level 5 and has an area of 750 square metres. The tower element contains residential units, each with a private balcony. The tower is set back approximately 12.5 metres from the north property line, 17 metres from the east property line, a minimum of 25 metres from Tower A2, and 7.9 metres from the west property line. A green roof is provided above Level 18.

Tower A2 (Floors 4 to 25)

Similar to Tower A1 described above, Tower A2 begins to form at Level 4 and contains residential units, exclusively. A set back of 1.5 metres is provided from the western building floor below to accommodate a private residential terrace. Within the tower setback at Level 4 are private terraces for two north-facing units. A similar terrace is provided for a south-facing unit in Tower A1.

The typical tower floorplate from Level 5 to 25 has an area of 750 square metres includes residential units connected to a common corridor and include balconies for each of the units on all faces of the building, which project 1.8 metres from the tower floorplate. The floorplate is set back 14.6 metres from the east property line, 23.0 metres from the west property line, 26.9 metres from Tower A1, and 26.2 metres from the Tower atop of Building B. A green roof is provided above of Level 25.

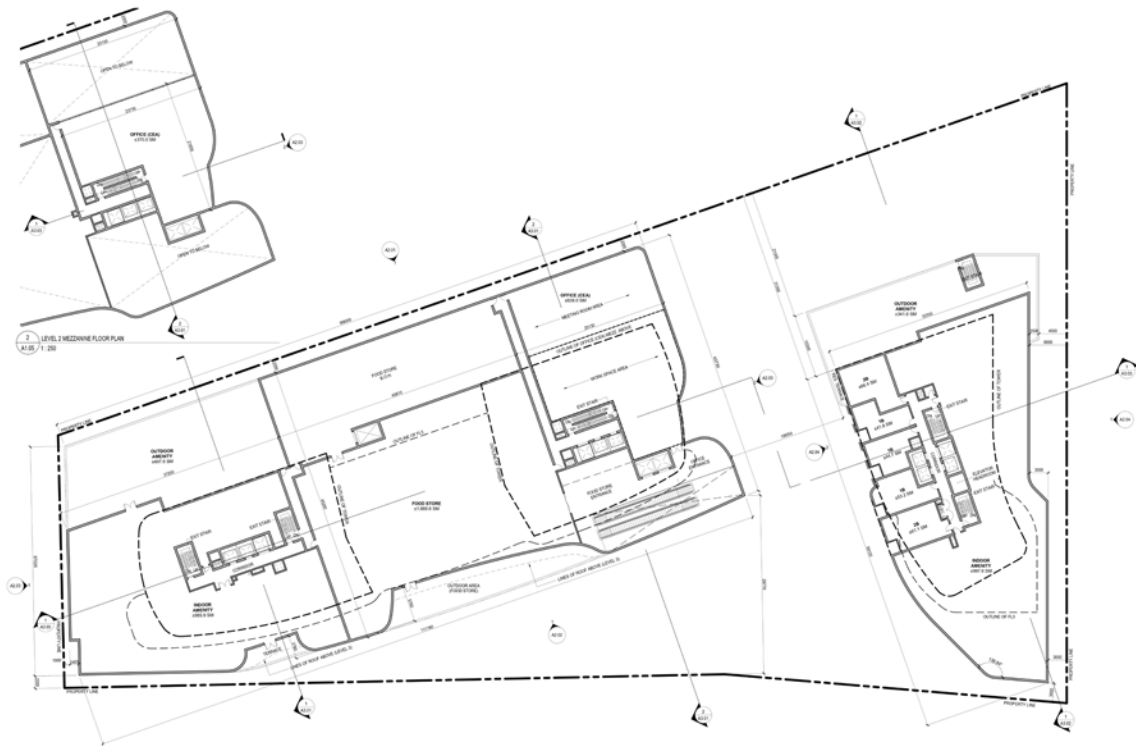


Figure 8 - Second Floor and Second Mezzanine Floor Plan (Prepared by Giannone Petricone Associates Architects)

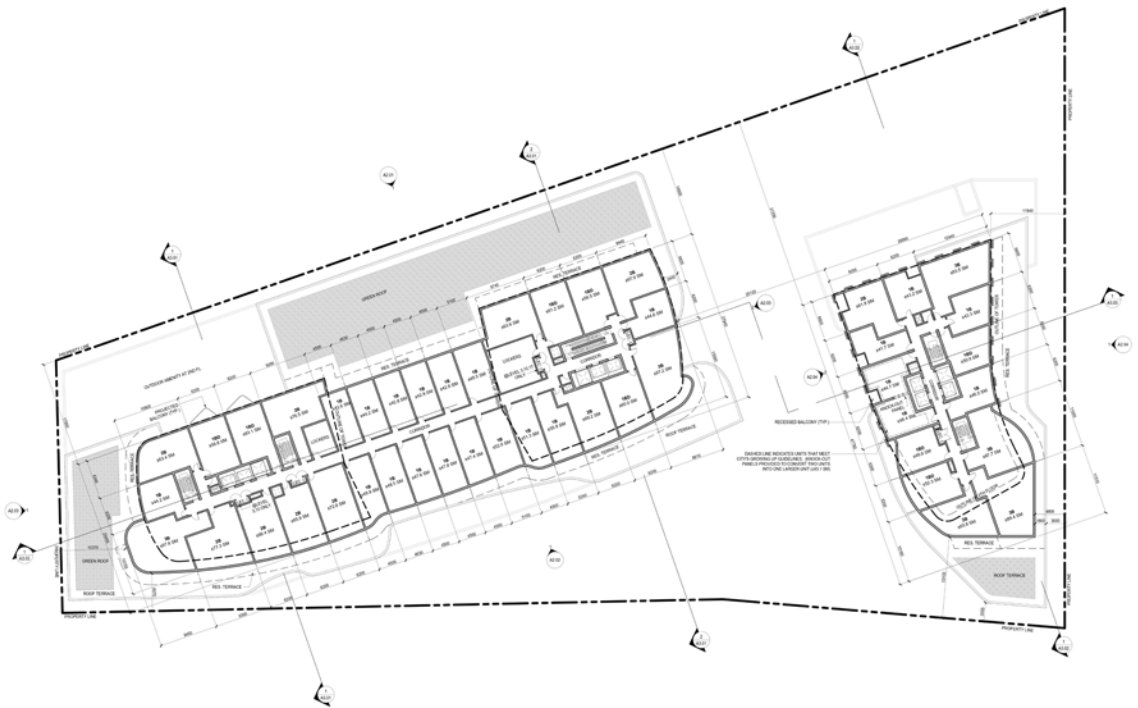


Figure 9 - Third Floor Plan (Prepared by Giannone Petricone Associates Architects)



Figure 10 - Forth Floor Plan (Prepared by Giannone Petricone Associates Architects)

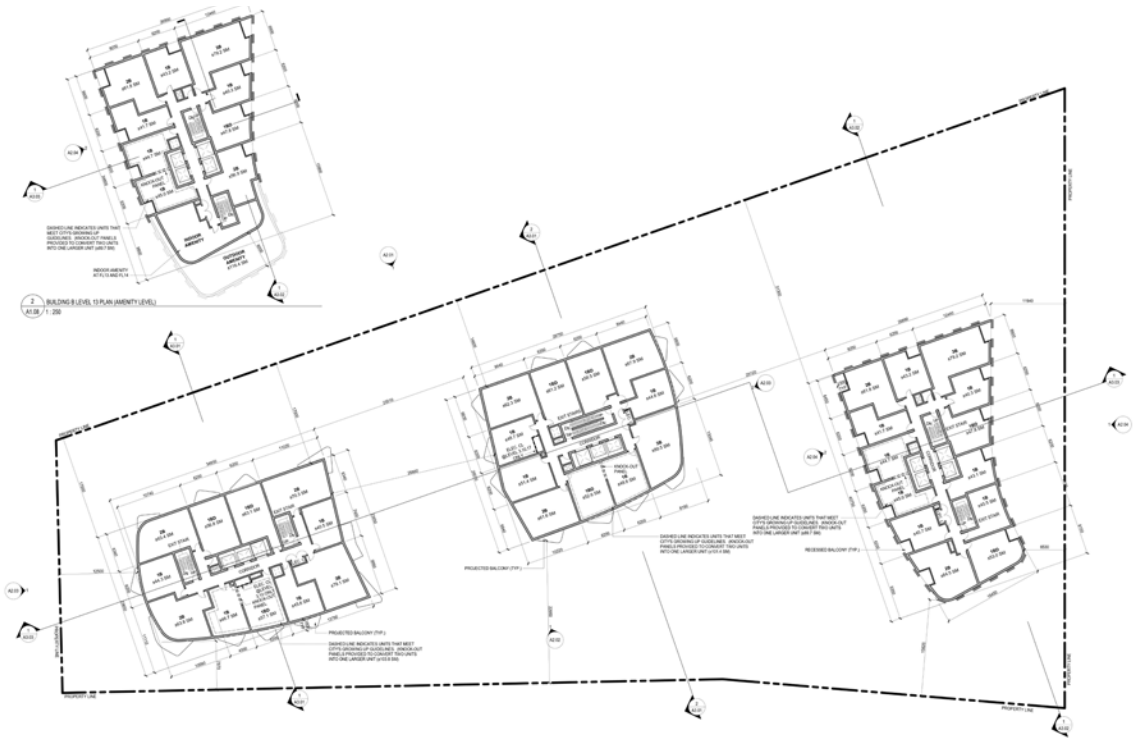


Figure 11 - Typical Floor Plan (Prepared by Giannone Petricone Associates Architects)

Building B

Podium (Floors 1 to 3)

Building B is located in the southern portion of the subject site, south of the proposed private road. The ground floor provides a shared use entrance, accessed from the private road in the interior of the site, as well as secondary entrance to the co-working space off Dundas Street West. At the ground floor the building is set back 21.0 metres from the east property line abutting the CN Rail Corridor, 3 metres from the south property line, 3.0 from the west property line, and 19.6 metres from north façade of Building A.

The ground floor includes an a co-working office space, generally toward the southwest portion lobbies for the respective residential and co-working office spaces of the building as well as fronting the proposed private road, a mail room and pet wash station at the northeast corner of the building. Loading, garbage and service areas, as well as an electrical room are located toward the southeast of the building. While bicycle parking is largely centralized to the mezzanine floor of Building B, exterior bicycle parking areas are provided outside, near the building entrances. Landscaping and opportunities for outdoor play are protected for to the east and south of the building.

Level 2 is largely comprised of an indoor amenity area at the southwest corner of the building. There is also an outdoor amenity area located toward the east portion of the building and 6 residential units with inset balconies along the north of the building. The building partially steps back along the east building face of the ground floor by a range of 10.3 metres to provide for an outdoor area. To the north, the building face cantilevers over the ground floor to accommodate 6 residential units along the north side of the building.

Level 3 is comprised solely of residential units connected by a common corridor. The building steps back along parts of the north, west, and south portions of the building face of Level 2 by a range of approximately 1.5 metres to 10.4 metres, to provide for a wraparound roof terrace.

Tower (Floors 4 to 36)

Level 4 is comprised only of residential units with inset balconies attached to a common corridor. The building at this level steps back partially from the building face of Level 3 at the northwest and northeast corner by up to 9.6 metres to provide for a terrace.

The typical tower floorplate from Level 5 to 36 follows the same building footprint as Level 4 and has an area of 780 square metres. Level 5 includes residential units with inset balconies and is connected to a common corridor. An indoor amenity area is provided on Level 13 and 14, with an adjoining outdoor area fronting onto Dundas Street West on level 13. The Tower is setback by a range from 6.1 metres to 10.5 metres from the south property line, 16.3 metres from the west property line, more than 25 metres from Tower A1, and 31.3 metres from the east property line. A green roof is provided on the roof of Level 36.

Residential Units and Amenity Areas

A total of 873 residential dwelling units are proposed within the entire development, comprised of a mix of typical tower units and two-level live-work units in Building A. Of the total number of dwelling units provided, a total of 598 units are proposed as one-bedroom (68.5%), 184 units are proposed as two-bedrooms (21.3%) and 89 units are proposed as three-bedrooms (10.2%). Of the units proposed, approximately 15.8% of units have been designed to be combined into larger units.

Within Building A, 7 live-work units are proposed on the west side of the ground floor, adjacent to the POPS/Park. Access to these units will be from a primary entrance at grade, as well as through a corridor entrance inside the building. The live-work units have been designed to create a physical distinction between the commercial and residential programming. The 'work' portion of the unit will be accessible through the ground floor entrances fronting Dundas Street West, and the 'live' portion of the unit is anticipated to be on the second level and accessed from within the building itself. A convenience stair between the two floors has been proposed.

With regard to amenity, the proposal includes a total of 3,492 square metres of amenity space. A total of 2,423 square metres of indoor amenity, and 1,069 square metres of outdoor amenity is proposed. In Building A, indoor amenity rooms are located at-grade, and at the northwest corner of Level 2. Outdoor amenity terraces are located on Level 2 and are directly connected to the indoor amenity room on that Level. In Building B, the entirety of Level 2 has been allocated to indoor amenity, with an adjacent terrace on the east side of the building. A second indoor amenity room and associated terrace have been provided on Level 13 of Tower B, as well as third indoor amenity area on Level 14.

Access, Parking, Loading and Servicing

Vehicular access to the subject site is consolidated at a signalized intersection at Dundas Street West and Chelsea Avenue. The proposed private road is aligned with Chelsea Avenue and will extend east from Dundas Street West with access to primary building entrances, the underground parking garage, and loading areas associated with the proposed buildings located toward the rear of both buildings at the southeast portion of the site.

The below-grade parking garage includes 212 vehicular parking spaces, of which 152 spaces will be allocated to residents and visitors, and the remaining 60 spaces will be for the non-residential uses of the building. The underground parking garage will also include dedicated geothermal heating and cooling areas. A total of 989 bicycle parking spaces are provided, and located on both ground floor levels and the mezzanines of Buildings A and B.

Building A provides loading areas toward the rear (east) and central portions of the building including a Type 'G', Type 'A', and Type 'B' loading space. Building B also provides the loading areas toward the rear (east) of the building, including a Type 'G' and Type 'B' loading space.

3.2 Project Statistics

Table 2 - Summary of Key Project Statistics

Standard	Proposed
Site Area	11,143.0 square metres
Building Height	
Building A – Tower A1	
Storeys	18 storeys
Metres (Top of Roof)	65.1 metres
Metres (Top of MPH)	71.1 metres
Building A – Tower A2	
Storeys	25 storeys
Metres (Top of Roof)	86.7 metres
Metres (Top of MPH)	92.7 metres
Building B – Tower	
Storeys	36 storeys
Metres (Top of Roof)	118.2 metres
Metres (Top of MPH)	124.2 metres
Total Gross Floor Area	58,900.2 square metres
Residential	54,227.9 square metres
Retail	434.4 square metres
Commercial (Food Store)	1,875.4 square metres
CEA (Core Employment Area uses)	2,362.6 square metres
Density	5.3 FSI
POPS / Park Areas	1,000 square metres
Total Units *	873 units
One-bedroom (including units with a den)	598 units (68.5 %)
Two-bedroom	186 units (21.3 %)
Three-bedroom	89 units (10.2 %)
Total Amenity Space	3,492.0 square metres (4.0 m2 per unit)
Indoor Amenity	2,423.0 square metres (2.8 m2 per unit)
Outdoor Amenity	1,069.0 square metres (1.2 m2 per unit)
Total Vehicle Parking	212 spaces
Residential (incl. visitors)	152 spaces
Non-residential	60 spaces
Total Bicycle Parking	989 spaces
Residential	786 spaces
Residential Visitor	175 spaces
Non-residential	28 spaces
Loading Spaces	One Type 'A' Two Type 'B' Two Type 'G'

* 15.8% of units have been designed to be combined into larger units

3.3 Required Approvals

In our opinion, the proposed development conforms with the City of Toronto Official Plan, and is permitted by the *Mixed Use Areas* designation, which was implemented on the subject site through Council's adoption of Official Plan No. 591 ("OPA 591") which resulted in Site and Area Specific Policy 796, following the employment land conversion process of the City's Municipal Comprehensive Review. While the subject site is currently designated *General Employment Areas*, OPA 591 is under review by the Minister of Municipal Affairs and Housing, and it is our opinion that the merits of proposed development should be evaluated against the *Mixed Use Areas* policies of the Official Plan, as it relates to land use planning. Accordingly, no Official Plan Amendment is required.

The proposed development requires an amendment to the former City of Toronto Zoning By-law 438-86, as amended by By-law 1222-2009, and City-wide Zoning By-law 569-2013, as amended, in order to increase the permitted height and density, and to revise other development standards as necessary to accommodate the proposal.

An application for Site Plan Approval will also be required and will be submitted to the City as the design progresses through the approvals process.



Policy & Regulatory Context

4.1 Policy Overview

As set out below, it is our opinion that the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan, the City of Toronto Official Plan and the Bloor Avenue Study, all of which promote the efficient use of land and infrastructure within the built-up urban areas, particularly in proximity to higher order public transit.

4.2 Provincial Policy Statement

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on transit-supportive development, encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region."

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains several policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, and which are transit-supportive where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact built form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing types and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, and requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

4.3 Growth Plan for the Greater Golden Horseshoe (2020)

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well-designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and prepare for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is “the most important vehicle for implementation of this Provincial Policy Statement”, it goes on to say that “the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan”. Accordingly, the above-noted PPS policies continue to independently apply.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested Zoning By-law Amendment are consistent with the PPS and, specifically, the policies relating to mixed use intensification and the efficient use of land and infrastructure.

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) (“2019 Growth Plan”) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles which are important for the successful realization of the 2019 Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

Aligning with the PPS, the Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan seeks to accommodate forecasted growth in complete communities and includes objectives that promote mixed use intensification within built-up areas and transit-supportive development in proximity to higher-order transit. As noted in Section 2.1:

“To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas

provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change.” (our emphasis)

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”

The subject site is located within a “strategic growth area” pursuant to the Growth Plan (i.e.: a focus for accommodating intensification and higher-density mixed uses in a more compact built form). The Growth Plan defines “strategic growth areas” as those areas identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed-uses in a more compact built form. These include urban growth centres, major transit station areas and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. In addition, lands along major roads, arterials or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas (our emphasis).

The site falls within the definition of a “major transit station area” as set out in the Growth Plan. In this regard, the definition of a “major transit station area” is “the area including and around any existing or planned higher order transit station or stop within a settlement area”. They are generally defined as “the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.” In turn, “higher order transit” is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

Accordingly, the subject site is located less than 800 metres from three subway stations and a station on the Kitchener GO/UP Express line, with the following approximate radius distances:

- 85 metres from the entrance of Dundas West Subway Station
- 600 metres from the eastern entrance of Keele Subway Station
- 800 metres from the western entrance of Lansdowne Subway Station
- Adjacent to the Bloor GO/UPX Station.

On July 19, 2022, City Council adopted Official Plan Amendment 540, to add SASP 655 and SASP 654 for the Bloor GO and Dundas West Protected Major Transit Station Areas (PMTSA), respectively. OPA 540 has been submitted to the Minister of Municipal Affairs and Housing for final approval and is currently under review.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3) (c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of the 2019 Growth Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

With respect to forecasted growth, Schedule 3 of the 2019 Growth Plan, as amended by Growth Plan Amendment No. 1, forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. The 2016 Census data indicates that population growth in Toronto is continuing to fall short of the past and updated Growth Plan forecasts. The City's population growth from 2001 to the 2016 population of 2,822,902 (adjusted for net Census under coverage) represents only 73.2% of the growth that would be necessary on an annualized basis to achieve the population forecast of 3,650,000 by 2051.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, and mitigate and adapt to climate change impacts and contribute to environmental sustainability.

Policy 2.2.2(3) requires all municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things:

- identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
- encourage intensification generally throughout the delineated built-up area;
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; and
- be implemented through official plan policies and designations, updated zoning and other supporting documents.

The Growth Plan includes a number of policies applying to "major transit station areas". In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 of the Growth Plan be identified in official plans and that planning will be prioritized for "major transit station areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". In this regard, Schedule 5 shows the Kitchener GO line/UP Express commuter rail line as a "priority transit corridor" and identifies the Bloor-Danforth subway line as "existing higher order transit".

Policy 2.2.4(2) requires the City of Toronto to delineate the boundaries of "major transit station areas" on priority transit corridors "in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis).

Policy 2.2.4(3)(a) goes on to require that major transit station areas on subway lines be planned for a minimum density target of 200 residents and jobs combined per hectare. Policy 2.2.4(6) states that, within "major transit station areas" on "priority transit corridors" or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

Policy 2.2.4(8) states that "major transit station areas" will be planned and designed to be transit supportive and provide connections to local and regional transit, connections to "major trip generators" (i.e.: downtown Toronto), infrastructure that supports active transportation, and commuter pick up and drop off areas.

Policy 2.2.4(9) provides that, within all "major transit station areas", development will be supported, where appropriate, by:

- planning for a diverse mix of uses to support existing and planned transit service levels;
- providing alternative development standards, such as reduced vehicle parking standards; and
- prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

With respect to "frequent transit", Policy 2.2.4(10) states that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in the 2019 Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the 2020 PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

The infrastructure policies set out in Chapter 3 of the 2019 Growth Plan place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province’s approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning.”

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

With respect to climate change, Policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

The timely implementation of the 2019 Growth Plan policies, as well as the immediate consideration of Growth Plan policies which have not yet been implemented through municipal actions, are seen as a key consideration in the Implementation Section (Section 5). In this respect, Section 5.1 provides that:

“The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise) ...

“Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.”

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in the Growth Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested Zoning By-law Amendment conforms with the Growth Plan, and in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in “strategic growth areas”, including “major transit station areas”.

4.4 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (the "2041 RTP") that builds on and replaced the previous RTP ("The Big Move"), adopted in 2008. This section reviews some of the key goals and directions set out in the new 2041 RTP, particularly as they apply to the subject site.

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's transportation systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs. In this regard, the subject site forms part of the Dundas West-Bloor Mobility Hub, which is served by five modes of public transit including: subway service, streetcar service, bus service, as well as the UP Express and GO Commuter rail services.

According to the Metrolinx Backgrounder on Mobility Hubs (2008), the Dundas West-Bloor Mobility Hub is planned to service 41,000 boardings and alightings by 2031 and to have between 25,000 and 50,000 residents and jobs within an 800 metre walking distance of the public transit station(s). As of December 2015, Metrolinx estimated that there were currently 22,800 residents and jobs within an 800 metre radius of the station(s), resulting in a density of 114 residents and jobs per hectare.

With respect to Strategy 1, the RTP emphasizes that GO RER is underway, and represents a major focus of the Province's Moving Ontario Forward commitment. It will transform the existing GO rail system from a commuter-focused service into a two-way, all-day service on core segments of the network by 2025. Map 3 identifies the Kitchener line as part of the frequent transit network, with upcoming two-way, all-day service, and 15-minute service between Union Station and Mount Pleasant GO station in Brampton (see **Figure 12** – 2041 RTP Map 3).

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

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

The RTP emphasizes the need to intensify and integrate development at "major transit station areas." In particular, "sufficient land use density at stations is important to ensure significant two-way, all-day ridership on GO RER." In 2016, when Metrolinx approved advancing new stations on four corridors for GO RER and SmartTrack, it requested municipalities where these recommended new stations are located to "provide resolutions... demonstrating their commitment to implementing transit-supportive land uses around stations, and sustainable station access".

A key component of Strategy 4 is creating a system of connected mobility hubs. As identified in the 2041 RTP, Mobility Hubs remain an important planning concept. They are “major transit station areas” at key intersection points on the frequent rapid transit network. Mobility hubs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

Under the Province’s previous Regional Transportation Plan, *The Big Move*, Metrolinx prepared *Mobility Hub Guidelines for the Greater Toronto and Hamilton Area* (2011), to be used as a tool for all parties to address the existing and anticipated opportunities and challenges of integrating transportation and development functions at these important locations. The 2041 RTP indicates that the Mobility Hub Guidelines will be updated to reflect new provincial policy including updates to the Growth Plan. Currently, Metrolinx is involved in Round 1 of public engagement on the new Guidelines, with further rounds of engagement expected in 2020.

The current Mobility Hub Guidelines are intended to provide “guidance and inspiration on developing mobility hub plans and incorporating mobility hub objectives into other planning activities” and to serve as a tool and resource for Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations and other public agencies.

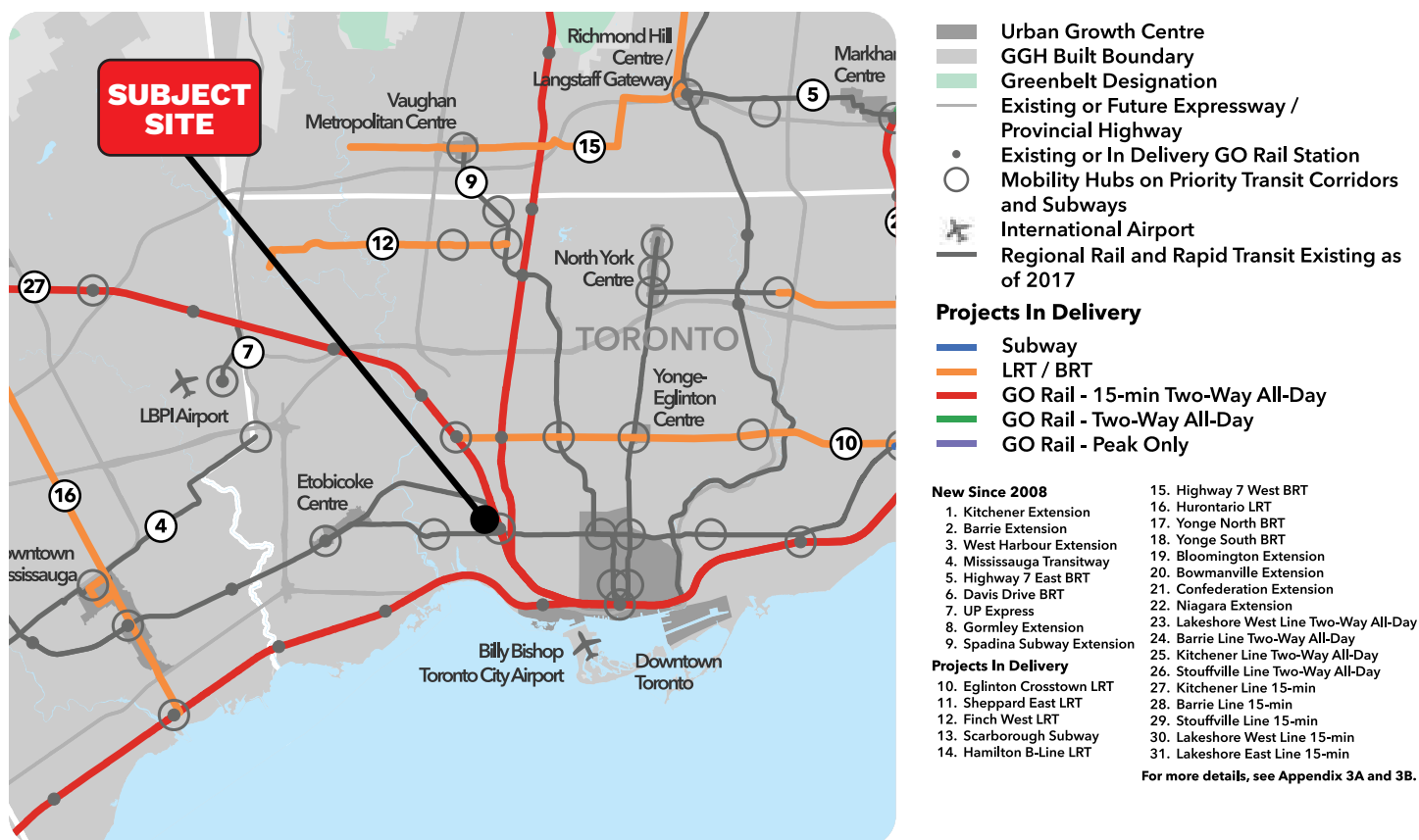


Figure 12 - 2041 Regional Transportation Plan Map 3: Existing and In Delivery Regional Rail and Rapid Transit Projects

The Mobility Hub Guidelines identify a number of zones around a mobility hub within which to consider transportation and land use decisions, including a primary zone within approximately 250 metres (a 2-1/2 minute walk) of the station, a secondary zone within approximately 500 metres (a 5-minute walk) and a tertiary zone within 800 metres (a 10-minute walk). The Dundas West-Bloor Mobility Hub Study (2011) locates the entirety of the site within the primary zone and centres the Mobility Hub at the intersection of Bloor Street West and Dundas Street West (see **Figure 13**).

Within the primary zone, the guidelines indicate that the highest intensity and greatest mix of uses should typically encourage high levels of transit use and provide a mixed-use, vibrant activity node for the local community. As well, there is an opportunity to provide traveler amenities through development (i.e.: internal pedestrian pathways, retail and shared commuter parking). Transportation considerations include prioritizing high levels of pedestrian and transferring activity, while adequately balancing multiple modes of access to the station.

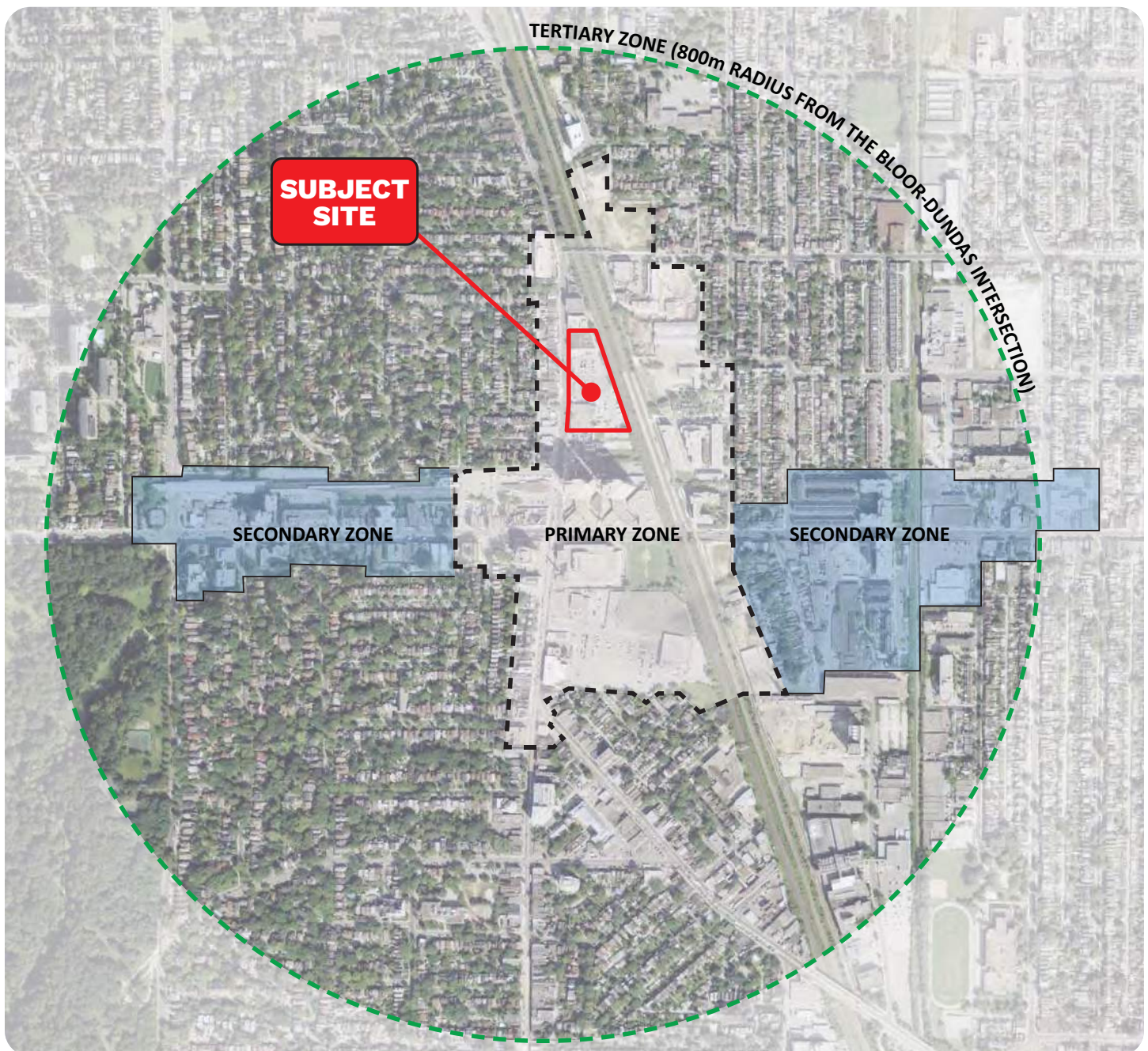


Figure 13 - Dundas West – Bloor Mobility Hub Study

The guidelines also include suggested density and mode share targets within mobility hubs. For hubs where the predominant transit mode serving the mobility hub are subways, transit-supportive densities of 250+ residents and jobs per hectare are suggested, with a suggested transit mode share of 40%. The predominant transit mode refers to the highest-order transit mode serving the mobility hub. In most cases, other rapid transit modes will be present at a mobility hub. The guidelines note that, while density targets do not compound with multiple rapid transit modes, it should be recognized that, with multiple transit modes, a higher density target could be considered.

Guideline 5.2 seeks to focus and integrate increased and transit-supportive densities at and around transit stations to create a compact built form and a critical mass of activity, while ensuring appropriate transition to the surrounding community. In this regard, the guidelines state that:

“Mobility hubs ... are to be planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. Strategies to accommodate population and employment growth, by focusing intensification in the Primary and Secondary Zones, are critical in achieving higher densities in mobility hubs than surrounding areas and an appropriate transition of built form to adjacent areas. In addition, density targets within mobility hubs should ideally exceed the policies in the Growth Plan pertaining to urban growth centres.” (Our emphasis.)

Dundas West-Bloor Mobility Hub Study (2011)

Metrolinx has undertaken studies of selected Mobility Hubs to provide a design concept plan for an area of approximately 800 metres around the transit station. These studies demonstrate how the mobility hub should look and work over the long term; inform more detailed planning, in particular the lands owned by Metrolinx; and ensure that land use and transportation plans for the area are well integrated and support future growth.

The Dundas West-Bloor Mobility Hub Study was completed in June 2011 by a team led by Brook McIlroy Inc. (the authors of the Bloor-Dundas Avenue Study). The Study outlines the framework for integrating the various modes of transit within the Mobility Hub. As a result of this enhanced transit connectivity, the Study envisions a significant amount of revitalization throughout the Mobility Hub. This revitalization includes pedestrian-oriented streetscapes, new buildings, neighbourhoods and streets, and improved retail and employment opportunities.

As noted above, the subject site is located within the Primary Zone, which supports the greatest potential for improved connections between the various modes of transportation, as well as the most significant opportunities for infill and development and will therefore be the focal point of the Mobility Hub.

The study outlines a development plan (Section 3.0) which includes alterations to the Bloor and Dundas Street rights-of-way. The short-term option for Bloor Street includes bike lanes and 5.25 metre sidewalks on both sides, and the long-term option includes bike lanes and 6.5 metre sidewalks on both sides. Both proposed options would be accommodated within the existing right-of-way. Along Dundas Street West, 4.8 metre wide sidewalks are recommended, which will require new building setbacks introduced during redevelopment.

Section 3.5 deals with building form, and notes that the built form recommendations of the Bloor-Dundas Avenue Study have been adopted for the Mobility Hub Study. Accordingly, the Study assumes a minimum height of 3 storeys and a maximum height of 6 storeys for the majority of the study area, with special consideration given to key sites where heights up to 15 storeys can be accommodated due to lot depth, location at key intersection, minimal shadow impacts on adjacent streets and properties and buffer opportunities. Section 3.5.2 recommends that new development be built to the front property line along Bloor Street West to maintain and enhance the mainstreet fabric. Along Dundas Street West, additional setbacks are encouraged for new private development to accommodate a 4.8 metre minimum sidewalk width.

Section 3.5.4 recommends that ground floor uses along Bloor Street West and Dundas Street West will be entirely public, including retail, commercial or community uses. Along Bloor Street specifically, retail uses are recommended on the ground floor to be consistent with the existing built fabric. The ground floor of buildings will be designed to reflect these public uses and have a minimum floor-to-ceiling height.

Section 4.1 establishes four focus areas. Area 2 is comprised of the lands generally east of Dundas Street west, north of Edna Avenue to the northern extent of 2400 Dundas and includes the subject site (see **Figure 14**). The Study envisions a loop road that aligns with Edna Avenue to the south and Chelsea Avenue to the *north* and will provide vehicle access to a future Pedestrian Pick-Up/Drop Off ("PPDO"). The Study goes on to state that the loop road will provide access to the buildings from within the site, limiting individual driveways off Dundas Street West. Key design guidelines are provided for Area 2 and include a maximum building height of 6-storeys, step backs along Dundas Street West and a 30 metre rail buffer. The Study also suggests that the loop road should be a public local Road. The private road included in the proposed development will generally align with Chelsea Avenue, as illustrated in the Design Concept.

The Study also includes recommendations to improve and reconfigure the connections between the GO/UP Express station and the subway station, including a secondary access to the north of The Crossways, to improve station entrances and access and the quality of the pedestrian realm.



Figure 14 - Dundas West-Bloor Mobility Hub Study Area 2 Design Concept

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto (the “Plan”) was adopted on November 26, 2002, and was partially approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

Growth Management Policies

Chapter 2 (Shaping the City) of the Plan outlines the City’s growth management strategy. It recognizes that:

“Toronto’s future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City.”

To that end, Policy 2.1(3), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto’s growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

“The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) ... This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors.” (Our emphasis.)

Policy 2.1(1) provides that Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial framework for dealing with growth across the GTA which, among other things, focuses urban growth into a pattern of compact centres, mobility hubs, and corridors connected by a regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares.

A non-policy sidebar in Section 2.1 outlines the role of Mobility Hubs in land use planning, stating:

“The Mobility Hub system is designed to reinforce the land use/transportation policies of the Province’s Growth Plan for the Greater Golden Horseshoe, particularly in terms of focusing development growth around major transit station areas.”

The introductory text to Section 2.2 outlines one of the key policy directions of the Plan: Integrating Land Use and Transportation. The Plan states that:

“... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres. The mixed use Avenues will emphasize residential growth...” (Our emphasis.)

Section 2.2 goes on to state that, consistent with the Metrolinx Regional Transportation Plan, the Official Plan supports:

“... a system of Mobility Hubs at key intersections in the regional rapid transit network that provides travelers with enhanced mobility choices and creates focal points for higher density development. Detailed master plans for Mobility Hubs will be developed in relation to the timing of rapid transit improvements and will respect the Metrolinx ‘Mobility Hub Guidelines’ and conform to the policies of this Plan.”

Policy 2.2(2) provides that “growth will be directed to the *Centres, Avenues, Employment Areas* and the *Downtown* as shown on Map 2”. In this regard, the subject site is located with *Employment Areas* and adjacent to Dundas Street West, which is identified as *Avenues* (See **Figure 15** – Official Plan Map 2, Urban Structure). Policy 2.2(2) sets out a number of objectives that can be met by the Plan’s growth strategy, including:

- using municipal land, infrastructure and services efficiently;
- concentrating jobs and people in areas well served by surface transit and rapid transit stations;
- creating assessment growth and contributing to the City’s fiscal health;
- promoting mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- offering opportunities for people of all means to be affordably housed;
- facilitating social interaction, public safety and cultural and economic activity;
- improving air quality and energy efficiency and reducing greenhouse gas emissions; and
- protecting neighbourhoods and green spaces from the effects of nearby development.

With respect to transportation, Policies 2.2(7) indicates that the City will work with its partners to improve and expand the higher-order transit network by:

- protecting the corridors identified on Map 4 for possible future higher-order transit services in exclusive or semi- exclusive rights-of-way, with the exact locations and precise widths of these corridors, including station locations, being determined through a comprehensive planning process and the Environmental Assessment process;
- undertaking comprehensive planning processes for new higher-order transit services in the corridors identified on Map 4 to support their successful implementation and inform the establishment of project priorities considering value-for-money and broader city-building objectives of this Plan, including that transit should be built to serve people, strengthen places and support prosperity;
- implementing higher-order transit services in the corridors identified on Map 4 according to the established priorities as funding becomes available and the Environmental Assessment and business case analysis processes are completed;
- implementing road-rail and rail-rail grade separations as funding becomes available and the Environmental Assessment process is completed;

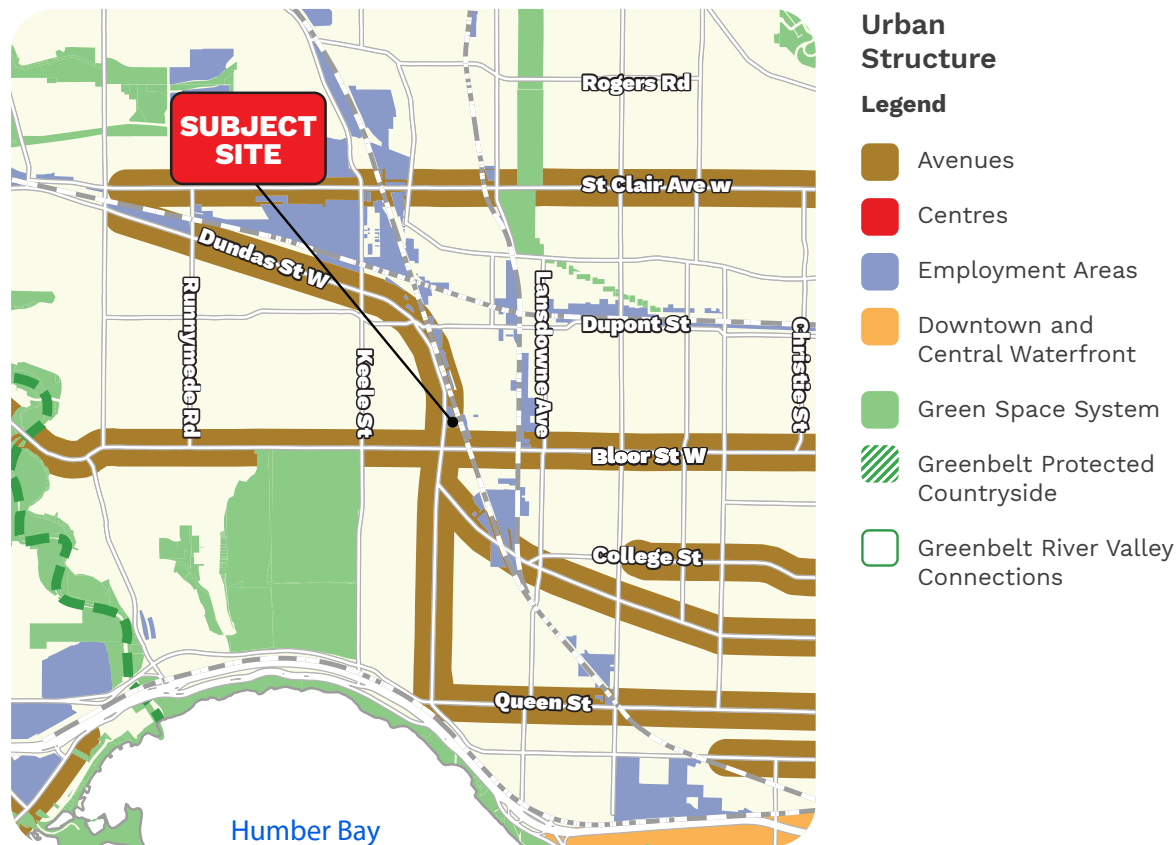


Figure 15 - Toronto Official Plan Map 2 - Urban Structure

- e. improving existing connections between transit services, particularly between local and regional higher-order transit services, to ensure that connections are direct, seamless and user-friendly to improve connectivity for transit users; and
- f. supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional transit service.

In this regard, Map 4 (Higher Order Transit Corridors) and Map 5 (Surface Transit Priority Network) identify Bloor Street West, and the UP Express and Kitchener GO Line, in the vicinity of the subject site, as part of an Existing Higher Order Transit Corridor and Surface Transit Priority Network (see **Figure 16** – Official Plan Map 4, Higher Order Transit Corridors and **Figure 17** – Official Plan Map 5, Surface Transit Priority Network).

Under Section 2.2.3 ("Avenues: Reurbanizing Arterial Corridors"), the Plan states that reurbanization along Avenues can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Policy 2.2.3(1) provides that the reurbanization of Avenues will be achieved through the preparation of "Avenue Studies" for particular segments of designated Avenues. In this regard, the Official Plan notes that there is no "one size fits all" program for reurbanizing the Avenues and that the priorities for future Avenue Studies will be Avenues characterized by one- or two-storey commercial buildings, vacant and underutilized lands and large areas of surface parking. The Bloor-Dundas Avenue Study was completed in 2009 and is summarized in Section 4.7 below.

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development along the Avenues and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. Policy 2.3.1(3) requires that developments in Mixed Use Areas that are adjacent or close to Neighbourhoods be compatible with those Neighbourhoods; provide a gradual transition of scale and density as necessary to achieve the objectives of the Official Plan; maintain adequate light and privacy for residents in Neighbourhoods; orient and screen lighting and amenity areas and access to underground and structured parking to minimize impacts on adjacent land in Neighbourhoods; enclose service and access areas where distance and screening do not sufficiently mitigate impacts; and attenuate resulting traffic and parking impacts on adjacent residential streets.

Finally, Section 2.4 ("Bringing the City Together: A Progressive Agenda of Transportation Change") notes that:

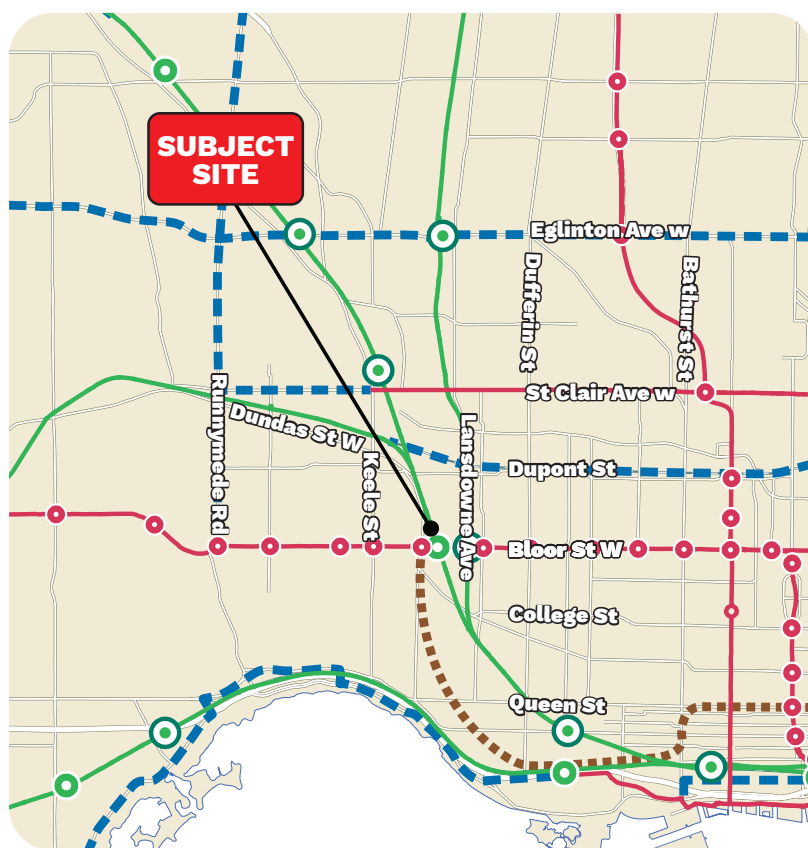
"The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and interregional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in 'next generation' terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system."

Map 4 (Higher Order Transit Corridors) shows the existing TTC Bloor-Danforth Subway line and the existing Kitchener GO Rail line, as well as a "GO/TTC Interchange" as an expansion element.

Following therefrom, Policy 2.4(4) states as follows:

"In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy."

Policy 2.4(8) further provides that, for sites in areas well served by transit (such as locations around rapid transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements. Furthermore, Policy 2.4(9)(a) directs that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics".



Higher Order Transit Corridors

Legend

Existing

—●— TTC Subway and LRT Lines

—●— GO Rail Lines

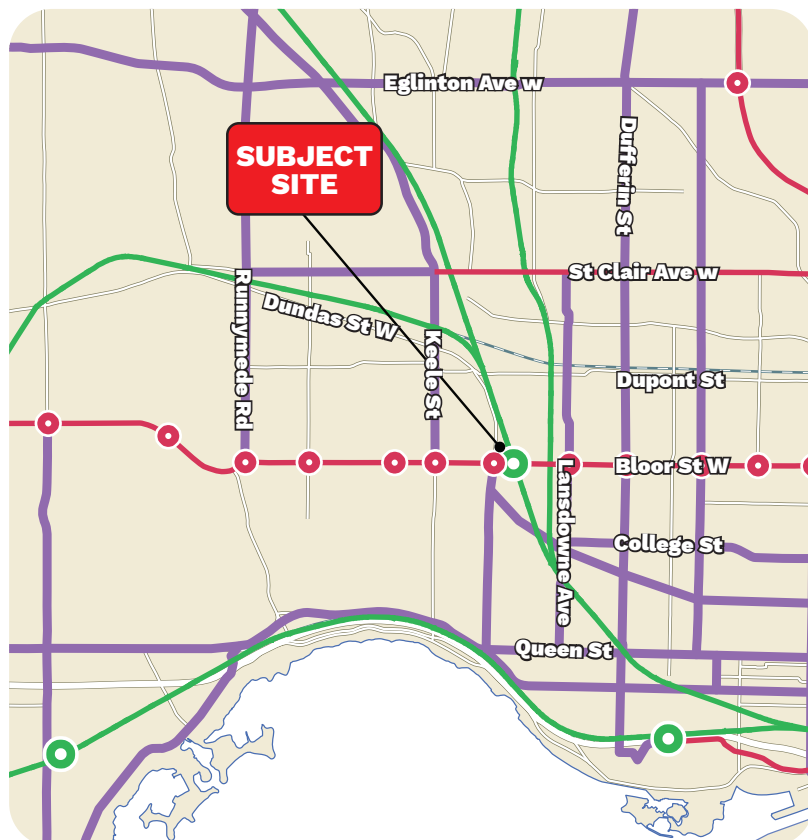
Expansion Elements

--- Transit Corridors

--- Transit Corridor Alignment To Be Determined

—●— Rail Station

Figure 16 - Toronto Official Plan Map 4 - Higher Order Transit Corridors



Enhanced Surface Transit Network

Legend

Existing

—●— TTC Subway and LRT Lines

—●— GO Rail Lines

Expansion Elements

— Transit Priority Segments

Figure 17 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

Land Use Policies

On Land Use Map 18 of the Official Plan, the subject site is currently designated *General Employment Areas* (see **Figure 18**, Official Plan Map 18, Land Use), however, the lands were recently subject to a conversion request which successfully redesignated the subject site to *Mixed Use Areas* through Official Plan Amendment No. 591 (OPA 591). OPA 591, which is discussed in more detail below, was adopted by City Council in July 2022 but has not received final approval from the Ministry. Notwithstanding the current status of OPA 591, it is our opinion that it is appropriate to evaluate the proposed development in accordance with the *Mixed Use Areas* policies and objectives set out in the Official Plan, as this amendment represents the current land use planning objectives for these lands.

In 2009 City Council adopted an Avenue Study for the Bloor West area, which will be discussed in a subsequent section. This Study identified the subject site as forming part of an *Avenue* and identified it as "Opportunity Area 7" – being an area that was suitable for redevelopment for higher density residential uses with retail at grade. Arising out of the Study, City Council adopted amendment 1222-2009 to By-law 438-86 which rezoned the subject site from Industrial to Commercial Residential.

Two years after these approvals the Employment Areas Municipal Comprehensive Review ("MCR") was initiated (2011). The specific direction of Council was that all *Mixed Use Areas* on *Avenues* were to be preserved, and proposed changes be dealt with separately. In accordance with this Council direction, in the City's Summary Report for the Community Open House to consider possible policies, the subject site was recognized as a *Mixed Use Area*. The subsequent report on the MCR (August 2012) also proposed no changes to the designation for the subject site.

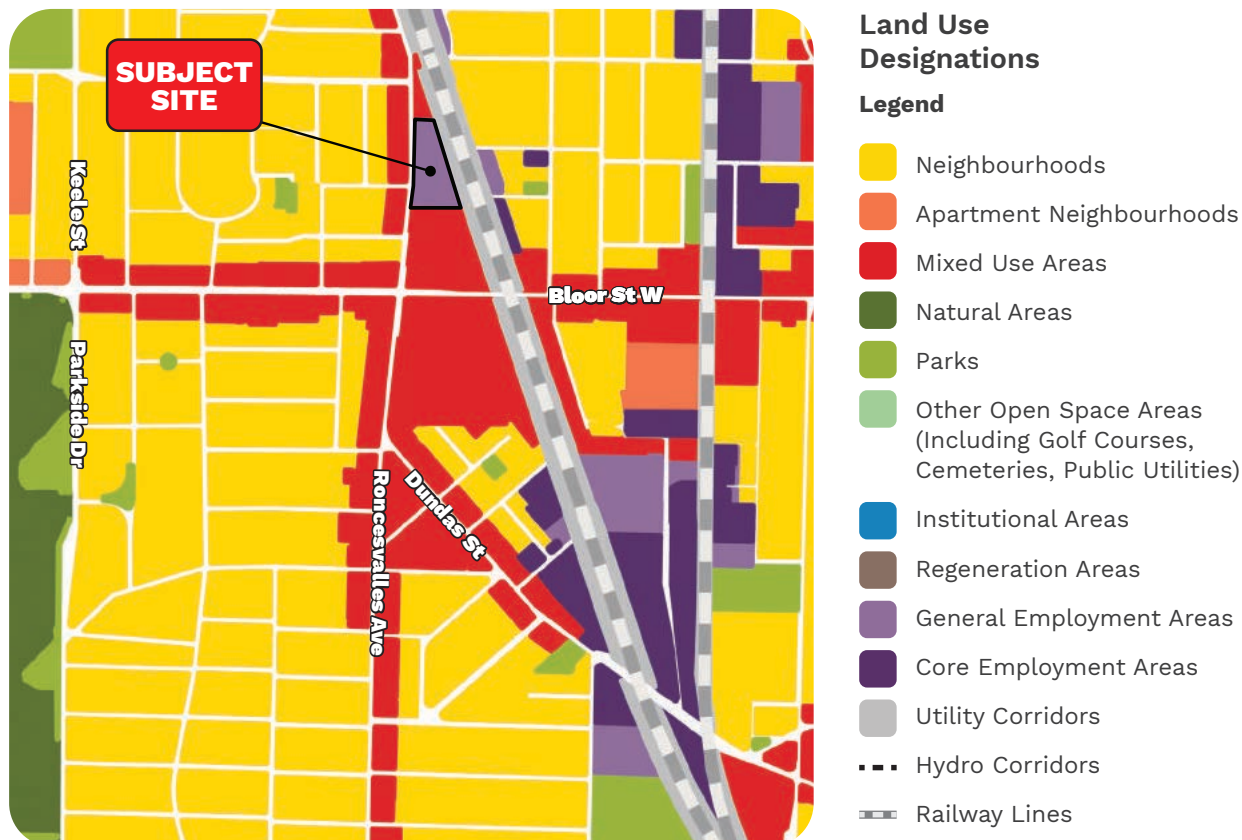


Figure 18 - Toronto Official Plan Map 18 - Land Use

Two months later, as part of the MCR Study (October 2012) the City introduced draft schedules which proposed to designate the subject site *General Employment Area*. This redesignation only applied to the subject site along this section of Dundas Street. The property to the south remained designated *Mixed Use Area*, as did the property to the north.

In October 2020, an employment conversion request was submitted by the owner of the lands to redesignate the subject site as *Mixed Use Areas* and on June 20, 2022, a Final Report was issued by City Planning Staff which recommended the adoption of Official Plan Amendment 591 (OPA 591). OPA 591, amongst other recommendations, recommended the adoption of several site or area specific policies resulting from conversion requests that proposed the introduction of uses not at the time permitted, including residential uses, on lands designated *General Employment Areas* in the Official Plan (including the subject site lands). On July 22, 2022, City Council adopted OPA 591 and By-law 1106-2022 which designates the subject site as *Mixed Use Areas* through Site and Area Specific Policy (SASP) 796. Land Use Map 18 has not yet been updated to reflect the re-designed lands (see **Figure 18**, Official Plan Map 18, Land Use). A more detailed description of OPA 591 as it relates to the site is discussed in further detail below. With respect to the surrounding properties, the lands to the immediate north, south and west of the subject site are also designated *Mixed Use Areas*, whereas the lands to the west are comprised of a range of land uses, including *General Employment* and *Neighbourhoods*.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings. The introductory text in Section 4.5 states that the intent of the designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreational, and cultural activities, and parks and open spaces. In particular, the intent is that:

“Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night.”

Policy 4.5(2) sets out a number of criteria for development within *Mixed Use Areas*, including:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto’s growing population on underutilized lands in the *Avenues* and other lands designated *Mixed Use Areas*;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- having access to schools, parks, community centres, libraries and childcare;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development; and
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

Public Realm Policies

The Official Plan contains policies that emphasize the public realm as the fundamental organizing element of the city and its neighbourhoods, acknowledging its important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. The public realm is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level.

Section 3.1.1 sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) indicates that the public realm is comprised of all public and private spaces to which the public has access.

Policy 3.1.1(2) states that the public realm will, among other things, provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) provides that the City will seek opportunities to expand and enhance the public realm to support the needs of existing and future populations, contribute to a high quality of life for people of all ages and abilities; and anticipate growth and changing needs.

Policy 3.1.1(6) provides that city streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:

- balancing the needs and priorities of the various users and uses within the right-of-way, including provision for: the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network; space for trees, landscaping and green infrastructure; space for other street elements, such as utilities and services, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and ensuring the safety of users of all ages and abilities;
- improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
- reflecting differences in local context and character;
- providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
- serving as community destinations and public gathering places.

Policy 3.1.1(8) states that new streets will be designed to:

- promote a connected grid-like network of streets that offers safe and convenient travel options;
- provide connections with adjacent neighbourhoods;
- extend sight lines and view corridors;
- divide larger sites into smaller development blocks;
- provide access and addresses for new development;
- allow the public to freely enter without obstruction;
- implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;
- provide and improve the frontage, visibility, access and prominence of natural and human-made features including parks, cemeteries, school yards and campus lands; and
- provide access for emergency vehicles.

Policy 3.1.1(9) mentions that new streets will be public streets unless otherwise deemed appropriate by the City. Private streets, where they are deemed to be appropriate, will be designed to connect to and integrate into the broader public street network and meet the design objectives for new public streets. Further policy 3.1.1(10) states lanes provide an important function as off-street access for vehicles, parking and servicing. As part of the public realm, lanes will be public and opportunities for lane enhancements should be identified as part of the development approval process. Where appropriate, lanes should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.

Policy 3.1.1(11) notes that private shared driveways, where deemed appropriate, will be publicly accessible, designed and considered as part of the broader public street and land network, and meet the design objectives of public lanes.

Policy 3.1.1(15) speaks to the creation of new city blocks and the development lots within them and provides that they will be designed to:

- expand the public realm network;
- have appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
- enhance walking and cycling networks by minimizing the length between blocks, where appropriate, by providing new and enhanced pedestrian and cycling connections, and by integrating development with local pedestrian and cycling networks;
- promote street-oriented development with buildings fronting onto and having access and address from street and park edges;
- provide adequate room within the development lot or block for parking and servicing needs, including the provision and extension of public lanes for service and delivery access where feasible or appropriate;
- identify opportunities and provide for the integration of green infrastructure; and
- allow for incremental, phased development;

Policy 3.1.1(16) states that the preservation, long-term growth and increase in the number of healthy trees will be a priority of all development.

Policy 3.1.1(18) provides that new parks and open spaces will be located and designed to:

- connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards;
- consider opportunities for future expansion of the park or open space onto adjacent sites with development potential;
- provide a comfortable setting with wind and sunlight conditions that promote use and enjoyment of the space for community events and by users of all ages and abilities;
- provide appropriate spaces for a variety of active and passive recreation, as well as productive recreation such as community gardening; and
- emphasize and improve unique aspects of the community's identity and character, including natural and human-made heritage.

Policy 3.1.1(19) states that parks and publicly accessible open spaces such as POPS and schoolyards should be made prominent, visible, functional and accessible by:

- locating parks and publicly accessible open spaces on appropriate public street frontages to establish direct visual and physical access; and
- promoting buildings that face parks and open spaces and have active uses along the frontages.

Policy 3.1.1(20) further states that Privately Owned Publicly-Accessible Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. POPS provided through development will:

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

Built Form Policies

The Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately developed built form. In putting forward policies to guide built form, Plan states that the scale and massing of buildings should be conceived of not only in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the city.

The Plan recognizes that, as intensification occurs along the *Avenues* and elsewhere, there is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas of Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

In areas where the existing physical context is no longer appropriate, new planning contexts will be created to ensure that each new development expands the public realm and that buildings in these areas work together and add up more than the sum of their parts.

Section 3.1.3 sets out principles that speak to the relationship between the location and organization of development, its massing and the interface between the building and the public realm.

Policy 3.1.3(1) provides that development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by:

- a. generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks;
- b. providing additional setbacks or open spaces at the following locations, where appropriate:
 - i. street intersections;
 - ii. prominent destinations;
 - iii. parks and open spaces;
 - iv. transit stops;
 - v. natural areas;
 - vi. sites that end a street corridor; and
 - vii. areas with high pedestrian volumes;

- c. locating main building entrances on the prominent building facades so that they front onto a public street, park or open space, are clearly visible and directly accessible from a public street;
- d. providing ground floor uses, clear windows and entrances that allow views from and, where possible, access to, adjacent streets, parks and open spaces;
- e. preserving existing mature trees wherever possible and incorporating them into the development site; and;
- f. providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3(2) directs that development will provide accessible open space, where appropriate, while Policy 3.1.3(3) requires development to protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.3(4) indicates that development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties by:

- using shared service areas where possible within development blocks, including public lanes, shared private driveways, and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings, where appropriate;
- providing underground parking, where appropriate;
- limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk; and
- limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building facades along adjacent streets, parks and open spaces.

Policy 3.1.3(5) sets out policies to ensure that development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by:

- providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and
- stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.3(6) states that development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. Policy 3.1.3(7) further provides that transition in scale will be provided within the development site(s) and measured from the shared and adjacent property line(s).

Policy 3.1.3(9) sets out the policies to ensure that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to:

- ensure fit with adjacent building facades;
- contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- break up long facades in a manner that respects and reinforces the existing and planned context; and,
- ensure grade relationships that provide direct access and views into and from the public realm.

Policy 3.1.3(10) provides that development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional.

Policy 3.1.3(11) encourages new indoor and outdoor amenity spaces provided as part of multi-unit residential developments to be high-quality, well-designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.3(13) provides that outdoor amenity spaces should:

- be located at or above grade;
- have access to daylight and access to direct sunlight, where possible;
- provide comfortable wind, shadow and noise conditions;

- be located away from and physically separated from loading and servicing areas;
- have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
- accommodate existing and mature tree growth; and
- promote use in all seasons.

Section 3.1.4 outlines the built form requirements by building type. With respect to tall buildings, Policies 3.1.4(7) to (12) provide that:

- tall buildings are generally greater in height than the width of the adjacent right-of-way;
- tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole;
- the base portion of a tall building should respect and reinforce good street proportion and pedestrian scale; and be lined with active, grade-related uses;
- the tower portion of a tall building should be designed to:
 - reduce the physical and visual impacts of the tower onto the public realm;
 - limit shadow impacts on the public realm and surrounding properties;
 - maximize access to sunlight and open views of the sky from the public realm;
 - limit and mitigate pedestrian level wind impacts; and
 - provide access to daylight and protect privacy in interior spaces within the tower;
- this should be achieved by:
 - generally aligning the tower with, and parallel to, the street;
 - limiting and shaping the size of tower floorplates above base buildings;
 - providing appropriate separation distances from side and rear lot lines as well as other towers; and
 - locating and shaping balconies to limit shadow impacts;
- the top portion of a tall building should be designed to integrate roof top mechanical systems into the building design, contribute to the surrounding skyline identify and character, and avoid up-lighting and excessive lighting.

Housing Policies

Section 3.2.1 outlines the Housing Policies of the Official Plan, providing that adequate affordable housing is a basic requirement for everyone. Housing security contributes to our well-being and connect us to our community.

Policy 3.2.1(1) provides that a full range of housing in terms of form, tenure and affordability will be provided to meet the current and future needs of residents. A full range of housing includes ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency

and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Policy 3.2.1(2) states that "the existing housing stock will be maintained, improved and replenished. The City will encourage the renovation and retrofitting of older residential apartment buildings. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan."

Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing will be encouraged by a coordinated effort from all levels of government through implementation of a range of strategies.

Parks and Open Space Policies

Section 3.2.3 outlines the Parks and Open Spaces policies of the Official Plan, providing that the City's Green Space System, made up of parks and open spaces, the natural heritage system and a variety of privately managed but publicly accessible spaces, is an integral part of our quality of life and social well-being.

Policy 3.2.3(1) states that Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. Maintaining, enhancing and expanding the system requires the following actions:

- adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks;
- designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
- protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and
- promoting and using private open space and recreation facilities, including areas suitable for community or allotment gardening, to supplement the City's parks, facilities and amenities.

As it relates to the provision of parkland, Bill 23¹ amended Sections 42 and 51.1 of the *Planning Act*, R.S.O. 1990, c. P.13 ("Planning Act"). The *Planning Act* allows municipalities to pass by-laws requiring land be conveyed in an amount not exceeding 2% for industrial purposes and 5% for all other cases to the municipality for park or other public recreational purposes.

¹ On October 25, 2022, the Province of Ontario introduced Bill 23, formally known as the "More Homes Built Faster Act, 2022". Bill 23 introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

Through Bill 23, the *Planning Act* has been amended, reducing the alternative rates for parkland dedication to 1 hectare per 600 units (down from 1 hectare per 300 units) for the conveyance of land, and 1 hectare per 1000 units (down from 1 hectare per 500 units) for cash-in-lieu. Moreover, where the alternative rate is used, the parkland dedication requirements have been capped to a maximum of 10% of the land or the value of the land for development or redevelopment 5 hectares or less in area, and a maximum of 15% for development or redevelopment greater than 5 hectares in area. We acknowledge that the time this Report was prepared, the City of Toronto had not yet amended their parkland policies to conform to the changes introduced by Bill 23.

In a similar light, Bill 23 sets out a framework for owners of land to identify land to be conveyed for parkland purposes which includes, among other things, encumbered lands, stratified and dual-use parkland, and POPS. At the time this Report was written, the regulations in the *Planning Act*, amended by Bill 23, pertaining to the acceptance of encumbered lands were not yet in-effect.

Implementation Policies

Policy 5.3.2(1) provides that implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them and do not have the status of the policies of the Official Plan adopted under the *Planning Act*.

4.6 Bloor-Dundas Avenue Study

As previously noted, the Bloor-Dundas Avenue Study was completed in September 2009 and was adopted by City Council at its meeting on November 30, 2009, along with a companion Zoning By-law Amendment (1222-2009) for virtually all of the lands within the study area.

The Avenue Study sets out a vision for future development in the area fronting on Bloor Street West between the CN tracks and Keele Street and fronting on Dundas Street West between Boustead Avenue and Glenlake Avenue. The Avenue Study sets out urban design guidelines and implementation recommendations that are intended to encourage redevelopment in the area.

The following key recommendations apply across the study area:

- the majority of the Study Area is recommended for mid-rise buildings up to 6 storeys, with front setbacks above the 3rd or 4th storey;
- setback depths 2.5 metres to the side street frontage, although different setbacks should be considered along the Dundas Street West frontage;
- facades facing a shared property line should step back 1.2 metres above the podium, and all portions of the buildings above 6 storeys (20 metres) should step back 5.5 metres;
- the ground floor should be entirely non-residential, with retail or office uses along Dundas Street West, with a minimum floor to ceiling height of 4.5 metres;
- where an *Avenue*-facing property backs onto a utility corridor or transit use, a 7.5 metre rear setback should apply to allow for a public rear lane and a 45-degree angular plane should be taken from the closest neighbourhood property to the rear (however, the overall height is regulated by the maximum allowable height recommendations);
- rooftop uses and mechanical penthouses should be incorporated into the architecture of the buildings and should not exceed the maximum allowable height by more than 5.0 metres, penetrate rear angular planes or create additional shadow impacts on the street; and
- sidewalk widening will be achieved through right-of-way reconfiguration and building setbacks, resulting in 4.8 metre sidewalk widths along both Bloor Street West and Dundas Street West.

The Avenue Study identified 8 "Opportunity Sites" that may have development potential in the short to medium term, including the subject site, which is referred to as the Price Chopper/Shoppers Drug Mart Opportunity Site #7 (2382-2440 Dundas Street West).

The Study states that this site is considered an Opportunity Site because the built form and surface parking that creates a void in the urban fabric. The site is quite large and could be comprehensively planned to provide new open spaces, streets and buildings. The study provides that the new street network should provide access from the existing signalized entrance and should wrap the buildings at the rear so that individual driveways are not required on Dundas Street West for each building. The study goes on to say that a vehicular or pedestrian access point could flank the north end of the site. The Study additionally states that residential uses would require a 30 metre setback from the rail corridor, a maximum height should be capped at 20 metres (6 storeys), and that no step-backs along the street facade would be required, except where necessary to provide for sunlight on the opposite sidewalk.

Some of the key recommendations set out in the applicable Design Guidelines in the Avenue Study are as follows:

- the public realm should be enhanced with high-quality streetscape design;
- within the larger redevelopment sites (including Opportunity Site 7) new streets will connect the Dundas Street West frontage to new open spaces located within these sites.
- greening Bloor Street West and Dundas Street West will create a visual continuity within the Study Area and will reinforce the presence of a significant natural resource just outside the Study Area - High Park. Trees will provide shade and visual enclosure within the boulevards, giving the street a human-scale, even in the presence of potentially taller buildings.
- new public parks and green spaces of varying scales are recommended throughout the Study Area.
- create and/or enhance visual and physical connections to existing or new open spaces within walking and cycling distance of the Study Area.
- opportunity site 7 should include some public open space between buildings or in the form of courtyards or forecourts.
- new buildings should be oriented to frame the public street, however exceptions to this include buildings on larger or deeper sites (i.e. east side of Dundas Street West) where buildings may be organized to frame courtyards and open spaces.
- new builds should provide appropriate rear transitions and setbacks (a 7.5 metre rear setback is recommended);
- buildings should have a minimum height of 10.5 metres and a maximum height of 20.0 metres;
- new buildings on properties north of Bloor Street on Dundas Street West may be a full six-storeys without a step-back;
- all step-backs on façades above the building base that face the side street should be a minimum of 2.5 metres; an
- upper level step-backs (above the podium) will vary with the location and design of the building.

4.7 Official Plan Amendment No. 540 (OPA 540)

At its meeting on July 19-22, 2022, pursuant to Section 26 of the *Planning Act* regarding the City’s phased Official Plan and Municipal Comprehensive Review, City Council adopted Official Plan Amendments 540, 544, 570 and 575 through By-laws 844-2022, 845-2022, 889-2022 and 847-2022 with respect to delineating the boundaries of 115 Major Transit Station Areas (“MTSA”) and Protected Major Transit Station Areas (“PMTSA”) across the City of Toronto. OPA 540 introduced SASPs for 23 PMTSAs corresponding with existing and planned stations along subway lines and priority transit corridors and includes subway, LRT and GO stations. OPA 540 has been submitted to the Minister of Municipal Affairs and Housing for final approval.

Pursuant to Schedule “16” and “17” to OPA 544, included as Site and Area Specific policy (“SASP”) 654 and 655, respectively, in the Official Plan, the subject site is located within the boundaries of Dundas West Station and Bloor GO Protected Major Transit Station Area (see **Figure 19** - SASP 654, Map 1, and **Figure 20** – SASP 655, Map 1).

SASP 654 and SASP 655 both provide that existing and new development is planned for a minimum population and employment target of 300 residents and jobs per hectare. Minimum densities are assigned throughout the PMTSAs, ranging from 0 FSI to 3.0 FSI. Based on our interpretation of Map 2 of SASP 654, a minimum density of 0.5 FSI or 3 units has been specified for the subject site (see **Figure 21** - SASP 654, Map 2, and **Figure 22** – SASP 655, Map 2). It should be noted that the Council adoption of OPA 540 (January 2022) occurred prior to the endorsement of the employment land conversion of the subject site (July 2022) which would have been predicated on the existing land use (i.e.: *General Employment Areas*). Should the *Mixed Use Areas* designation have applied to the subject site at the time Council adopted OPA 540, it is our opinion that the minimum density assigned to the subject site in SASP 654 would have been consistent with those densities that are applicable to the north and south of the subject site on the east side of Dundas Street West.

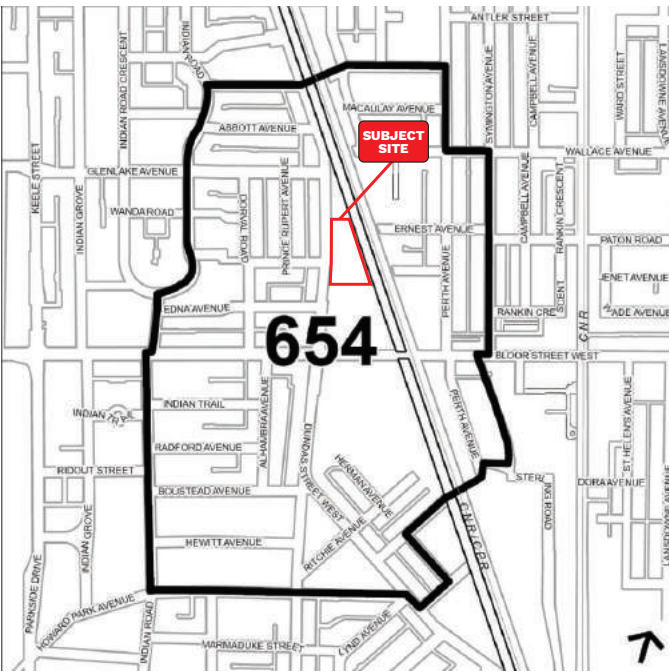


Figure 19 - SASP 654, Map 1



Figure 20 - SASP 655, Map 1

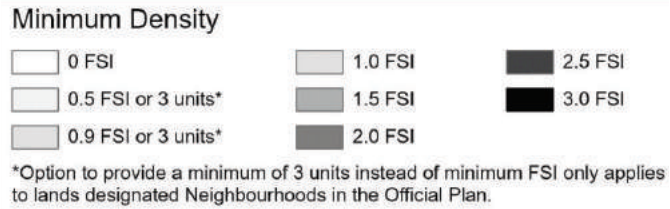
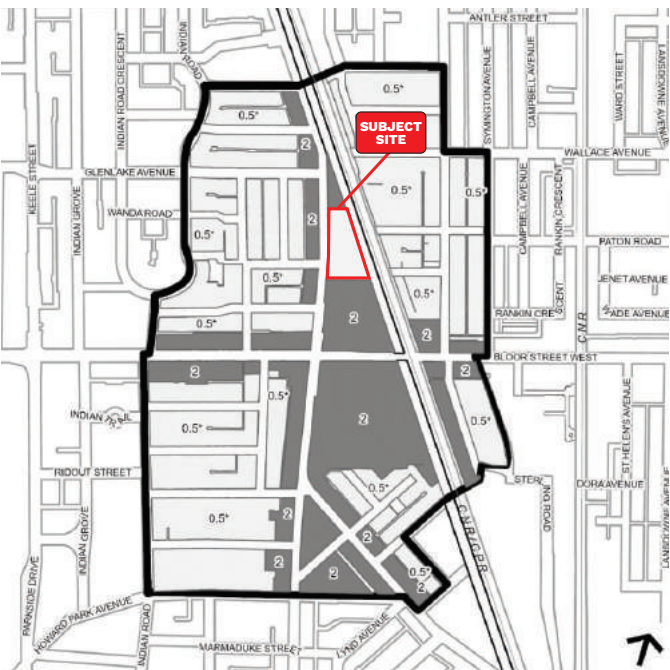


Figure 21 - SASP 654, Map 2

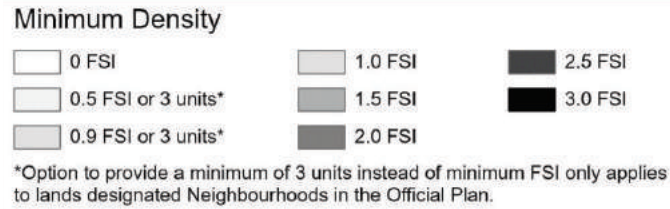


Figure 22 - SASP 655, Map 2

4.8 Official Plan Amendment No. 557 (OPA 557)

On November 12, 2021, City Council adopted Official Plan Amendment No. 557 (OPA 557) and Zoning By-law 941-2021 to introduce new requirements for inclusionary zoning to the City's Official Plan and the City-wide Zoning By-law. Inclusionary zoning (IZ) is a land use planning tool that allows municipalities to require new residential development to include affordable housing, which is intended to increase the supply of affordable housing for low to moderate income households, support a diverse range of housing supply and support the development of more inclusive and equitable communities.

OPA 557 adds new policies to Section 3.2.1 of the Official Plan and establishes IZ Market Areas on Map 37. The subject site is located within IZ Market Area 2 as identified on Map 37 (see **Figure 23**). The key affordable housing policies introduced through OPA 557 and applicable to IZ Market Area 2 include the following:

Policy 3.2.1(13), as amended by OPA 557, states that new development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of this Plan, will not be approved unless:

- b) for development that is located in IZ Market Area 2 identified on Map 37: if a condominium development is proposed, a minimum of 8 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 6 percent of the total new residential gross floor area shall be secured as affordable rental housing; or if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing;
- d) the affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and
- e) the unit mix of the affordable housing reflects the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families.

Policy 3.2.1(14) states that the requirements for affordable housing outlined in Policy 3.2.1.13 will not be applied by the City until the later of September 18, 2022, or approval of a Protected Major Transit Station Area by the Minister pursuant to the *Planning Act*. Accordingly, as the Minister has not approved OPA 570, the requirements for affordable housing as set out in OPA 557 are not yet in effect.

As it relates to inclusionary zoning, concurrent with the adoption of Bill 23², the Province announced a proposed amendment to *Ontario Regulation 232/18* (Inclusionary Zoning) for the purposes of establishing an upper limit on the number of units that can be secured as affordable through a municipal inclusionary zoning by-law, as well as establishing a maximum period during which affordable housing units would be required to remain affordable.

In this regard, the proposed amendment to *O. Reg 232/18* proposes a cap on the number of affordable units that can be secured through inclusionary zoning at 5% of the total number of units, or 5% of the total gross floor area of the total residential units, exclusive of common areas; and limits the maximum period to which units would be required to remain affordable at 25 years. The Minister has not yet formally issued the proposed amendment to *O. Reg 232/18*.

² On October 25, 2022, the Province of Ontario introduced Bill 23, formally known as the "More Homes Built Faster Act, 2022". Bill 23 introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

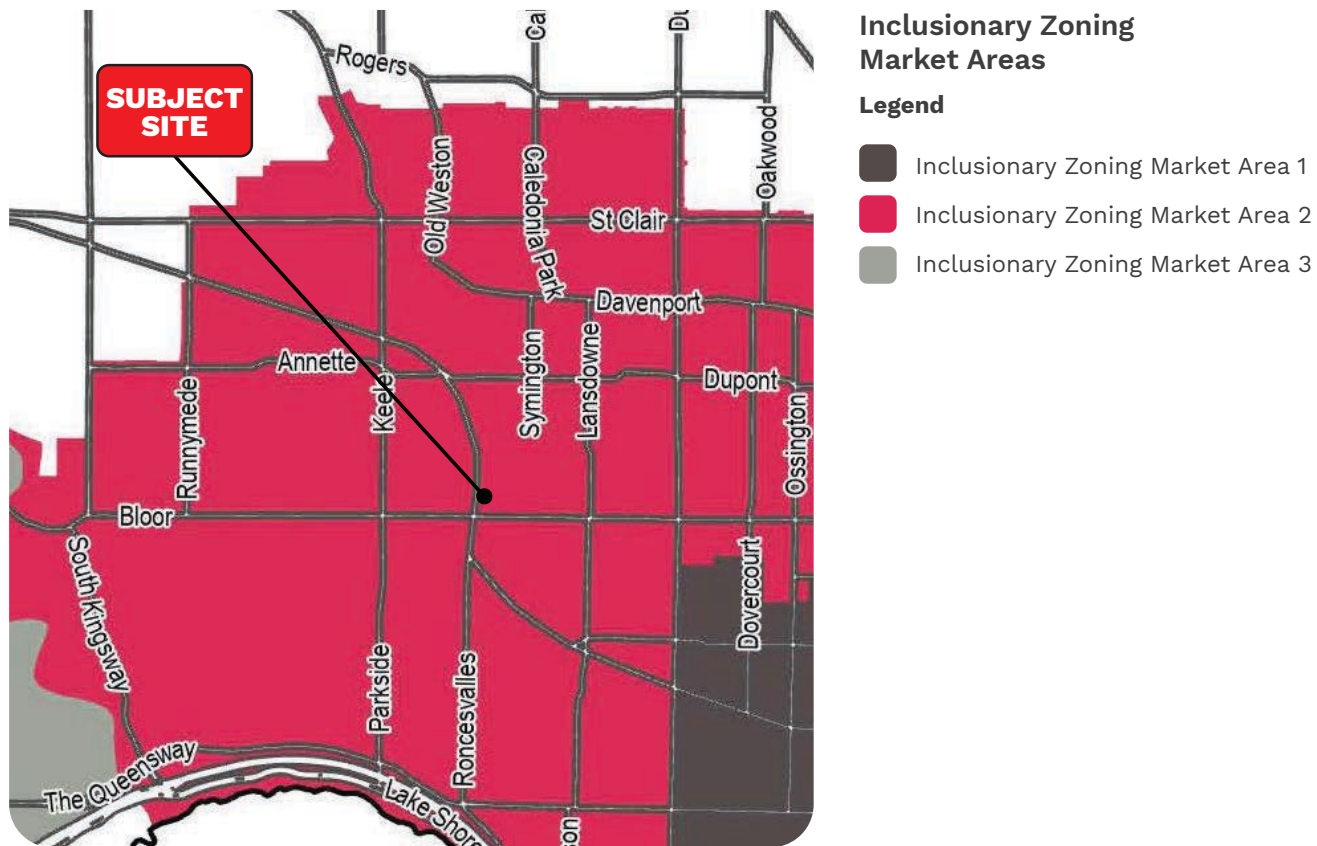


Figure 23 - Toronto Official Plan Map 37 - Inclusionary Zoning Market Areas

4.9 Official Plan Amendment No. 591 (OPA 591)

On July 22, 2022, City Council adopted Official Plan Amendment No. 591 (OPA 591) and By-law 1106-2022 to permit the conversion of lands designated *General Employment Areas* and *Core Employment Area* to a more permissive land use, such as *Mixed Use Areas*. Among other amendments, OPA 591 introduced a number of Site and Area Specific Policies (SASP) to Chapters 6 and 7 of the Official Plan. At the time this Report was written, OPA 591 had been submitted to the Minister of Municipal Affairs and Housing for final approval.

As it relates to the subject site, the lands were redesigned from *General Employment Areas* to *Mixed Use Areas*, and Site and SASP 769 was introduced with specific land use provisions related to the subject site. SASP 796, as adopted by City Council, includes the following policies that relate to a mixed-use and mixed-income development:

- a. A minimum of 8% of the total gross floor area will be employment gross floor area that:
 - i. shall be comprised of uses permitted in *Core Employment Areas* and *General Employment Areas* that are compatible with residential uses determined by a Compatibility /Mitigation Study;
 - ii. be constructed on the lands prior to or concurrent with any residential gross floor area; and
 - iii. a minimum of 51% of employment gross floor area shall include *Core Employment Area* uses, such as office, artist studio, lab, research and development facilities, light manufacturing, media, information and technology facilities, cultural industry spaces, incubator and/or co-working space.
- b. A minimum of 1,850 square metres of the employment gross floor area required in Policy a) shall be used to replace the existing grocery store on the lands.
- c. Development on the lands shall provide and secure public access from Dundas Street West to connect to the Metrolinx-owned lands at the southeast corner of the land, and the existing Metrolinx pick-up/drop-off area for the Bloor GO station on the lands.
- d. Development on the lands shall provide and secure public access from Dundas Street West to connect to the new, approved Metrolinx pick-up/drop-off area for the Bloor GO station at the approved redevelopment of 2376 Dundas Street West.
- e. Development on the lands shall include a Privately Owned Publicly-Accessible Space ("POPS") of a minimum area of 1,000 square metres with frontage onto Dundas Street West, if on-site parkland dedication is not required by the City.
- f. Development will be set back a minimum of 30 metres from the property line of the rail corridor, or an appropriate distance deemed to provide risk mitigation through a peer-reviewed Rail Safety and Risk Mitigation Study.
- g. As part of a complete Zoning By-law Amendment application:
 - i. Compatibility/Mitigation Study, Noise Impact Study and Vibration Study shall be submitted, peer reviewed and implemented, at the applicant's expense, to the City's satisfaction.
 - ii. Rail Safety and Rail Mitigation Report shall be submitted, peer reviewed and implemented, at the applicant's expense, to the City's satisfaction, and reviewed by the applicable rail operator.
- h. New development containing residential units on the lands will secure a minimum amount of affordable housing as follows:
 - i. if a condominium development is proposed, a minimum of 10 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
 - ii. if a purpose-built rental development is proposed after 2025, a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing;
 - iii. the affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and
 - iv. the unit mix of the affordable housing shall reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families.

4.10 Zoning By-laws

The site is subject to the Zoning By-law 438-86, as amended, of the former City of Toronto. The subject site is not subject to the new City-wide Zoning By-law 569-2013, which remains under appeal.

As a result of the Bloor-Dundas Avenue Study, the zoning of the site was amended by By-law 1222-2009 to MCR T4.0 C1.5 R3.0, with a maximum height limit of 20.0 metres over the majority of the site, and 23.0 metres toward the southeast portion of the site, plus 5.0 metres mechanical penthouse (see **Figures 24** and **25** – By-law 1222-2009).

The MCR (Mainstreets Commercial Residential) zone permits a broad range of residential, commercial, office and retail uses, with a maximum overall density of 4.0 FSI, including a maximum density of 1.5 FSI for non-residential uses and a maximum density of 3.0 FSI for residential uses.

Additionally, the site is subject to restrictive exceptions in Sections 12(2) 347 and 12(2) 348 introduced by By-law 1222-2009, including:

- Section 12(2) 347(1)(a) requires a building or structure to have a height of at least 10.5 metres over more than 50% of the depth of the building or structure.
- Section 12(2) 347 (1)(b) requires that a building or structure have no less than a first storey floor to floor height of 4.5 metres.
- Section 12(2) 347(1)(c) requires a minimum building setback of 2.5 metres along Dundas Street West at a height of 13.5 metres (or four storeys), and a minimum building setback of 1.2 metres measured from the exterior wall of the podium to the side lot line.
- Section 12(2) 347(2)(a)(ii) requires a minimum side yard setback of 2.0 metres for any portion of a building abutting the east side of Dundas Street West.
- Section 12(2) 347(2)(b) requires a minimum rear yard setback of 7.5 metres from a lot in an "R" or "T" district.
- Section 12(2) 347(2)(c) requires a minimum side yard setback of 5.5 metres for any portion of a building located above a height of 20.0 metres.

- i. Where a complete application for a Zoning By-law Amendment has not been filed prior to January 1, 2025, the affordable rental housing required in Policy h) i) will increase by 1.5 percent per year. Affordable ownership housing requirements will be set at 1.4 times the affordable rental housing requirements.
- j. The provision of affordable housing required by Policy h) and Policy i) shall be secured through one or more agreements with the City.
- k. Conditions to be met prior to the removal of a holding ("H") provision on the lands shall include the following:
 - i. Entering into a Municipal Housing Project Facility Agreement or such other agreement(s) as may be satisfactory to the City Solicitor to secure the provision of affordable housing; and
 - ii. The submission and acceptance of a Housing Issues Report, to the satisfaction of the Chief Planner and Executive Director, that identifies the unit mix, unit sizes, and how affordable housing requirements will be met.
- l. If an Inclusionary Zoning By-law takes effect and becomes applicable to any development on the lands, then the Official Plan Inclusionary Zoning policies and by-law, as may be amended, will prevail and the affordable housing requirements in Policy h) and Policy i) will no longer apply, but only provided the applicable Inclusionary Zoning policy and by-law requirements meet or exceed the requirements of Policy h) and Policy i) above.

By-law 89-2022

On February 3, 2022, City Council enacted By-law 89-2022, amending the parking provisions in By-law 569-2013. By-law 89-2022 is now in full force and effect.

By-law 89-2022 would generally delete most minimum parking requirements but would maintain maximum limits on the amount of parking to be provided. For lands in Parking Zone A, including the subject site, there would be no minimum resident requirement, but there would be a maximum a maximum rate of: (i) 0.3 spaces for each bachelor dwelling unit up to 45 square metres and 1.0 for each bachelor dwelling unit greater than 45 square metres; (ii) 0.5 spaces for each one bedroom dwelling unit; (iii) 0.8 for each two bedroom dwelling unit; and (iv) 1.0 for each three or more bedroom dwelling unit.

Visitor parking would be required at a minimum rate of 2.0 spaces plus 0.01 space per dwelling unit and at a maximum rate of 1.0 space per dwelling unit for the first 5 dwelling units plus 0.1 spaces per dwelling unit for the sixth and subsequent dwelling units.

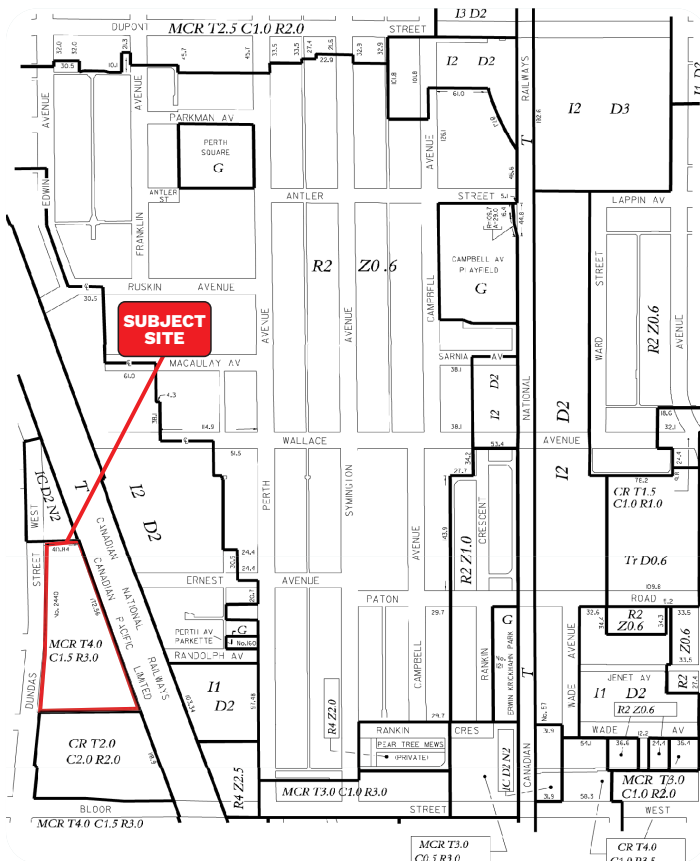


Figure 24 - By-law 1222-2009 - Zoning

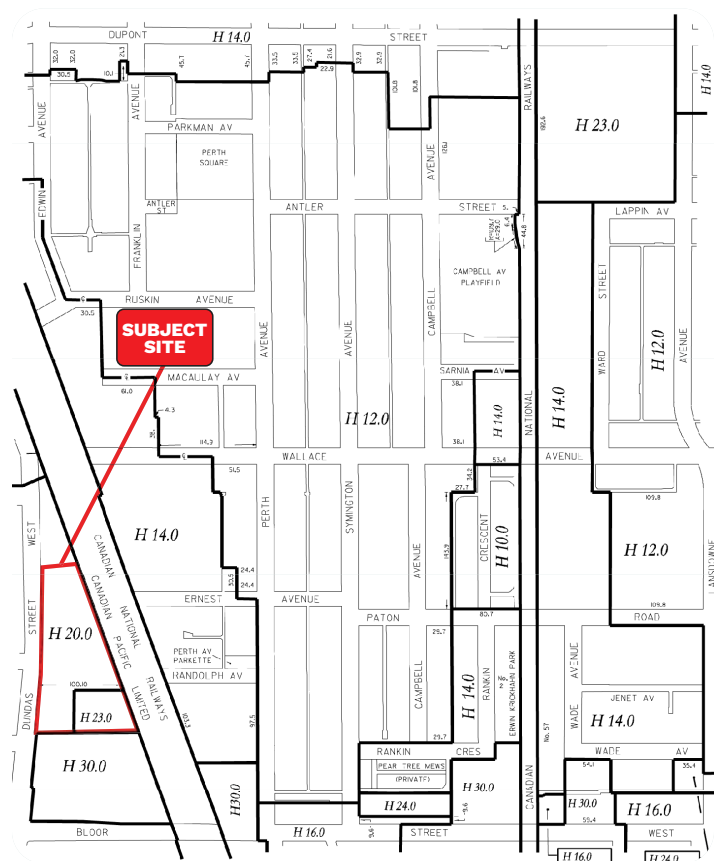


Figure 25 - By-law 1222-2009 - Heights

4.11 Urban Design Studies

Tall Building Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (March 2013), which updated and replaced the "Design Criteria for the Review of Tall Building Proposals" (2006). The document specifically notes that the Tall Building Design Guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively".

The Guidelines include sections related to site context, site organization, tall building design and pedestrian realm. Among other matters, the Guidelines recommend:

- a minimum separation distance of 25 metres between towers (excluding balconies);
- a minimum setback of 12.5 metres from side and rear property lines or centre line of an abutting lane;
- a maximum tower floor plate of 750 square metres; and,
- a minimum 3 metre setback of the tower from the podium base.

The design of the proposed development has been evaluated with respect to the Tall Building Design Guidelines, as discussed in Section 5.3 below.

Growing Up Guidelines

In 2015, the City initiated a study entitled *Growing Up: Planning for Children in New Vertical Communities* ("Growing Up Guidelines") and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017, and adopted without amendments. On July 28, 2020, a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized at three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- The Neighbourhood Scale: At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- The Building Scale: At the building scale, the Guidelines seek to increase the number of larger units, encourage the design of functional and flexible amenity and common spaces, and promote flexible building design for changing unit layouts.
- The Unit Scale: At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include ensuring inclusivity for larger and multi-generational households, supporting a range of household types and sizes, providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units.

Section 2.0 of the Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

4.12 Pet-Friendly Design Guidelines

The Pet-Friendly Design Guidelines were developed in 2019, through a collaborative process involving consultation and engagement with a broad range of stakeholders. The purpose of the document is to guide new developments in a direction that is supportive of a growing pet population. The document is intended to complement other City initiatives to create and design high-quality pet friendly amenities in private development, including the building, private internal and external open spaces and living spaces.

The Guidelines apply city-wide to all new multi-unit residential buildings that are required to provide amenity space as a condition of their development approval. As guidelines, they are intended to provide direction and guidance, but should be afforded some flexibility in application, and balanced against broad city building objectives.

Similar to the Growing Up Guidelines, the Pet-Friendly Guidelines are structured at three scales: the neighbourhood, the building and the dwelling unit. At the neighbourhood scale, the Guidelines encourage new developments to support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces, especially in dense neighbourhoods characterized by multi-unit, high-rise buildings where parks and green spaces are heavily used.

At the building scale, the Guidelines provide direction as to the types, sizes and general configuration of amenity spaces for pets, and specify how shared spaces, green spaces, building systems and the public realm can be designed to support pets, their owners and other residents of multi-unit buildings in high-density neighbourhoods. The types of dedicated amenities that could be provided to support pets and their owners include pet relief areas, off-leash areas, pet wash stations and POPS. The Guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities and also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities.

Finally, the unit scale looks at choices in materials, unit layout, indoor space, outdoor patio space and storage that can enhance a pet's environment and meet day-to-day needs.

A photograph of two women in an office setting, looking down at a large architectural model of a city. The woman on the left is wearing a striped shirt, and the woman on the right is wearing a light blue button-down shirt. They are both focused on the model. The image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

Residential, mixed-use intensification on the subject site is supportive of policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the 2041 Regional Transportation Plan and the City of Toronto Official Plan, all of which promote intensification on sites which are well served by municipal infrastructure, particularly higher order transit.

The proposed development has excellent transit accessibility and has been designed to be transit-supportive and pedestrian oriented. The development will make efficient use of an underutilized site located in walking distance to both TTC and GO Stations and within the primary zone of the Dundas-West Mobility Hub, which is serviced by five modes of public transit including: subway service, streetcar service and bus service, as well as the UP Express and GO Transit services. The proposed development will provide pedestrian and vehicular access to the Bloor GO and UP Express Station pick-up/drop-off area, located in the development to the immediate south, and limit vehicular parking on site to encourage the utilization of the local transit connections.

In this regard, the subject site is considered a strategic growth area and forms part of a major transit station area ("MTSA"), as defined by the 2019 Growth Plan. The subject site is located in an area anticipated to accommodate intensification and higher-density mixed uses in a more compact built form and is located within a 500 to 800 metre radius of three subway stations (Dundas West, Bloor and Keele) as well as the Bloor GO and Bloor UP Express Station. The Growth Plan directs that the boundaries of major transit station areas are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station (our emphasis). As discussed in Section 4.7 above, the City of Toronto recently delineated the boundaries of 23 Protected Major Transit Station Areas ("PMTSAs") on the Bloor-Danforth Corridor through Official Plan Amendment No. 540 ("OPA 540"). At the time this report was written, OPA 524 had not yet received final approval from the Minister of Municipal Affairs and Housing. The subject site falls within the boundaries of the Dundas West Station and the Bloor GO Station PMTSAs, which apply a minimum density target of 0.5 FSI to the subject site and prescribe a minimum population and employment target of 300 residents and jobs combined per hectare.

The residential, mixed-use intensification of the subject site will result in population and employment growth that will assist in achieving the density targets and forecasts in the Growth Plan and the Official Plan. The Growth Plan specifies a target of 200 and 150 residents and jobs per hectare for major transit station areas served by subways and GO Transit rail, respectively. This target was further refined through OPA 540, as adopted, which now plans for a minimum population and employment target of 300 residents and jobs combined per hectare.

As such, the proposed development conforms to the Growth Plan's intensification policies as it directs significant intensification and growth to built-up areas including major transit station areas on priority transit corridors, while focusing intensification in a transit-supportive manner with less focus on automobile dependency.

From an Official Plan perspective, the subject site is located on an *Avenue* and has City Council endorsement for a *Mixed Use Areas* land use designation. The Official Plan identifies *Avenues* as an area where growth should be directed, with an emphasis on residential intensification. Moreover, the Official Plan provides strong policy support for mixed-use intensification along the *Avenues*, in a form that is intended to make efficient use of existing infrastructure. The *Mixed Use Areas* designation of the subject site that has been approved by Council, is one of four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy. The Plan notes that *Mixed Use Areas* will absorb much of the new housing anticipated in the coming decades. *Mixed Use Areas* are to provide for new jobs and homes for Toronto's growing population on underutilized lands on the *Avenues*.

Policy 2.4(8) provides for intensified development with minimum density requirements and limits on parking on sites such as the subject site which are serviced by higher-order transit stations. However, given the Official Plan was drafted prior to the effective date of the Growth Plan, the Official Plan policies do not fully recognize and give effect to the current Provincial policy directions supporting nodal intensification in proximity to transit stations. In light of this, Policy 6.34 of the Official Plan provides that development in proximity to existing and planned rapid transit stations will prioritize mixed-use development and will be planned to accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels.

5.2 Land Use

The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. Residential, mixed-use intensification on the subject site would support transit ridership and allow residents and employees to take advantage of the shops, services, restaurants, education facilities, and other facilities available within the area, and support the future uses which would be introduced through the development. The addition of core employment uses to the subject site, in addition to the residential uses, would aid in the ongoing transformation of the area into a complete community, reduce reliance on personal vehicles for commuting, and encourage modes of active transition, such as walking and cycling.

More specifically, residential intensification of the subject site will support Provincial and City objectives to provide housing choices by increasing the supply of housing and expanding the range of housing types. The proposed development will introduce 873 new residential dwellings to area, of which will include units suitable for families.

Within the explanatory text in Section 2.1 of the Official Plan, it is noted that, by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps to reduce demands on nature and improves the liveability of the urban region by: reducing the pace at which the countryside is urbanized; preserving high quality agricultural lands; reducing reliance on the private automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources.

As discussed in Section 4, the subject site is currently designated *General Employment Areas*, but was redesignated to *Mixed Use Areas* through OPA 591 in July 2022. While the provisions of OPA 591 are not in full force and effect and await approval by the Minister, it is our opinion that it is appropriate to consider the redesignation to *Mixed Use Areas* as the current land use direction for the subject site.

The proposed development, with a mix of residential unit types, retail, commercial and employment uses, is consistent with the land use permissions of the Official Plan, Zoning By-law, as well as the policies of SASP 796, as adopted, all of which permit a broad range of uses on the site. More specifically, the proposed development implements the criteria set out in Policy 4.5(2) of the Official Plan by providing for a balance of uses that will bring new jobs and housing to an area well served by local and regional transit and achieving a true mixed use complete community.

The proposed development will provide an opportunity for residents to live close to retail, commercial, services and work, as well as access public or active transportation routes. The development focuses on creating a safe and comfortable pedestrian experience by framing the public realm with active uses, limiting the vehicular and servicing uses in public view and providing safe and unobstructed connections to the public street and the Bloor GO/UP Express Station entrances. The podium elements of Buildings A and B will frame the POPS/Park and pedestrian sidewalk with live-work units, a grocery store, office uses and Building amenities and lobbies, and will provide high levels of glazing along the public and private street frontages. The development will provide 'eyes on the street' by incorporating active uses both at-grade and on the second level of the podium. Moreover, loading, servicing, and vehicular uses are proposed to be enclosed within the envelope of Buildings A and B, or at the rear of Building A, adjacent to the CN Rail Corridor. The development does not propose any curb cuts north or south of the east-west private road, allowing for safe pedestrian and cycle movement to and through the site.

With respect to transition in intensity and scale, the proposed development fits appropriately within an emerging urban form while having regard for the adjacent low-rise uses to the east and west. Built form impacts are limited through the and positioning of the towers, as discussed in Section 5.4 below.

5.3 Height, Massing and Density

The residential uses will implement the vision for *Mixed Use Areas* along the *Avenues*, which emphasizes residential growth. The range of unit sizes and typologies provides for a diversity of housing choice in the area, including housing suitable for families, generally in accordance with the draft Growing Up Guidelines. The proposed development will contain a total of 873 residential dwelling units, of which approximately 186 (21.3%) will be two-bedrooms in size, and 89 (10.2 %) will be three-bedrooms in size. Further to this, approximately 15.8% of the total units have been designed to be combined to protect for larger unit sizes. Within Building A, the proposal is also contemplating 7 two-level live-work townhouse units, which are anticipating to have commercial/retail uses at-grade.

As it relates to unit tenure, the Applicant is committed to securing a proportion of the units as affordable, in accordance to the policies of SASP 796, as approved. A further discussion on the appropriateness of the proposed residential uses on the subject site, and how they conform to the City's approved and proposed policies and guidelines, is provided in the Housing Issues Report included as **Appendix A**.

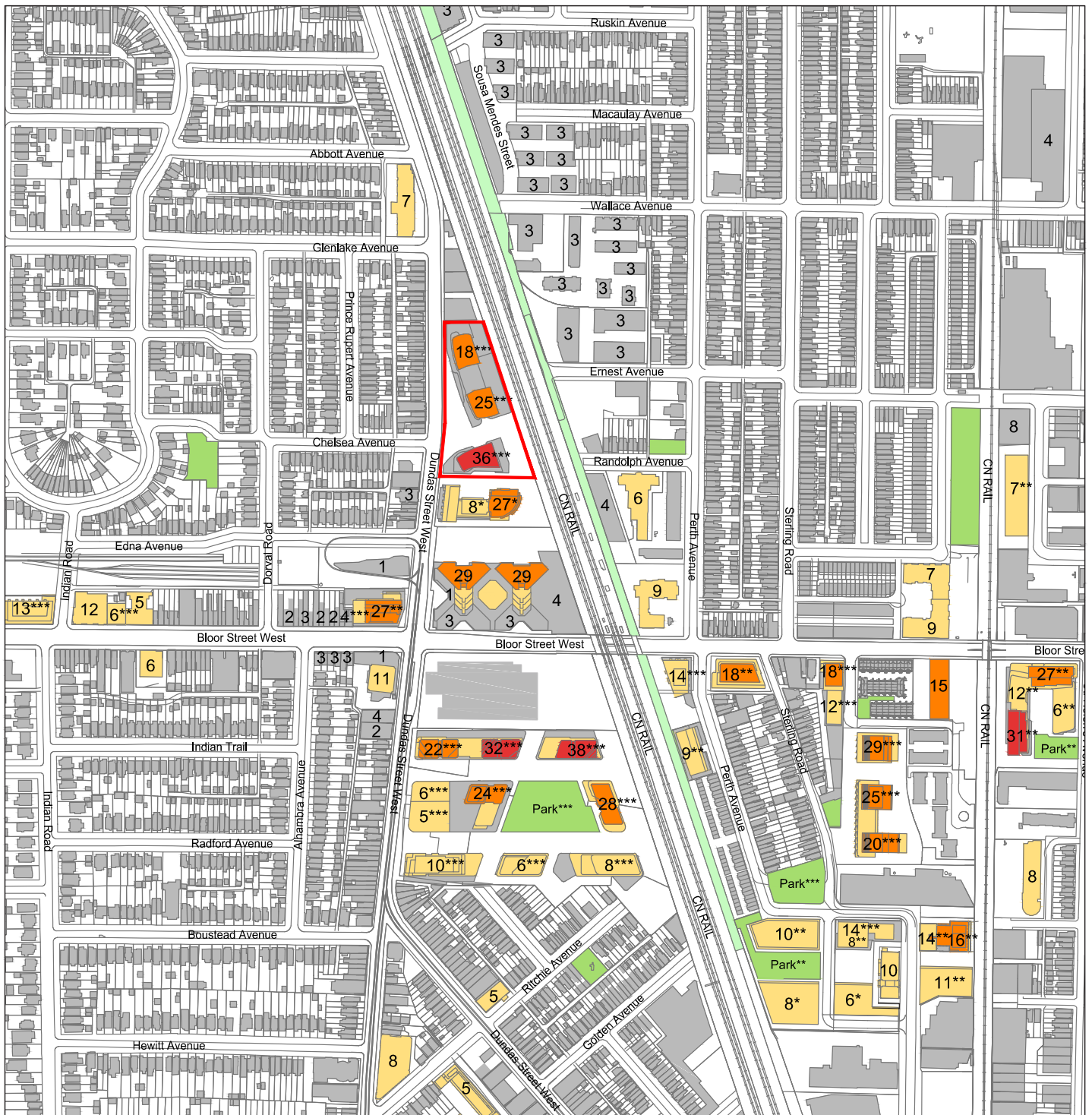
The non-residential and employment uses proposed in the development will support the new and existing residents of the area and is consistent with the policy directions set out in SASP 796, as approved. Approximately 8% of the proposed gross floor area is comprised of non-residential employment uses, including new retail uses, replacement of the existing grocery store and office space. Furthermore, 51% of the proposed non-residential employment uses are anticipated to be core employment area ("CEA") uses, such as co-working spaces, office, cultural industry spaces and artist studios and R&D facilities, among others. The proposed development has allocated approximately 2,394 square metres of gross floor area for CEA uses, which will be located at-grade in Buildings A and B, as well as the second level of Building A. Defining which CEA will be provided in the development will evolve as the project progresses through the approvals process and detailed design. As mentioned, the existing grocery store will be replaced in Building A with a new 1,875 square metre space.

The development is also incorporating a new public open space in the development. An approximate 1,00 square metre Privately Owned Publicly Accessible Space (POPS)/Park will be provided south of Building A, with a generous frontage onto Dundas Street West. The proposed open space aligns with the recommendations from the Bloor-Dundas Avenue Study, and is consistent with SASP 796, as adopted.

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for residential, mixed-use intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for a tall building given its immediate adjacency to the Dundas West Subway Station and the Bloor GO/UPX Station, its location in two Protected Major Transit Station Areas and its relationship to the existing and planned built form in the area. Based on the foregoing, it is our opinion that the subject proposal satisfies the criteria established in Policy 3.1.3(2) of the Official Plan for the location of a tall building.

With respect to the broad urban structure, the proposed building heights of 18-, 25- and 36-storeys height would fit within the emerging pattern of nodal intensification along the Bloor-Danforth Subway Line (Line 2), west of the *Downtown* and *Central Waterfront*. In this respect, the Bathurst and Dufferin Subway nodes are experiencing greater intensification in the form of tall buildings, many of which are currently under construction. West of the subject site, the High Park node, which has existing height around the Station, has also experienced increased investment in new infill development. Around the Bathurst Subway Node, the Mirvish Village development will introduce five new tall buildings to the area, with heights between 13- to 26-storeys. To the west, the redevelopment of the former Bloor Collegiate lands adjacent to the Dufferin Subway Station will bring four new tall buildings to the area with heights between 19- and 37-storeys in height. From an urban structure perspective, the lands around the Dundas West Subway Station and Bloor GO Station have the potential, and policy directive, to accommodate even greater heights and densities due to the higher level of transit accessibility in this area compared to the Bathurst and Dufferin nodes.

In this regard, the area around the subject site is evolving with tall building developments, approved and proposed, that are in keeping with the emerging pattern of nodal intensification around other stations along the Bloor-Danforth subway line (i.e.: Dufferin and Bathurst Stations). To the immediate south, the Committee of Adjustment recently approved a 3-storey height increase to a previously approved tall building, for a total height of 27-storeys (2376-2388 Dundas Street West). At the northwest and southeast corners of Dundas Street West and Bloor Street West, tall buildings of 27-storeys, and up to 38-storeys, respectively, have been proposed.



LEGEND

#	Height in storeys	**	Approved/Not yet built		Subject Site		5 - 14 storeys		31 - 50 storeys		Open Space
*	Under Construction	***	Proposed		1 - 4 storeys		15 - 30 storeys		Parks		

Figure 26 - Height Map

From a policy perspective, it is our opinion that it is appropriate to look at the emerging built form and planned policy context of the node to evaluate the appropriateness, and interpretation of “fit” of a tall building on the subject site rather than evaluate the proposal solely against the existing tall building context. The existing tall buildings in the immediate vicinity, The Crossways (2340 Dundas Street West), and Bloor Dundas Square (2333 Dundas Street West), which are 29- and 11-storeys in height, respectively, date back to the mid-1970s and pre-date the approval of the PPS, the Growth Plan and Official Plan policies that relate to the integration of land use planning and transportation planning and investment. New development within the node must be consistent with existing and emerging policies of the Official Plan and conform to the 2020 PPS and 2019 Growth Plan, both of which post-date the existing tall buildings and the underlying zoning and Avenue Study guidelines that were adopted in 2009.

The Provincial policies related to the integration of land use planning and transportation planning and investment have been considerably strengthened since 2009. To that end, the 2020 PPS includes policies that supports greater densities and a mix of land uses which “support active transportation; [and] are transit supportive, where transit is planned, exists, or may be developed” (Policy 1.1.3.2). Similarly, the Growth Plan provides direction regarding major transit station areas and requires municipalities to delineate the boundaries of “major transit station areas” on priority transit corridors or subway lines in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. The City of Toronto recently undertook this exercise and approved a number of Official Plan Amendments delineating the boundaries of MTSA’s and PMTSA’s and providing a minimum density in PMTSA’s. While these Amendments await final approval from the Minister, they represent the current direction for the optimisation of land in proximity to transit infrastructure.

Additionally, the Official Plan provides direction for the location of tall buildings. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for a tall building, and that the subject proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.4 of the Official Plan.

Finally, we note that the proposed height will result in no unacceptable built form impacts with respect to light, view or privacy impacts, shadow impacts or wind impacts on *Neighborhoods*-designated lands or on nearby parks and open spaces. This is discussed further in Section 5.4 below.

Based on the foregoing considerations, it is our opinion that the proposed building heights of 18, 25, and 36-storeys is appropriate and desirable, and will fit harmoniously with existing, proposed and approved heights within the vicinity of the Bloor-Dundas node and is consistent with the patterns of nodal intensification along the Bloor-Danforth Subway Line.

With respect to massing, the proposed development will fit harmoniously with the existing and emerging built form context of the surrounding area and will provide for a transition down in height from the taller building forms planned south of the subject site. The proposed development will contain two pedestrian-oriented base buildings that will define both the Dundas Street West corridor and the public realm components extending into the subject site. The tower elements above will be oriented to seamlessly fit with emerging pattern of tall buildings, existing and proposed. The proposed development will contribute to the overall organization of tall buildings that are emerging in the Bloor-Dundas transportation hub and node.

Building A

The podium element of Building A will be oriented generally in a north-south direction to frame both Dundas Street West and the proposed POPS/Park with a pedestrian-scaled 3-storey street wall. The podium element will be setback approximately 2 metres from the Dundas Street West property line and will gradually taper towards the southeast corner of the property for an ultimate set back of 28.7 metres. The orientation and setback of the westerly building wall will allow for the proposed POPS/Park to have a generous frontage along Dundas Street West and the private road, as well as a depth to permit activation and programming. The siting and orientation of the podium and the setting back of the live-work units and retail entrances provides for an opening up of the site, thereby inviting pedestrians into the site and also providing views to Building B.

The Building frontage parallel to the POPS/Park will incorporate two separate step backs above the ground floor, varying in length and width to bring rhythm and articulation into the street wall. The larger of the step backs will occur mid-block and will have a maximum depth of 5.7 metres, decreasing towards the south. This step back will allow for light and sky view to the POPS/Park and decrease the perceived massing of the podium element. The podium components abutting the north and east property lines will incorporate less articulation than the POPS/Park frontage, with the exception of the northeast corner of the Building, which will be set back sufficiently from both the easterly and northerly building face. This building setback will ensure that the development maximizes the separation distance between Tower A1 and the *Neighbourhoods*-designated townhouse complex east of the CN Rail Corridor. Above Level 2, the tower forms begin to shape, with an additional setback from all building faces below. Due to the curved nature of the podium floors, in particular the west and south building facades, the depths of the setbacks will vary.

Building B

Building B will be generally oriented east-west to Dundas Street West and will define pedestrian sidewalk abutting the private road with a 1- to 3-storey street wall. At-grade, the westerly wall of the building will be set back 3 metres from the property line, and a gradual setback towards the east is provided to accommodate a landscaped forecourt adjacent to the co-working office space entrance (an identified core employment area use). Along the northern building face, the primary building entrances will be inset from the street wall and protected by the tower element cantilevering above.

On Level 2, the podium is set back a maximum of 10 metres from the easterly building face below, and a narrow 1.5 metre step back will be provided at the southeast corner of the building, from the southerly building face. These setbacks will pull the Building massing away from the north-south extension of the private road. While private, the proposed road will be treated like an extension of the public realm as there is expected to be a flow of pedestrian activity to and from the Bloor GO/UPX Station pick-up/drop-off proposed to the south. This component of the podium base has been proportionally scaled to achieve a comfortable pedestrian environment.

Similar to Building A, the tower component begins to form on Level 4, above the podium. The building face will be set back from the southwest corner of the property to create a the 2-storey street wall along Dundas Street West and the private road. This set back will create a visual distinction between the podium and tower elements from the public realm. Similarly, a considerable set back between 4.8 and 11.9 metres will be provided from the southern property line to the southerly Building façade, shifting the tower mass away from the approved tower to the south.

Towers A1, A2 and B

The Tower elements begin on Levels 4 in both Buildings A and B. Unlike the podium elements below, the Towers take a more traditional point-tower shape, with step backs provided from all podium facades to emphasize the street-related scale of the podium elements, and to achieve appropriate separation distances. Beginning with Tower A1, a minimum tower setback of 12.5 metres is provided from the northern property line. To the east and south, the Tower is setback approximately 7.8 and 17 metres, respectively. Tower A2 is positioned between Towers A1 and B and achieves a minimum 25 metre separation distance between tower faces. To the east property line, Tower A2 will provide an approximate 14 metre setback and to the west, the Tower will be setback more than 20 metres. These setbacks are retained in the upper floors of the tower.

In the southern portion of the subject site, Tower B will provide a tower setback of approximately 31.3 metres to the east, between 7.5 and 11.9 metres to the south, and 16.6 metres to the west at Level 4. The westerly wall of the tower is pulled back from the southwest corner of the site to maximize views from the public realm to the adjacent tower to the south. Above Level 4, where the typical floor plate begins, the westerly wall shifts towards the southwestern corner of the site by approximately 1 metre. While minor, Level 4 becomes slightly inset and creates a visual break between the podium and tower element. A second break in the massing provided on Level 13. A step back of 6 metres will be provided from the westerly building face on Level 13 to provide for an outdoor amenity terrace fronting Dundas Street West. Level 14 above will cantilever over the terrace to create a second visual break in the tower massing.

With respect to the rooftop mechanical equipment, the proposed design has integrated this equipment into the envelope of Towers A1, A2 and B, respectively. This achieves an appropriate conclusion to the tower forms.

The typical floorplate for Towers A1 and A2 is approximately 750 square metres, whereas Tower B is slightly larger at 780 square metres. While the floorplate of Tower B represents a modestly larger floorplate than the 750 square metre floor plate, it is our opinion that the intent of the Tall Building Design Guidelines is maintained. That proposed floor plates of Towers A1, A2 and B are appropriate given the size and configuration of the site and our analysis of built form impacts (shadow, sky view and wind) as further discussed in Section 5.4 below. The size of the subject site allows for the three towers to achieve the recommended 25 metre separation distance.

In addition to height, the tower elements are further distinguished from one another through the incorporation of architectural elements and the articulation of the massing. The projecting balconies associated with Towers A1 and A2 will create a horizontal pattern in the massing, whereas Tower B incorporates inset/recessed balconies into the tower design to create vertical articulations in the mass.

In our opinion, the proposed density of 5.3 FSI is appropriate and desirable. Firstly, it is important and appropriate from a planning policy perspective to optimize density on the site given its planned designation as *Mixed Use Areas*, location on an *Avenue* as well as its proximity to two higher order transit lines. More specifically, the subject site is approximately 85 metres northeast of Dundas West Subway Station and is adjacent to the secondary Bloor Street GO Station entrance, both of which have been identified as Protected Major Transit Station Areas.

5.5 Built Form Impacts

Light, View And Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings.

The accepted standard for LVP impacts is based on the underlying MCR zoning in Zoning By-law 438-86 which specifies a minimum setback of 5.5 metres from principal residential windows to property lines that are not street lines, and a separation distance of 11.0 metres between facing windows of principal residential rooms on the same site. Similarly, the Avenue By-law 1222-2009 specifies a minimum setback of 5.5 metres for windows facing a side lot line, with the exception of secondary windows, which are required to be set back 1.2 metres.

For tower elements, the City-wide Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines. The 25-metre separation distance addresses sky view from grade as well as LVP impacts.

Podium Buildings

The podium base of Building A will be generally built to the north property line, providing a setback of 1 metre. To the east and west property lines, the podium will be setback approximately 2 metres. It is our opinion that the proposed setback of approximately 1 metre for Levels 1 and 2 of the podium are appropriate and will not result in any negative LVP impacts. The setback of the northern podium wall is an improvement to the existing condition, as the current building on the subject site has been constructed to the mutual property line shared with 2454 Dundas Street West to the north. As well, to mitigate view and privacy impacts on the building to the north, a blank wall condition is proposed for this building face. To the east, the proposed setback of Levels 1 and 2 are supported from a rail safety perspective, which is discussed further in Section 5.6 below. From a privacy and overlook perspective, the outdoor amenity proposed on Level 2 is considerably setback from the townhouse complex to the east, in part due to the width of the CN Rail Corridor and the West Toronto Railpath.

Secondly, it is noted that Official Plan does not generally include density limitations and specifically do not do so in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to “prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City. Further to this, Policy 2.4(8) states that for sites in areas well served by transit, consideration will be given to establishing minimum density requirements (in addition to maximum density limits). While the in-force zoning for the subject site sets out a maximum density of 4.0 FSI for the lands, emerging policies for lands up to 800 metres around major transit station areas are encouraging minimum densities, such as those contained in OPA 540. In accordance with OPA 540, specifically the Dundas Station and Bloor GO Station PMTSAs, a minimum density of 0.5 FSI is required for the subject site. As such the proposed development meets, and exceeds, the minimum density prescribed in OPA 540, as adopted.

Thirdly, it is our opinion that the appropriateness of density on a site should be evaluated based on impacts rather than on the number itself. This opinion also applies when there is no density limitation applied to lands, such as the minimums set out in OPA 540. Given the size of the site, and its proximity to the CN Rail Corridor to the east, the proposed development allows for appropriate built form relationships to adjacent properties and the surrounding area.

The proposed development would result in the optimization of land and infrastructure, in keeping with the policy directions of the PPS and the Growth Plan. Within a policy context that promotes intensification, as is the case with the subject site, the optimization of density is in fact a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposed development has no unacceptable built form impacts, represents good urban design, and is supported by hard and soft services, with no significant infrastructure capacity concerns.

Similarly, LVP impacts from Building B have been mitigated by setbacks and step backs to adjacent property lines and buildings. To the south, a blank wall condition is proposed for the lower portions of the building to mitigate any view and privacy impacts to the planned building to the south. The southern building face will be setback between 3 and 6 metres from the mutual property line, which is in keeping with the underlying zoning permissions of By-law 438-86. At Level 3 above, the podium will provide additional step backs that are generally in keeping with the underlying zoning regulations, with the exception of the southwest corner of the podium which will be set back 4.8 metres from the south property line. While this setback is less than 5.5 metres, it is our opinion that the driveway under construction for the building to the south will serve as an appropriate buffer to mitigate LVP impacts.

To the east, the outdoor amenity terrace on Level 2 will be set back significantly from the property line and will have a minimal facing condition with the tower to the south. To the north, an approximate 19 metre separation distance is provided at Level 2 between the southerly wall of Building A, and the north-facing units in Building B. This separation distance is consistent with the underlying zoning regulations. To the west at Level 3, the residential terrace will be setback from the building faces below and buffered with a naturalized green roof to limit overlook concerns onto the Dundas Street West sidewalk.

Tower Elements

A minimum 25 metre tower separation distance is achieved between the towers proposed for the subject site. Towers A1 and A2 meet, and exceed, the minimum 12.5 metre separation distance to the adjacent property lines, with the exception of the 7.9 metre tower setback provided to Tower A1 from the westerly property line at the north portion of the subject site. It is our opinion that the reduced setback in this location is appropriate, as it is unlikely that the properties on the west side of Dundas Street West will redevelop with a tower form. As discussed in the Block Context Plan Report, prepared by our office and submitted under a separate cover, the properties on the west side of Dundas Street West are candidates for a mid-rise redevelopment.

In terms of privacy and overlook, it is our opinion that the projecting balconies proposed for Towers A1 and A2 will not negatively impact the exiting dwellings on the east side of the CN Rail Corridor. The proposed towers are setback more than the required 12.5 metres from the easterly property line, and further separation from the tower is provided by the Rail Corridor. As such, it is our opinion that Towers A1 and A2 are generally in keeping with the recommendations in the Tall Building Design Guidelines, and that the proposed LVP conditions are acceptable.

Tower A3 exceeds the Tall Building Guidelines by providing an easterly tower setback of 31.3 metres, and westerly setback of 15.6 metres for the typical floors. To the south, Tower A3 provides setbacks that are less than the recommended 12.5 metres to the shared property line with 2376 Dundas Street West. Specifically, the southwest corner of the tower is setback 6.5 metres from the property line, and the southeast corner is setback 11.9 metres. Based on the location of the tower to the south, which is considerably setback from Dundas Street West, it is our opinion that the proposed tower separation distance is appropriate. For the portion of Tower B that has a direct facing condition with the tower to the south, a total separation distance of approximately 25 metres will be provided. The remaining portion of Tower B will face the 8- mid-rise element of the building to the south, which has an approved setback of 20 metres from the mutual property line. To further mitigate any overlook or privacy concerns to the tower to the south Tower B will have inset balconies within the southerly building façade.

Based on the foregoing analysis, it is our opinion that the proposed tall buildings on the subject site would not result in inappropriate facing conditions to surrounding properties and would not negatively impact the tower currently under construction to the south. It is our opinion that the resulting separation distances to existing and potential future tall buildings would meet the intent of the tower setbacks and separation distances recommended in the Tall Building Design Guidelines.

Shadow Impacts

A Shadow Study has been prepared by Giannone Petricone Associates Architects (GPA) assessing the shadows impacts of the proposed development at the spring/fall equinoxes (March/September 21st). In accordance with the City of Toronto's Terms of Reference, a Shadow Study was also prepared for December and June 21st. The study has been assessed having regard for a number of factors, including the general character of the shadow created by the existing built form in the area and the shadowing created by the proposed development.

In this regard, the Official Plan places a particular emphasis on potential shadow impacts on lands designated *Neighbourhoods*. Policy 3.1.2(3) requires that new development be massed to adequately limit any resulting shadowing of neighbouring streets, properties and open spaces, having regard for the varied nature of such areas, and to minimize any additional shadowing on neighbouring parks as necessary to preserve their utility, while Policy 4.5(2)(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly for the period between March and September 21st. The Bloor-Dundas Avenue Study sets out a vision for future development in the area fronting on Bloor Street West between the CN Rail Corridor and Keele Street and fronting on Dundas Street West between Boustead Avenue and Glenlake Avenue. One of the key recommendations of the Study includes the majority of the Bloor-Dundas Avenue Study Area is recommended for mid-rise buildings up to 6-stories. To this end, it should be regarded that the properties located west of and fronting Dundas Street West in the vicinity of the subject site could experience increased height in the future. As such, it's anticipated that net-new shadowing could eventually occur on the adjacent *Neighbourhood* lands.

With respect to shadow impact on *Neighbourhoods*, on March 21st beginning at 9:18 a.m., the proposal will have incremental shadow impacts on select properties fronting onto the west side of Dundas Street West, the east and west side of Prince Rupert Avenue, east and west side of Dorval Road, as well as some properties on the south side of Glenlake Avenue. By 10:18 a.m., the shadows will have moved off the majority of *Neighbourhoods*, with the exception of some incremental shadow impact on the properties east of Prince Rupert Avenue. By 11:18 a.m. the shadows will have completely moved off the *Neighbourhoods*. On the east side of the CN Rail Corridor, the proposed development will result in incremental shadow impacts on the *Neighbourhood* properties west of Perth Avenue starting at 2:18 p.m. until 4:18 p.m. By 5:18 p.m., the shadow from Tower B will result in shadow impacts on the low-rise *Neighbourhood* east of Perth Avenue. After 6:18 p.m., Towers A1 and A2 will also have incremental shadow impacts on the *Neighbourhood*.

On June 21st, the shadows resulting from the proposed development begin further south within the *Neighbourhood* lands west of Dundas Street West. Commencing at 9:18 a.m., the proposed development will result in incremental shadowing on properties fronting onto the north side of Chelsea Avenue, and at the northwest and northeast corners of Chelsea Avenue and Prince Rupert Avenue, as well as the rear yards of properties on the east side of Prince Rupert Avenue. By 11:18 a.m., the shadows will have moved off *Neighbourhoods*-designated lands completely. On the east side of the CN Rail Corridor, the development will result in incremental shadowing of the *Neighbourhood* lands after 4:18 p.m. The shadows do not extend past the east sidewalk of Perth Avenue on June 21st.

On September 21st, the proposed development will have incremental shadow impacts on the *Neighbourhood* lands west of Dundas Street West at 9:18 a.m. until 11:18 a.m., including two properties at the southwest corner of Dorval Road and Glen Lake Avenue and the front yards of three properties on the north side of Glen Lake Avenue. On the east side of the CN Rail Corridor, the incremental shadow impacts are generally similar to those exhibited on March 21st. Given the relatively slim form of the proposed towers, the shadow will move quickly and not linger on any one area for more than one hour.

In summary, on March 21st, 5 hours of incremental shadow will be on *Neighbourhood* land, on June 21st, 4 hours of shadow will impact *Neighbourhoods*, and on September 21st, there will be approximately five hours if incremental shadow on lands designated *Neighbourhoods*.

With respect to shadow impact on nearby streets on March 21st, small amounts of net new shadow are anticipated on Glenlake Avenue, Dorval Road, Prince Rupert Avenue and Dundas Street West at 9:18 a.m. until 12:18 p.m., on Ernest Avenue starting at 2:18 p.m., Perth Avenue after 4:18 p.m., and Randolph Avenue after 5:18 p.m. On June 21st, an incremental shadow moves across a small portion of Chelsea Avenue, Prince Rupert Avenue, and Dundas Street west at 9:18 a.m. From 10:18 a.m. to 11:18 a.m. there is a small incremental shadow on Dundas Street West. From 12:18 p.m. to 1:18 p.m. the shadow will have moved to the subject site. To the east, small amounts of net new shadow are anticipated on Randolph Avenue starting at 4:18 p.m., Ernest Avenue at 5:18 p.m., and Perth Avenue at 6:18 p.m. In September, the proposed development will result in minor incremental impacts on the above mentioned streets from 9:18 a.m. to 11:18 a.m., however the shadow is completely removed from Dorval Road and considerably removed from Prince Rupert Avenue and Glenlake Avenue at 10:18 a.m. From 2:18 p.m. to 4:18 p.m. there is a small incremental shadow on Ernest Avenue. From 5:18 p.m. to 6:18 p.m. there are incremental shadow impacts on Randolph Avenue and Perth Avenue. The shadow returns to Ernest Avenue again at 6:18 p.m.

In terms of parks and open spaces, the proposed development would result in incremental, net new shadow on Perth Avenue Parkette at 4:18 p.m. on March 21st and after 5:18 p.m. on June 21st. We note that Perth Avenue Parkette experiences existing shadowing impacts from the existing built forms, in particular those west of the park on Randolph Avenue. Approximately two hours of incremental shadows would be on the park during this time. Furthermore, the proposed development will cast an incremental shadow onto Erwin Krickhahn Park on March 21st and September 21st by 6:18 p.m. Similar to Perth Avenue Parkette, we note that Erwin Krickhahn Park experiences existing shadowing impacts from surrounding existing built forms, in particular those southwest of the Park.

Based on the foregoing analysis, it is our opinion that the net new shadow impact from the proposal development on parks and open spaces and on designated *Neighbourhoods* would be "adequately limited" in accordance with the applicable Official Plan policies. The layout of the overall development in terms of organization and separation distances of the proposed towers, as well as the size of the tower floor plates, have been designed to help mitigate the net-new shadow impacts. The design of the towers provide "breaks" between shadows casted by each tower, allowing for sunlight and skyview to continue to remain present within the *Neighbourhoods* and other sensitive areas such as *Parks and Open Spaces* (i.e. a contiguous shadow from all three towers is not being proposed).

With respect to the lands on the east side of the CN Rail Corridor, the proposal will result in incremental shadow impacts. We acknowledge that the existing built form condition of buildings and residents on the east side of the CN Rail Corridor do have shadow impact on *Neighbourhoods*, open spaces and the public realm. Furthermore, it is our opinion that the incremental shadowing on Perth Avenue Parkette and Erwin Krickhahn Park would be minimal and would not adversely affect their utility. Further to this, Perth Avenue Parkette and Erwin Krickhahn Park currently experience incremental shadow impact from the existing properties in the area. We therefore conclude that the incremental shadow impacts from the proposed development are minor and acceptable.

Wind Impacts

Policy 4.5.2(e) of the Official Plan directs that new buildings are to be located and massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. A Pedestrian Level Wind Study has been prepared by SLR Consulting (Canada) Ltd. (SLR) in support of the Zoning By-law Amendment application on the subject site. The Wind Study was assessed through wind tunnel modeling techniques. Based on the results of their study, the following conclusions were reached:

- In the Existing Configuration the wind safety criterion was exceeded at one location, approximately 70 m to the south of the site. In the Proposed Configuration, ten locations exceeded the wind safety criterion. These exceedances primarily occurred on the outdoor terraces of the development. Conceptual wind control measures are recommended.
- Wind conditions on the site, including entrances and amenity spaces, are generally expected to be suitable for the intended use year-round. Localized wind control measures are recommended for some building corners, entrances and sidewalks.
- On the sidewalks surrounding the proposed development, wind conditions are suitable for the intended use in both configurations.
- Wind conditions on the proposed terraces are generally windier than desired. Wind control measures are recommended.
- SLR will work with the design team to refine wind control measures.

5.5 Urban Design

The subject site is currently developed with low-rise buildings that do not reflect the locational attributes of the site, which is generally located at the intersection of two of the City's principal streets and within a Mobility Hub. In our opinion, the proposal represents a significant improvement to the built form and public realm within and adjacent to the site and will help revitalize Dundas Street West. Based on the analysis set out below, it is our opinion that the design of the proposed building is appropriate and desirable in urban design terms, conforms with the relevant policies of the Official Plan and is generally in keeping with the applicable urban design guidelines.

The proposal will improve the pedestrian character and amenity of Dundas Street West and will result in an expanded and enhanced public realm by setting the building back along the street and creating a new POPS/ Park. The proposed tower heights and massing will fit harmoniously within the existing, planned and emerging high-rise context within the Bloor-Dundas area. The buildings will provide appropriate transition to the lower-rise buildings to the east beyond the rail corridor and provide an adequate separation distance from low-rise residential uses on the west side of Dundas Street West.

In our opinion, the proposed development conforms with the applicable built form and urban design policies of the Official Plan, in particular Policies 3.1.3(1), 3.1.3(2), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(8), 3.1.3(13), 3.1.4(7), 3.1.4(8), 3.1.4(9), 3.1.4(10), 3.1.4(11), 3.1.4(12) and 4.5(2), as set out below:

- The proposed development will frame the proposed open space areas along Dundas Street West in order to promote civic life and improve and enhance the public realm along Dundas Street West.
- The primary building entrances for the residential, retail, CEA spaces and grocery store associated with Building A have frontage onto the proposed POPS/Parks which is located adjacent to Dundas Street West. Furthermore, the primary co-working office entrance to Building B also fronts onto proposed open space along Dundas Street West. The location of these primary entrances provides visibility and accessibility from the public street.
- The proposed open space areas have been strategically located along Dundas Street West to provide easy accessibility from the public street to the POPS/Park areas on the subject site.
- Adequate setbacks and separation distances have been provided from neighbouring properties most specifically to the north and south of the subject site; to ensure privacy is protected. Tower A1 includes a setback of 12.6 metres from the north property line, while the Tower above Building B provides a setback that ranges from approximately 7.0 metres to 11.9 metres from the south property line. Moreover, the property south of the subject site includes an approximate 9.0 metre setback from the building under construction on that property to its north property line.
- Vehicular access will be provided by way of a private road from Dundas Street West that spans toward the east portion of the site. The underground parking ramp and loading area will be entirely located within the development, minimizing their impact on the property and adjacent properties and on the public realm.
- The base buildings are proposed to include a streetwall height of 3- to 4-storeys, including mezzanine levels, which will provide good street proportion and a positive relationship with the surrounding existing and planned built form context along Dundas Street West in the vicinity of the site. The existing two buildings north of the site have a height of 3- and 4-storeys, and the building under construction to the south of the site has a base

building height of 8-storeys.

- Appropriate stepbacks are provided beyond the 3-storey streetwall height of the proposed buildings to reduce the building footprint and aid in providing access to sunlight and day light in the public realm.
- Through adequate setbacks and stepbacks and an appropriate height, the proposed buildings will provide appropriate transition to the lower-rise buildings in the vicinity of the site and adjacent open spaces.
- Indoor and outdoor amenity areas have been located in areas accessible to future residents and employees of the development.
- The proposed massing of Buildings A and B have three distinct building elements; a base, a middle and a top.
- The mechanical penthouse has been incorporated into the design of the buildings.

As well, it is our opinion that the proposal has appropriate regard for the Bloor-Dundas Avenue Study Design Guidelines, as set out below:

- The subject site provides an expanded public realm along Dundas Street West to help improve the public realm.
- The proposed base building has a height of 3- to 4-storeys, including mezzanine levels, which is consistent with the height maximum permitting along this section of Dundas Street. In our opinion, the massing of the base building will fit with the existing and base building context along Dundas Street West.
- The ground floor along Dundas Street West will consist mostly of non-residential uses including retail and office space, and those within the lower-level of the live-work units. The floor-to-ceiling heights (ground floor and mezzanine combined) will be substantial (7.0 metres), resulting in new high-quality spaces.
- A rear setback from a range of 2.0 to 29.2 metres is provided from the east property line adjacent to the railway corridor, with rail safety measures incorporated into the design.
- The mechanical penthouse is generally aligned while slightly exceeding the preferred maximum height by

an additional metre (6.0 rather than 5.0 metres).

In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines, as set out below.

Guideline 1.3 – Fit and Transition in Scale: Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space.

The proposed towers will fit within the existing and planned context. The height and massing will provide an appropriate transition through the use of setbacks and stepbacks to lower-scaled buildings to the north, east and west, and also to the proposed open space on the site along Dundas Street West.

Guideline 1.4 – Sunlight and Sky View: Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.

Sunlight and sky view are analyzed in detail in Section 5.4 above.

Guideline 1.5 – Prominent Sites and Views from the Public Realm: Provide an Appropriate, high-quality design response for tall buildings on or adjacent to prominent sites, and when framing views from the public realm to prominent sites.

The angled building faces and generous setbacks along Dundas Street West will frame the public realm and provide new and expanded pedestrian space to improve connectivity through the mobility hub area.

Guideline 2.1 – Building Placement: Locate the base of tall buildings to frame the edges of streets, parks and open space, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site. On corner sites, respond to the setback pattern and alignment of neighbouring buildings on both streets.

The base of the buildings have been designed to frame the POPS/Park and other open space areas on the site, while still maintaining a positive relationship to the street edge and public realm, including primary building entrances from Dundas Street West. A front yard setback that ranges from 2 metres to 29.2 metres along Dundas Street West provides an expanded pedestrian realm while being compatible with the adjacent properties, which are generally built to the front property line.

Guideline 2.2 – Building Address and Entrances: Organize tall buildings to use existing or new public streets for address and building entrances. Ensure primary building entrances front onto public streets, are well defined, clearly visible and universally accessible from the adjacent public sidewalk.

Entrances to the proposed uses within Buildings A and B will have entrances that are directly accessible to the public sidewalk through the proposed open spaces along Dundas Street West. The primary building entrance for the residential lobby of Building B, as well as the secondary residential entrance of Building A is located off of the proposed private road, however both entrances are still visible and accessible from the public street.

Guideline 2.3 – Site Servicing, Access and Parking: Locate “back-of-house” activities, such as loading, servicing, utilities and vehicle parking underground or within the building mass, away from the public realm and public view.

All building services, loading and parking will be located within the building, with consolidated access from the private road/driveway along the east edge of the site.

Guideline 2.4 – Publicly Accessible Open Space: Provide grade related, publicly accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.

The base building will be set back from 2.0 metres to 29.2 metres along Dundas Street West to provide for open space that will be publicly accessible.

Guideline 2.5 – Private Open Space: Provide a range of high-quality, comfortable and shared outdoor amenity space throughout the tall building site.

Shared outdoor amenity areas have been provided on the ground floor of Building B, and on Level 2 of both Buildings. In addition, Building B provides for a third outdoor amenity area on Level 13.

Guideline 3.1.1 – Base Building Scale and Height: Design the base building to fit harmoniously within the existing context of the neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open spaces.

The base building has been massed and scaled to fit with the street proportion on Dundas Street West with a height of 3 to 4-storeys.

Guideline 3.1.2 – Street Animation: Line the base building with active, grade-related uses to promote a safe and animated public realm.

Grade-related retail, commercial and office uses, as well as the galleria to the grocery store and the CEA uses will contribute to street animation.

Guideline 3.1.3 – First Floor Height: Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.

The first floor height will be 7.0 metres, in excess of the recommended height. This height includes the combination of the ground floor and mezzanine area above.

Guideline 3.1.4 – Façade Articulation and Transparency: Articulate the base building with high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.

Windows will be located along the street frontage, creating visibility into the ground floor retail, office and galleria space. The exact materials and design elements will be fine tuned during the Site Plan Application and will have regard for fitting with the neighbouring buildings.

Guideline 3.1.5 – Public-Private Transition: Design the base building and adjacent setback to promote an appropriate level of visual and physical access and overlook reflecting the nature of building use at-grade.

The proposed retail, commercial and office spaces, as well as the residential lobbies will have entrances that have access and overlook into the public realm.

Guideline 3.2.1 – Floor Plate Size and Shape: Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.

Tower A1 has a floor plate size of 750 square metres, Tower A2 has a floor plate size of 750 square metres, and the Tower associated with Building B has a slightly enlarged but relatively similar floor plate size of 780 square metres.

Guideline 3.2.2 – Tower Placement: Place towers away from streets, parks, open space and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

The towers are all stepped back above the base building element along Dundas Street West to reduce the visual and physical impact of the towers.

Guideline 3.2.3 – Tower Separation: Set back tall building towers 12.5 metres or more from the side and rear property lines or the centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or more, measured from the exterior walls of the buildings, excluding balconies.

The tower will have a separation distance of 25 metres or more from each tower proposed on the subject site, as well as the tower being built on the property immediately adjacent to the south of the site. Tower A1 and A2 provide more than a 12.5 metre setback from the side (north) and rear (east) property lines, and the Tower above building B provides 6.1 to 10.5 metres to the side property line (south) but achieves a greater setback than 12.5 metres to the centre line of the abutting lane that's associated with the building being constructed on the property adjacent and south of the site. This tower also achieves a greater setback than 12.5 metres to the rear property line (east).

Guideline 3.2.4 – Tower Orientation and Articulation: Organize and articulate tall building towers to promote design excellence, innovation, and sustainability.

The tower components have been deliberately sited to complement one another and provide a distinction through architectural elements and design. Towers 1 and 2 in Building A are positioned above the podium and are sited parallel to the rail corridor which allows for the prominent placement of POPS/Park, but which also allows for views to Tower B, which is a taller element, and which has a distinct façade treatment and differing building material than Towers 1 and 2 in Building A. The proposed materiality is unlike any other tall building in the area and will add interest and prominence to the site.

Guideline 3.2.5 – Balconies: Design balconies to maximize usability, comfort, and building performance, while minimizing negative impacts on the building mass, public realm, and natural environment.

In Building A, projecting balconies are provided only in the Towers from Level 4 and above, and in Building B, inset balconies are proposed. In our opinion, the balcony designs contribute to architecturally distinctive buildings while minimizing negative impacts.

Guideline 4.1 – Streetscape and Landscape Design: Provide high-quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks and open space.

The public realm in front of the subject site will be widened to enhance the streetscape by the use of open space areas, and integrated landscape design will be provided between the public and private realm.

Guideline 4.2 – Sidewalk Zone: Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements and activities related to the uses at grade.

There is adequate space between the front of the buildings and the street curbs due to the open space areas proposed along the frontage of Dundas Street West.

Guideline 4.3 – Pedestrian Level Wind Effects: Locate, orient and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

The Pedestrian Level Wind Assessment is summarized in Section 5.4 above.

5.6 Supporting Studies

Servicing Report

A Functional Servicing and Stormwater Management Report has been prepared by IBI Group Professional Services (Canada) Inc. (IBI Group). The purpose of the Report is to develop a municipal site servicing strategy (stormwater, sanitary discharge, and water supply), and to identify any potential constraints within the existing municipal infrastructure.

In summary, the Report provided the following conclusions and recommendations:

Storm Sewer and Stormwater Management

The objectives of the City's WWFMG's can be met by implementing on-site measures. Storm flows shall be attenuated on-site and released to the municipal sewer at an appropriate discharge rate thus meeting the City's target for quantity control. By adding a water quality unit, the site will meet the City's target for quality control, and through the use of initial abstraction and water re-use methods, the site will meet the City's target for water balance.

Sanitary Sewers

By implementing an offsite disconnection, the site satisfies both MECP F-5-5 and the City of Toronto's Sanitary Capacity Assessment Guidelines (July 2021). This reduction in overall flows represents an overall improvement to the receiving municipal sewer system.

Water Supply

Due to the inconsistencies between hydrant flow tests, further discussions with City Operations is needed, and additional field investigation is required. Additional information and reporting will be forward once made available.

Transportation Impact Study

A Transportation Impact Study has been prepared by BA Group in support of the Zoning by-law Amendment application for the subject site. In summary, the key findings related to BA Group's review of the transportation related aspects of the proposed development plan, including their traffic impact assessment analysis are as follows:

Transportation Context

- The site is located within an area categorized by Metrolinx as the Bloor-Dundas Mobility Hub with several higher order transit facilities in the area offering local, city-wide, and regional transit services. The TTC Dundas West Subway Station which also is a hub for bus and tram services as well as the Bloor GO / UPX Station are both approximately 200 metres from the site.
- The site is within close proximity to many existing and future cycle routes and located within a 5-minute walk to nearby Bloor Street West, Dundas Street West and Roncesvalles Avenue corridor containing a mixture of restaurants, specialty food markets, retail, daycare centers, banks, and community centres.
- Within an 800-metre radius of the site, there exist are approximately nine (9) Bike Share Toronto stations which collectively hold approximately 139 bicycles, and three (2) Enterprise Car Share vehicles.

Transportation Demand Management

A Transportation Demand Management (TDM) Plan has been prepared which will aim to reduce the overall reliance on single-occupant vehicles while promoting the use of more active and sustainable modes of transportation. The key elements of the TDM plan include:

- Provision of limited on-site parking (mostly below-grade), to enhance the pedestrian realm, encourage the use of other non-auto means, and accommodate essential site related parking needs.
- Providing 3 metre wide pedestrian clearways along Dundas Street West and providing a minimum of 2.1 metre wide pedestrian clearways along the east-west private driveway.
- Bicycle parking spaces provided in convenient and accessible locations and within secure, weather protected areas for residents and long-term visitor spaces.
- A bicycle repair station for use by residents provided on-site.
- Contribute to new bike share station on the site or in proximity.
- Consideration of the provision of one Presto card for each first-time resident, pre-loaded with value of monthly adult TTC pass.
- Provide a travel information to residents giving an overview of the available travel options (walk, cycle, car-share, transit) in the area. Travel information materials and/or sessions could be held by the City of Toronto and facilitated by the developer.

Vehicle Parking Considerations

Under the Zoning By-law 438-86, 842 vehicular parking spaces consisting of 532 residential parking and spaces and 310 non-residential parking spaces are required.

- Under the Zoning By-law 569-2013 as amended by Zoning By-law 89-2022 and 125-2022, 10 visitor parking spaces are required.
- Under the Zoning By-law 89-2022, application of the "effective" parking rate and requirement, 17 accessible parking spaces are required.
- A total of 212 parking spaces are proposed comprise of 152 residential parking spaces and 60 nonresidential parking spaces. Of the total parking supply, 18 accessible parking spaces are provided. These provisions are within the requirement of the City of Toronto Zoning By-law 569-2013 and 89-2022 and are therefore considered appropriate.

Bicycle Parking Considerations

Under the Zoning by-law 438-86, 206 bicycle spaces consisting of 41 short-term and 165 long-term spaces are required.

Under the Zoning by-law 569-2013 (Bicycle Zone 1), 989 bicycle spaces are required, consisting of 193 short-term and 796 long-term spaces.

A bicycle repair / maintenance station will be provided on the ground floor of the site, in accordance with the City of Toronto Zoning By-law 569-2013. A total of 989 bicycle parking spaces are proposed comprise of 193 short-term and 796 long-term bicycle parking spaces.

The following provisions are in accordance with the City of Toronto By-law 569-2013 and are therefore considered appropriate.

Loading Considerations

- The proposed development will provide one (1) Type 'A', two (2) Type 'B', and two (2) Type 'G' loading spaces located on the ground floor. The following provisions are in accordance with the City of Toronto Zoning By-law 569-2013 and are therefore considered appropriate.
- A minimum total bin staging area of 44.2 m² has been provided adjacent to both Type 'G' loading space to accommodate two bins within the allocated area.
- Separate waste rooms for non-residential garbage and recycling facilities will be provided. A private waste collection agency will use the Type 'G' space to perform non-residential waste pick-up.
- *Multimodal Travel Demand Forecasts*
- The proposed development is expected to generate in the order of 160, 220 and 315 two-way vehicle trips during weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.
- Including the maintained PUDO trips as an interim condition, that total trips in / out of the proposed site driveway is in the order of 210, 265 and 325 two-way vehicle trips during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

Vehicular Traffic Assessment

- The addition of site-related traffic has very minimal impacts on all intersection's overall operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity.

Signal Warrant Analysis

- Based on the Ontario Traffic Manual Book 12 warrant calculation, traffic signals are warranted at this location under future total conditions due to justification 2 and 4.
- Additionally, the signal is just a relocation of the existing signal at Dundas Street West / Site Access intersection, the implementation of a traffic signal at this location will serve to support many traffic operations and urban design objectives.

The Study figures illustrate that there is no thorough access to Chelsea Avenue from the subject site.

Rail Report

A Rail Safety and Risk Mitigation Study has been prepared by Hatch Ltd. Which considered the existing industry guidance and requirements while taking into consideration the Site-specific conditions and constraints at 2400-2440 Dundas Street West. The Study concluded the following:

- Due to the northern width constraint of the Site, complete application of the industry standard rail safety mitigation measures is not feasible. A combination of the standard mitigation measures and alternatives are being proposed for this Site. The primary alternatives, include, but are not limited to, a reduction in the standard 30.0 m setback and portion of CEA in the sensitive-use triangle area. Supplemental controls are also proposed to support the described alternatives.
- The alternatives proposed currently exist within other developments in the City and could be considered of equivalent measure to the standard mitigations.



Conclusion

For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of mixed-use intensification on the subject site, given its location within the Dundas West-Bloor Mobility Hub and its proximity to higher order public transit. The proposed mix of uses on the subject site, including retail, co-working office space, a grocery store and residential uses, will contribute to the ongoing revitalization of the Bloor-Dundas intersection as a vibrant and mixed-use community.

This report concludes that the proposed development is in keeping with the planning and urban design framework set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Transportation Plan, the City of Toronto Official Plan, and the applicable urban design guidelines.

From a land use planning perspective, intensification on the subject site is supported by the current and future transportation infrastructure. The policy directions and the Provincial and City levels emphasize the efficient and optimal use of land and infrastructure and encourages the integration of land use planning and transportation planning. In this respect, significant public investments have been implemented in the area to expand the transit connectivity of the subject site. In our opinion, optimizing density in areas that are exceptionally well-served by transit is in the public interest and will support the efficient and optimal use of land and infrastructure investment.

From a built form and urban design perspective, the proposal is contextually appropriate. It will fit harmoniously with the existing, planned and emerging context in the Bloor-Dundas quadrant and will transition appropriately towards the adjacent lower-rise community on the west side of Dundas Street West. The buildings have been designed to enhance and improve the pedestrian environment along the Dundas Street West frontage and will substantially expand and improve the public realm through the introduction of a POPS/ Park, which will improve overall pedestrian experience and streetscape. Moreover, the connectivity within the mobility hub will be improved through a formalized connection to the Metrolinx pick-up/drop-off area.

For all of the foregoing reasons, it is our opinion that the proposed development is appropriate and desirable in planning and urban design terms and, accordingly, we recommend approval of the requested rezoning.

Appendix A



**Housing
Issues
Report**

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1 Introduction

This Housing Issues Report ("Report") has been prepared in support of a Zoning By-law Amendment application by Fora Developments (the "Applicant") to amend the City-wide Zoning By-law 569-2013, as amended, and the former City of Toronto Zoning By-law 438-86, as amended, in order to permit the redevelopment of an approximate 1.1 hectare site located on the west side of Dundas Street West, north of Bloor Street West (referred to as the "subject site"). The subject site is municipally known as 2400 - 2440 Dundas Street West (see **Figure A1** – Aerial Photo).

On behalf of the Applicant, we are pleased to submit this Housing Issues Report, which address existing and emerging provincial and municipal housing policies, as well as the affordable housing direction set out in Site and Area Specific Policy ("SASP") 796 of Official Plan Amendment 591 ("OPA 591"), as adopted by City Council. At the time this Report was prepared, OPA 591 had not yet been approved by the Ministry of Municipal Affairs and Housing. In our opinion, the proposed development conforms with the relevant provincial and municipal policies governing new and affordable housing in the City of Toronto.

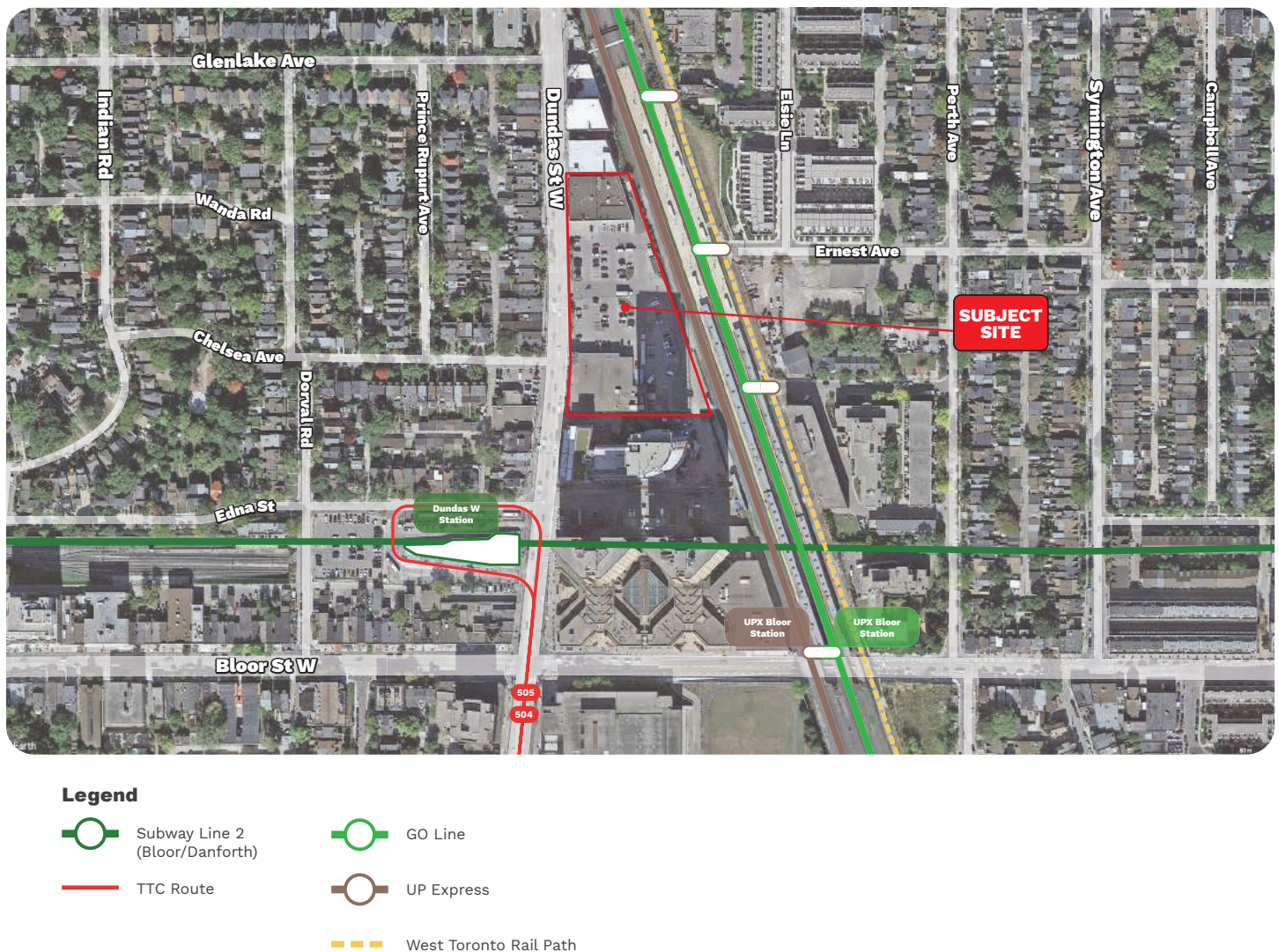


Figure A1 - Aerial Photo - Site Context

2 Subject Site

The subject site is currently occupied by two low-rise commercial buildings containing a Freshco grocery store, Enterprise car rental and a Shoppers Drug Mart pharmacy with office on the second floor. Central to the subject site is a large surface parking lot serving the existing buildings. East of the Freshco, at the southeast corner of the subject site adjacent to the CPR/CNR Rail Corridor, is an interim pick-up/drop-off area for the UP Express/Bloor GO Station. Immediately south of the pick-up/drop-off area is a secondary pedestrian entrance to the Station. This pick-up/drop-off area is served by an access easement which parallels the rail corridor and then, in the approximate centre of the subject site turns and extends westerly to provide a direct, signalized access to Dundas Street.

With respect to landscaping, the majority of the subject site is paved with a strip of vegetation and trees along the frontage of Dundas Street West.

3 Proposed Development

The application contemplates the redevelopment of the subject site with two mixed-use buildings containing a total of three towers ranging from heights between 18- to 36-storeys. Building A (north) contains two towers with heights of 18-storeys, or 71.1 metres including mechanical penthouse (Tower A1) and 25-storeys, or 92.7 metres, including mechanical penthouse (Tower A2), above a shared 3-storey podium. Building B (south) contains one tower with a height of 36-storeys, or 124.2 metres including mechanical penthouse above a 4-storey podium. The proposed development will have a total gross floor area of 58,900.2 square metres, including 54,227.9 square metres of new residential space and 4,672.4 square metres of non-residential space for retail, office, and commercial uses. The proposed development will have an overall density of 5.3 Floor Space Index (FSI). At grade, fronting onto Dundas Street West, an approximate 1,000 square metre Privately Owned Publicly Accessible Space (POPS)/Public Park is proposed. The POPS/Park is anticipated to include raised planters, trees and seating areas.

The proposed development will contain a total of 873 residential dwelling units, including 598 one-bedroom units (68.5%), 186 two-bedroom units (21.3%), and 89 three-bedroom units (10.2%). While the majority of the units in the development are located in Towers 1 to 3, the proposal will also provide 7 at-grade live-work units in the podium of Building A. The live-work units have been designed to accommodate the commercial or cultural uses at-grade, and residential accommodation on the second floor, within the mezzanine level of Building A. The primary entrance to the live-work units will be from a private walkway opposite the proposed POPS/Park, and a secondary entrance is located within the building from an internal corridor.

A summary of the proposed residential units, including the number of units and unit typology are included in **Table A1**.

Table A1 - Proposed Residential Units

Unit Type	Number of Units
One-bedroom	598 units (68.5%)
Two-bedroom	186 units (21.3%)
Three-bedroom	89 units (10.2%)
Total	873 units (100%)

The proposed development proposes 212 vehicle parking spaces, 989 bicycle parking spaces and 5 loading spaces. One level of underground parking is proposed to service both Buildings, and 4 short-term parking spaces are provided at-grade, on the north side of Building A. Access to the parking and servicing functions of the proposal will be from a new private road, extending east from Dundas Street West into the site, and aligning with Chelsea Avenue. A lay-by is proposed along the south side of the private street. A connection to the UP Express/Bloor GO Station pick-up and drop-off area would also be provided from the proposed private road.

With respect to amenity, the proposal provides approximately 2,423 square metres of indoor amenity and 1,069 square metres of outdoor amenity for a total of 4.0 square metres per unit. Adoor amenity areas will be located at-grade and on Level 2 for Building A, as well as Levels 2, 13 and 14 for Building B. An adjoining outdoor amenity area will be provided on Level 2 for Building A, and at at-grade, Levels 2 and 13 for Building B. In addition to the private outdoor amenity areas provided in the development, an approximate 1,000 square metre POPS/Park will be provided at-grade for use by residents and the local community.

4 Applicable Policy and Regulatory Framework

The following subsections highlight portions of the provincial and municipal policies and regulatory framework applicable to the subject site and the provision of housing. A more detailed summary of the relevant land use and urban design policies are included in Section 4.0 of our Planning and Urban Design Rationale report.

4.1 Provincial Policies

The 2020 Provincial Policy Statement (the "2020 PPS") provides overall policy direction on matters of provincial interest relating to land use planning and development. With respect to housing, Policy 1.4.3 requires planning authorities to provide for an appropriate range and mix of "housing options" and densities to meet projected market based and affordable housing needs of current and future residents, including:

- permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, and all types of residential intensification, including additional residential units, and redevelopment in accordance with Policy 1.1.3.3;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations; and
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the "2019 Growth Plan") came into force on May 16, 2019. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

In accordance with the Growth Plan policies, the subject site would be considered a "strategic growth area"¹ and "major transit station area". The Growth Plan defines a "major transit station area" as the area including and around any existing or planned higher order transit station or stop within a settlement area. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. 'Higher order transit' is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit". Higher order transit includes heavy rail (such as subways and inter-city rail), light rail and buses in dedicated rights-of-way. In this regard, the subject site is located within the Dundas West and Bloor GO Protected Major Transit Station Areas ("PMTSAs") as defined in Council-adopted Official Plan Amendment No. 524 (OPA 524). See Section 4.0 of our Planning and Urban Design Rationale for further details on OPA 524. At the time this report was written, the Minister had not approved OPA 524.

¹ "Strategic growth areas" are defined by the Growth Plan as nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include, but are not limited to, urban growth centres, major transit station areas, other major opportunities that may include infill and redevelopment, as well as lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) directs municipalities to develop housing strategies that support housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities and establishing targets for affordable ownership housing and rental housing. Notwithstanding Policy 1.4.1 of the 2020 PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality. Furthermore, Policy 2.2.6(3) states that municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes to support the achievement of complete communities.

4.2 City of Toronto Official Plan

Housing Policies

Section 3.2.1 of the Official Plan sets out the City's housing policies. The Official Plan recognizes that adequate and affordable housing is a basic requirement for everyone, and that the City's quality of life, economic competitiveness, social cohesion, balance, and diversity depend on it. The introductory text to Section 3.2.1 goes on to provide areas of focus for housing policies, including the preservation of the existing stock of rental housing.

Policy 3.2.1(1) provides that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Policy 3.2.1(2) indicates that the existing stock of housing will be maintained, improved and replenished. The City will encourage the renovation and retrofitting of older residential apartment buildings. New housing supply will be encouraged through intensification and infill that is consistent with this Plan.

Inclusionary Zoning Policies (Official Plan Amendment No. 557)

On November 12, 2021, City Council adopted Official Plan Amendment No. 557 (OPA 557) and Zoning By-law 941-2021 to introduce new requirements for inclusionary zoning to the City's Official Plan and the City-wide Zoning By-law. Inclusionary zoning (IZ) is a land use planning tool that allows municipalities to require new residential development to include affordable housing, which is intended to increase the supply of affordable housing for low to moderate income households, support a diverse range of housing supply and support the development of more inclusive and equitable communities.

OPA 557 adds new policies to Section 3.2.1 of the Official Plan and establishes IZ Market Areas on Map 37. The subject site is located within IZ Market Area 2 as identified on Map 37. The key affordable housing policies introduced through OPA 557 and applicable to IZ Market Area 2 include the following:

Policy 3.2.1(13), as amended by OPA 557, states that new development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of this Plan, will not be approved unless:

- b) for development that is located in IZ Market Area 2 identified on Map 37: if a condominium development is proposed, a minimum of 8 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 6 percent of the total new residential gross floor area shall be secured as affordable rental housing; or if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing;*
- d) the affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and*
- e) the unit mix of the affordable housing reflects the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families.*

Policy 3.2.1(14) states that the requirements for affordable housing outlined in Policy 3.2.1.13 will not be applied by the City until the later of September 18, 2022 or approval of a Protected Major Transit Station Area by the Minister pursuant to the *Planning Act*. Accordingly, as the Minister has not approved OPA 570, the requirements for affordable housing as set out in OPA 557 are not yet in effect.

As it relates to inclusionary zoning, concurrent with the adoption of Bill 23², the Province announced a proposed amendment to *Ontario Regulation 232/18* (Inclusionary Zoning) for the purposes of establishing an upper limit on the number of units that can be secured as affordable through a municipal inclusionary zoning by-law, as well as establishing a maximum period during which affordable housing units would be required to remain affordable.

In this regard, the proposed amendment to *O. Reg 232/18* proposes a cap on the number of affordable units that can be secured through inclusionary zoning at 5% of the total number of units, or 5% of the total gross floor area of the total residential units, exclusive of common areas; and limits the maximum period to which units would be required to remain affordable at 25 years. The Minister has not yet formally issued the proposed amendment to *O. Reg 232/18*.

² On October 25, 2022, the Province of Ontario introduced Bill 23, formally known as the "More Homes Built Faster Act, 2022". Bill 23 introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

4.3 Employment Lands Conversion (Official Plan Amendment No. 591)

On July 22, 2022, City Council adopted Official Plan Amendment No. 591 (OPA 591) and By-law 1106-2022 to permit the conversion of lands designated *General Employment Areas* and *Core Employment Area* to a more permissive land use, such as *Mixed Use Areas*. Among other amendments, OPA 591 introduced a number of Site and Area Specific Policies (SASP) to Chapters 6 and 7 of the Official Plan. As it relates to the subject site, the lands were redesigned from *General Employment Areas* to *Mixed Use Areas*, and Site and SASP 769 was introduced with specific land use provisions related to the subject site.

Draft SASP 796, as adopted by City Council, provides that new development containing residential units on the lands will secure a proportion of units as affordable housing for a period of at least 99 years, in accordance with the following:

- if a condominium development is proposed, a minimum of 10 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
- if a purpose-built rental development is proposed after 2025, a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing.

OPA 591, including the policies of SASP 796, are not in full force and effect, as the Minister has not yet issued an approval of the conversion request.

4.4 Growing Up Guidelines

In 2015, the City initiated a study entitled *Growing Up: Planning for Children in New Vertical Communities* ("Growing Up Guidelines") and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017 and adopted without amendments. On July 28, 2020 a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized at three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- The Neighbourhood Scale: At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- The Building Scale: At the building scale, the Guidelines seek to increase the number of larger units, encourage the design of functional and flexible amenity and common spaces, and promote flexible building design for changing unit layouts.
- The Unit Scale: At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include ensuring inclusivity for larger and multi-generational households, supporting a range of household types and sizes, providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units.

Section 2.0 of the Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

5 Analysis

The proposed redevelopment of the subject site will introduce new forms of housing to an underutilized site that is in proximity to higher order transit. The proposed development supports the wider policy objectives of the Provincial Policy Statement, the Growth Plan, as well as the City of Toronto Official Plan and applicable guidelines.

The proposed development will both enhance and add to the existing housing stock in the area, in conformity with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan, and has provided a unit mix that is in keeping with the Growing Up Guidelines. The proposal will contribute to the supply of housing by intensifying and underutilized site with a full range of housing in terms of both form and tenure, in addition to non-residential uses, for a complete community. The proposed development will add a significant number of high-quality units with excellent transit accessibility to the City's housing stock. As discussed in Section 3 of this Report, a range of unit types and sizes, including a significant proportion of family-sized units, will be provided in the development. This will contribute to the housing options available to existing and future residents of the area. The proposed development will contain a total of 873 residential dwelling units, including 21.3% two-bedroom units and 10.2% three-bedroom units. In addition, 15.8% of the total units has protected for the opportunity to be converted into larger units. All the units will have access to the proposed amenity spaces, as well as access to nearby and onsite open spaces, as well as commercial, retail, cultural and office opportunities.

With respect to affordable housing, neither the policies of OPA 557 or OPA 591 are in force and effect. While both amendments have been adopted by Council, the Minister has not yet issued a final decision. Furthermore, the Minister has not yet formally issued the proposed amendment to *O. Reg 232/18* in accordance with Bill 23. Notwithstanding the current status of these regulations, the Applicant is committed to incorporating an affordable housing component into the proposed development. As the application progresses through the approvals process, and the abovementioned policy documents are adopted by the Minister, the Applicant will work with City Staff on the affordable housing component of this development.

6 Conclusions

The proposed mixed use development supports the policy objectives of the Provincial Policy Statement, the Growth Plan, as well as the City of Toronto Official Plan and applicable guidelines. In particular, the proposal is providing for a range and mix of housing types that will serve the needs of existing and future residents of this transit-supportive community. The proposal has had regard for the City's Growing Up Guidelines in that approximately 31% of the proposed units are 2- and 3-bedrooms in size.

