







Job Number - 1974

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APPENDIX A

Community Services and Facilities Study

APPENDIX B

Complete Community Assessment



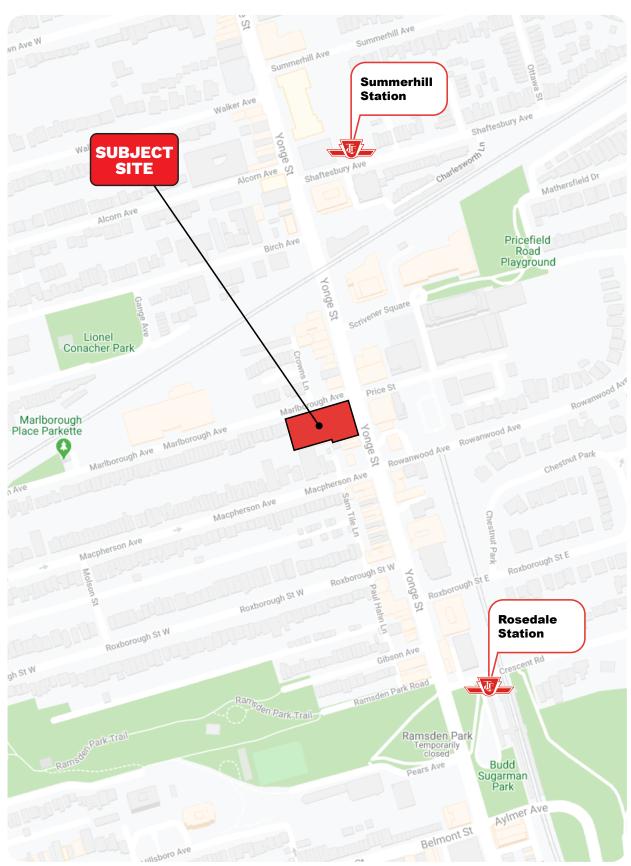


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of applications by 1140 Yonge Inc. to amend the City of Toronto Official Plan, City-wide Zoning By-law 569-2013, as amended, and City of Toronto Zoning By-law 438-86, as amended, with respect to a 2,870 square metre site located at the southwest corner of Yonge Street and Marlborough Avenue, municipally known as 1134 and 1140 Yonge Street, herein referred to as the subject site (see **Figure 1**, Location Map).

The subject site is currently underutilized as a single-storey large-format retail store and surface parking lot (1140 Yonge Street) and a three-storey commercial building (1134 Yonge Street). The applications would permit the redevelopment of the subject site with an architecturally distinctive 13-storey mid-rise condominium building, comprised of up to 66 units, including three grade-related townhouse units fronting Marlborough Avenue, and approximately 1,520 square metres of graderelated commercial space located along the Yonge Street and Marlborough Avenue frontages. The proposed base building is comprised of the east elevation and portions of the north elevation of the existing building at 1140 Yonge Street, which is listed on the City's Heritage Register.

From a land use perspective, the proposal is in keeping with the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Toronto Official Plan. The proposal will contribute to the achievement of policy directions supporting intensification and infill within the built-up urban area, particularly in locations which are well-served by municipal infrastructure, including public transit.

In this respect, the proposal will result in a desirable residential intensification project having convenient access to subway lines and bus routes, and to restaurants and services along Yonge Street and within the broader Summerhill area. The site is identified for urban intensification given its location within a major transit station area along the Yonge-University subway line, its location within the Downtown

Toronto *Urban Growth Centre*, its *Mixed Use Areas* designation in the Official Plan and its *Mixed Use Areas 3 — Main Street* designation in the Downtown Secondary Plan.

From an urban design perspective, the proposal is contextually appropriate and will fit harmoniously with the existing and planned built form context and will make a significant contribution to the existing character of the area. The proposed building will provide an appropriate streetwall condition that frames the Yonge Street and Marlborough Avenue frontages with good proportion, while complementing the finegrained commercial fabric of Yonge Street and contributing to an improved, animated pedestrian environment at grade.

The proposed development has been designed in a manner that respects the adjacent Neighbourhoods designated lands to the rear of the subject site and to the north, west and south. In this regard, the development incorporates multiple setbacks and stepbacks and grade-related townhouse units that frame Marlborough Avenue to complement and provide an appropriate transition and separation to the adjacent low-rise character of the lands to the rear. The lot depth, which is considerably greater than other lots on the west side of Yonge Street, can appropriately accommodate the proposed 13-storey height, with the taller building elements substantially set back from the adjacent Neighbourhood. The proposal conforms with the built form and massing policies of the Official Plan and the Downtown Secondary Plan and is generally in keeping with the relevant urban design guidelines.

Based on the foregoing, this Planning and Urban Design Rationale report concludes that the proposal is appropriate and desirable in land use planning and urban design terms and, accordingly, we recommend approval of the requested Official Plan Amendment and Zoning By-law Amendments.



2.1 Site

The subject site is located on the west side of Yonge Street, at the southwest corner of Yonge Street and Marlborough Avenue, and is comprised of two distinct parcels municipally known as 1134 Yonge Street and 1140 Yonge Street (see **Figure 2**, Aerial Photo).

It is rectangular in shape, with a combined frontage of approximately 41.1 metres of along Yonge Street and approximately 74.24 metres of frontage along Marlborough Avenue. The subject site has a combined area of 2,869.7 square metres (30,889 square feet) and has an average depth of 74.33 metres.

The subject site is located near the northerly edge of Downtown Toronto, within the Summerhill neighbourhood, and is currently underutilized. The parcel at 1134 Yonge Street is developed with a three-storey brick commercial building that contains a clothing store and a salon. The property at 1140 Yonge Street is developed with a single-storey big-box retail store (Staples Business Depot), with a surface parking lot and loading area to the rear of the building, accessed from Marlborough Avenue.



Figure 2 - Aerial Photo



Subject Site looking southwest



Subject Site looking southeast



Subject Site rear parking lot looking south

The geometry of the site is unique relative to other sites along Yonge Street, particularly along the west side of the street. At a depth of approximately 75 metres, the site is much deeper than the typical lots, which provides greater opportunity for redevelopment and intensification. Based on analysis undertaken by our office, the site is an outlier relative to other properties on the west side of Yonge Street in terms of lot depth.

Based on our review, all of the lots on the west side of Yonge Street south of the subject site are less than 32 metres in depth. The lots on the west side of Yonge and north of the site are slightly deeper, between 36 and 36.5 metres, but much less than 75 metres. In this regard, the site offers a unique opportunity to intensify an underutilized site within the Downtown with direct access to higher order transit.

The subject site is relatively flat with a gentle slope from south to north. In terms of landscaping, there are six existing street trees along the Marlborough Avenue frontage and approximately seven trees along the western property line.



Subject Site - Marlborough Avenue streetscape looking east



Subject Site looking northeast from rear parking lot

Site History

The property at 1140 Yonge Street is listed on the City of Toronto Heritage Register and has an important history that contributes to the character and local memory of the area. The following provides a brief history of the building at 1140 Yonge Street and has been prepared based on the Heritage Impact Assessment prepared by ERA Architects. The Heritage Impact Assessment is discussed in greater detail in Section 5.6 below.

The property was originally developed with a church, the Wesleyan Methodist Church, which was built in 1873 and subsequently demolished between 1910 and 1913. Between 20 and 23 years later, the existing building was completed as a Pierce-Arrow automobile showroom (c. 1930). The building was designed by architects Sparling, Martin & Forbes in a Byzantine/Renaissance Revival style, with sculptural details by artist Merle Foster. The Pierce-Arrow was a luxury automobile popular in the 1920s among celebrities, politicians and royalty.

The showroom featured arcade vitrines on the east and north sides of the building, providing views of the automobiles on display from the public realm on Yonge Street. The upper portions of the windows featured distinct rounded arches with decorative cast stone detailing, including ornate capitals, gargoyles, modillions, an articulated ledge frieze and a Grecian mask-adorned parapet.

The showroom closed following the Great Depression, which dramatically reduced demand for the luxury vehicles, leading to the company's bankruptcy in 1938. The building was utilized as a dealership for more affordable vehicles until approximately 1942.

Between approximately 1943 and 1946, the building was converted into a munitions manufacturing facility operated by Industrial Associates of Canada and was later occupied by the RCA Victor Company between 1947 and 1953.

In 1953, the property was purchased by the Canadian Broadcasting Corporation (CBC), which converted the building into a studio for television production and undertook a series of renovations to the building. After its official opening in 1954, a number of changes were made to the building's

facades including the blocking out of windows on the east and north elevations of the building. The CBC remained in the building until the early 1990s before its eventual relocation to the current CBC headquarters on Front Street.

In 1995, the property was listed for sale by the CBC and was soon occupied by Business Depot (now Staples), which reinstated some windows on the east and north (corner) elevations.



Pierce Arrow Showroom - 1930: Pierce Arrow Showroom (via Toronto Archives)



CBC TV Studio - 1971: CBC TV Studio looking southwest



2020: Subject Site looking southwest

2.2 Area Context

The subject site is located within the Summerhill neighbourhood, which lies within the northeastern portion of the Bloor-Yorkville/North Midtown area. The Summerhill neighbourhood is generally bounded by Avenue Road to the west, Yonge Street to the east, Ramsden Park to the south and the CP Rail line to the north.

The area is a vibrant mixed-use community with a wide range of shops, restaurants and amenities, including sport/fitness facilities, parks, and other green spaces. The neighbourhood also includes a mix of built forms including detached and semi-detached dwellings, townhouse blocks and mid-rise and taller building forms along Yonge Street. The neighbourhood contains a number of amenities in proximity to the site, including Ramsden Park to the south, the York Racquets Club to the west, Toronto Lawn Tennis Club to the east and Pricefield Road Playground to the northeast.

At a broader scale, the Bloor-Yorkville/North Midtown area is characterized by a mix of land uses and a range of building types, including residential, retail and employment uses in low, mid- and high-rise building forms. The area is also known for its collection of designated and listed heritage buildings, which contribute to the area's distinctive character.

The subject site is optimally located on Yonge Street, between the Rosedale and Summerhill subway stations. The segment of Yonge Street north of Bloor Street and south of St. Clair Avenue is a vibrant mixed use corridor with a range of commercial services, shops, restaurants, office and residential buildings.

Interms of urban structure, Yonge Street between St. Clair Avenue and Bloor Street is comprised of 'height peaks' at the Yonge/St. Clair and Yonge/Bloor nodes where taller buildings are located and a 'height ridge' where the built form descends down in height between the 'height peaks'. Existing buildings within the Yonge/St. Clair node include existing and approved heights of between 10 and 44 storeys (see **Figure 3**).

The tallest buildings in the vicinity are concentrated around the intersection of Yonge Street and Bloor Street and include existing and approved heights of up to 85 storeys. Between the 'height peaks', existing buildings along this segment of Yonge Street consist of low-rise, mid-rise and tall mid-rise building heights, including approved heights of up to 21 storeys. The neighbourhoods beyond the Yonge Street corridor are predominantly characterized by single detached, semi-detached and townhouses and a fine-grained street network.



Yonge Street looking south

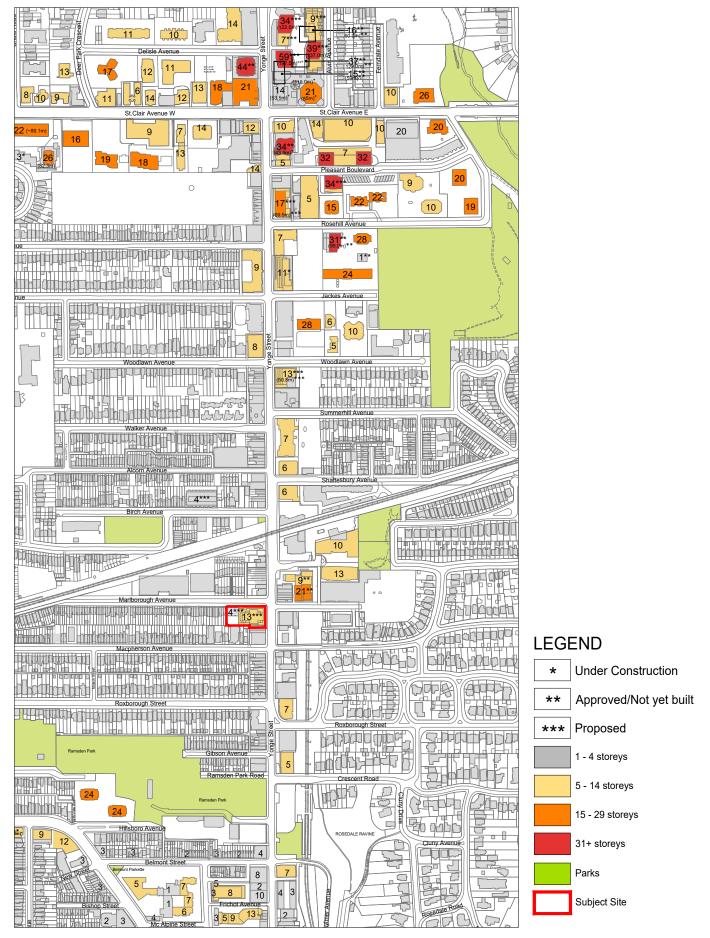


Figure 3 - Height Map

1091 Yonge Street looking southeast



9 Price Street looking south



Green P Parking Lot

2.3 Immediate Surroundings

Immediately east of the subject site, at the southeast corner of Yonge Street and Price Street, is a single-storey commercial building occupied by Sleep Country Canada and the Running Room (1091 Yonge Street). East of 1091 Yonge Street, on the south side of Price Street, is a 3-storey commercial building currently occupied by a film studio (9 Price Street). Further east is a private surface parking lot operated by the Toronto Parking Authority (Lot 195, 15 Price Street). Adjacent to the surface parking is a recently constructed 4-storey office building (25 Price Street) and a 4-storey residential building with surface parking at the rear (33 Price Street). Adjacent to the south of these buildings are single detached dwellings fronting Rowanwood Avenue.

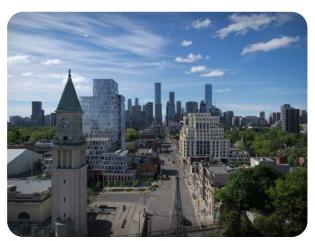
On the north side of Price Street is a 3-storev heritage building containing a strip of independent retailers, known as The Shops of Summerhill (1095-1107 Yonge Street). This building, along with the adjacent lands to the east, is located within the South Rosedale Heritage Conservation District, which was designated under Part V of the Ontario Heritage Act in 2002.



25 Price Street looking south

The Shops of Summerhill form part of Scrivener Court, which also include the lands municipally known as 5 Scrivener Square, 4-10 & 10R Price Street. These properties are subject to an active Site Plan Approval application for a 21-storey (73.65 metre) mixed-use building, a public park and privately-owned publicly accessible spaces. A key feature of the proposal is the provision of a new entrance to the Summerhill subway station, which is planned to be located at the northeast corner of the building, on the south side of Scrivener Square (approximately 150 metres or a 2-minute walk from the subject site). The Official Plan Amendment and rezoning application to permit the development was approved in principle at the Local Planning Appeal Tribunal (LPAT) on October 23, 2019, subject to the clearance of approval conditions.

Further east is the Toronto Lawn and Tennis Club facility (30-44 Price Street). Beyond the Tennis Club, the neighbourhood transitions to primarily low-rise detached and semi-detached dwellings fronting Cluny Drive, Rowanwood Avenue and Pricefield Road. Further east is Yellow Creek and Mt. Pleasant Road.



Aerial photo (Norm Li) rendering of approved 21-storey building at Scrivener Court & 1140 Yonge Street



1107 Yonge Street looking east



4 Price Street looking north



8 Price Street looking north



10 Price Street looking north



North extent of 5 Scrivener Square development parcel looking southeast $\,$



North Toronto Station looking northeast



20 & 25 Scrivener Square looking east



20 - 26 Marlborough Avenue looking north

To the northeast of the subject site, on the east side of Yonge Street and north of the Scrivener Court development, is the North Toronto Railway Station. The North Toronto Station building was designated under Part IV of the Ontario Heritage Act in 1976 and is a prominent feature of the area with its iconic clock tower.

The station was designed by Darling and Pearson and built in 1916 by P. Lyall and Sons Construction Company to service the Canadian Pacific Railway (CPR) running across Toronto. The station, constructed in the Beaux Arts tradition, consists of a 44.8-metre high clock tower and a threestorey main terminal. The tower is modelled after the Campanile di San Marco in St. Mark's Square in Venice. It was the first building to be constructed of Tyndall limestone from Manitoba. The material is noted for its weather resistance, embedded fossils and dappled beige hues. The building is currently occupied by an LCBO store and the CP rail embankment.

To the east of North Toronto Station is a 10-storey (31.2 metre) condominium apartment building known as Thornwood I (20 Scrivener Square). South of Thornwood I is a 13-storey (42.9 metre) condominium building known as Thornwood II (25 Scrivener Square).

To the north of the subject site is Marlborough Avenue. Lands on the north side of Marlborough Avenue, west of Yonge Street, are designated Neighbourhoods and consist of a townhouse complex comprised of four 2½-storey townhouse blocks. The two townhouse blocks fronting the north side of Marlborough Avenue are accessed from the public street with parking pads in the front vards (20-36 Marlborough Avenue). The additional two townhouse blocks are situated behind, and to the north of, 20-36 Marlborough Avenue and are accessed via Crowns Lane and Alex Mews.



28 - 32 Marlborough Avenue looking north

To the north of the subject site, fronting the west side of Yonge Street, are a number of mixed-use buildings, many of which are listed on the Heritage Register. The buildings range between one and 4 storeys in height. To the immediate north of the subject site, at the northwest corner of Yonge Street and Marlborough Avenue, is a single-storey commercial building currently occupied by TD Bank with surface parking located at the rear, accessed from Crowns Lane (1148 Yonge Street).

Adjacent to the TD Bank is a 3-storey office building (1150 and 1152 Yonge Street), followed by a number of 2-storey mixed-use buildings with retail uses at grade and residential units above (1154, 1156 and 1158 Yonge Street). Further north is a 3-storey mixed-use building with retail uses at grade and residential uses on the 2nd and 3rd storeys (1160 and 1162 Yonge Street). Adjacent to 1170 Yonge Street is a 5-storey mixed-use building with retail at grade and 4 levels of residential uses above, as well as a 2-storey commercial building (1174 and 1176 Yonge Street).

Further north is the CP Rail Corridor, which runs in an east-west direction, and marks the northern boundary of the Summerhill neighbourhood and the beginning of the Yonge and St. Clair (Deer Park) neighbourhood to the north.



1148 - 1152 Yonge Street looking west



1156 - 1162 Yonge Street looking west



1164 - 1170 Yonge Street looking west



1172 - 1176 Yonge Street looking west



CP Rail corridor, north of Scrivener Square



1130 - 1134 Yonge Street looking east



1128 Yonge Street looking northwest



1128 & 1130 - 1134 looking southwest showing blank wall condition

North of the rail tracks, fronting the west side of Yonge Street, are additional mixed-use buildings on small lots. On the east side of Yonge Street is the main entrance to the Summerhill subway station, approximately 330 metres north of the subject site (approximately a 4- to 5-minute walk). Further north, on the east side of Yonge Street, are a number of mid-rise buildings, including a 6-storey mixed-use building (1133 Yonge Street), a 6-storey office building (1155 Yonge Street) and a 7-storey mixed-use building (1177-1199 Yonge Street).

This mid-rise built form character continues further north on both sides of Yonge Street. At the northwest corner of Yonge Street and Farnham Avenue is a 9-storey mixed-use building and, across the street at the northwest corner of Yonge Street and Jackes Avenue, is a recently constructed 11-storey mixed use building (Jack Condos).

Further north, on the west side of Yonge Street opposite Pleasant Boulevard, is a 14-storey mixed-use building (1430 Yonge Street). The lands at 1365-1375 Yonge Street, on the east side of the street, are subject to an active rezoning application to permit a 17-storey building, with ground floor retail space and a 310-unit retirement home on the upper floors.

Further north is the Yonge St. Clair node, which includes taller existing and approved buildings that range between 10 and 44 storeys in height.

Immediately south of the subject site are two 3-storey commercial buildings (1130-1132 Yonge Street). Adjacent to 1130 Yonge Street is a newly constructed 5-storey commercial office building with a retail store at grade (1128 Yonge Street). The north façade of the office building at 1128 Yonge Street, which faces the south side of the subject site, is predominantly a blank wall condition, save and except the building's northeast corner, which appears to be treated with spandrel glass.



Yonge Street - Looking south showing 1128 Yonge Street blank wall condition to the south

Abutting the office building at 1128 Yonge Street to the west, and immediately abutting the subject site to the south, is a laneway running north from Macpherson Avenue that is approximately 6.14 metres wide and terminates at a small east-west hammerhead. Adjacent to the laneway to the west are two single detached dwellings (8 and 10 Macpherson Avenue) and the Macpherson Church Lofts (12 Macpherson Avenue).

On the southwest corner of Yonge Street and Macpherson Avenue is a 2-storey commercial building, with retail at grade and residential uses above (1120 Yonge Street). The remainder of the block, south to Roxborough Avenue, consists of 3-storey mainstreet commercial buildings (1096-1118 Yonge Street).

South of Roxborough Avenue, continuing along the west side of Yonge Street, is a commercial plaza with retail uses at grade and a gym on the second level (1080 Yonge and 1088 Yonge Street). The remainder of the block consists predominantly of 2- to 3-storey mixed-use buildings (1058-1070 Yonge Street).



1120 Yonge Street and 5 Macpherson Avenue looking southeast



1118 and 1120 Yonge Street looking west



Mainstreet Character - 1100-1118 Yonge Street looking northwest



1088 Yonge Street looking west



1080 Yonge Street looking south west



1077 Yonge Street looking northeast



1075 Yonge Street looking east



1073 Yonge Street looking east



1067 Yonge Street looking east

Further south, south of Gibson Avenue, is a 3-storey apartment complex that backs onto the north side of Ramsden Park. Ramsden Park is one of the City's largest parks and contains a number of facilities, including an off-leash dog area, baseball diamond, two playgrounds and a wading pool. There is also a large outdoor rink, which doubles as a tennis court in the summer. The park is currently undergoing a revitalization project, which includes improvements to the existing walkways, facilities and playground and additional plantings and landscaping. The revitalization project is scheduled to be completed in late Summer 2020.

To the southeast of the subject site, at the northeast corner of Yonge Street and Rowanwood Avenue, is a Shell Gas Station (1077 Yonge Street). Further south, south of Rowanwood Avenue, is a 3-storey mixed-use building with retail uses at grade and residential apartments above (1075 Yonge Street) and a newer 3-storey commercial building (1073 Yonge Street). Adjacent to the commercial building is a converted residential dwelling, set back approximately 12.8 metres from the front lot line, which is used as offices (1067 Yonge Street). Further south is 3-storey mixed-use building that contains two grade-related restaurants and a language learning centre on



1055 Yonge Street looking east

the 2nd and 3rd floor (1055 Yonge Street) and a 7-storey residential building at the northeast corner of Yonge Street and Roxborough Street East (2 Roxborough Street East).

Occupying the southeast corner of Yonge Street and Roxborough is a newly constructed 7-storey mid-rise, mixed use building known as the Hill and Dale Residences (1027 Yonge Street). Further south, on the east side of Yonge Street, is Rosedale subway station (365 metres from the subject site, approximately a 5- minute walk).

South of Belmont Street are various mid-rise buildings and taller built forms approaching the intersection of Yonge Street and Bloor Street. Notable buildings include: 980 Yonge Street which is developed with 8-storey and 10-storey mixed-use buildings; 942 Yonge Street, which is developed with a 12-storey residential building with retail uses at grade; and 877 Yonge Street (on the east side of Yonge), which contains a 15-storey mixed-use building with retail at grade.

Immediately to the west of the subject site, lands are designated *Neighbourhoods* which consist of low-rise residential built forms including three 2½-storey row houses (17, 19 and 21 Marlborough Avenue). Further west, on the south side of Marlborough Avenue, is a mix of detached, semidetached and rowhouse dwellings ranging from 2 to 2½ storeys in height.

On the north side of Marlborough Avenue are the York Racquets Club grounds (50 Marlborough Avenue), which consist of an expansive 2-storey complex with surface parking and three outdoor courts. Further west, on the north side of the street, is the Marlborough Place Parkette.



17, 19 and 21 Marlborough Avenue looking south



2 Roxborough Street East northeast



1027 Yonge Street looking southeast



23 - 29 Marlborough Avenue looking south

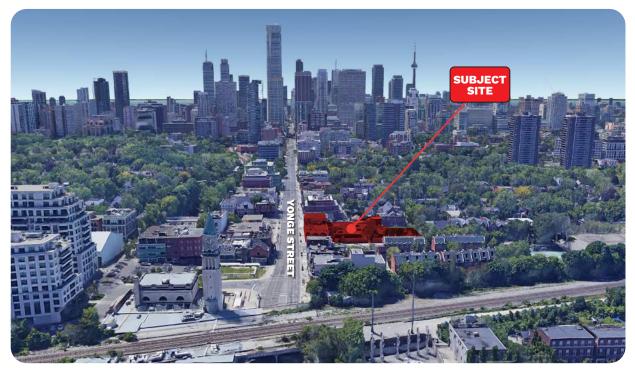


Figure 4 - Oblique View Looking South on Yonge Street

2.4 Transportation Network

The City of Toronto's Road Classification System identifies Yonge Street as a major north-south arterial road with an existing right-of-way width ranging from 20 to 26 metres and a planned right-of-way width of 20 metres, as shown on Map 3 of the Official Plan (see **Figure 5**). Yonge Street consists of a four-lane cross-section with two lanes in each direction and no on-street parking.

Marlborough Avenue is an east-west, two-way local street that terminates just before Avenue Road. It has an existing right-of-way width of approximately 18.3 metres, including sidewalks on both sides of the street. On-street parking is not permitted.

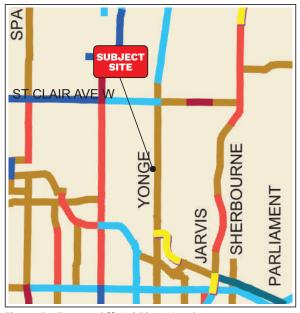


Figure 5 - Toronto Official Plan, Map 3

RIGHT-OF-WAY WIDTHS ASSOCIATED WITH EXISTING MAJOR STREETS Legend

- 45 metres and over
- 36 metres
- 33 metres
- 30 metres
- 27 metres
- 23 metres
- 20 metres
- Non-uniform width, to be retained as existing at the time of Plan adoption.



From a transit perspective, the area has excellent access to a range of transit services, including two subway stations within a 4- to 5-minute walk of the subject site:

Summerhill Subway Station is located approximately 330 metres north of the subject site, which equates to an approximately 4- to 5-minute walk. The station is on the Yonge-University-Spadina subway line (Line 1) and is the 3rd most underutilized station on the line.

As mentioned above, a new access to the Summerhill subway station is planned as part of the approved Scrivener Court development located immediately to the northeast of the subject site, on the east side of Yonge Street. The new access to Summerhill Station would be located within the base of the approved 21-storey building and accessed via the south side of Scrivener Square. The new subway access would be approximately 150 metres (or a 2-minute walk) from the subject site.

Rosedale Subway Station, also on Line 1, is located approximately 365 metres to the south (approximately a 5-minute walk).

In addition to higher order transit, the site is also served by the following surface transit routes:

<u>97 Yonge</u>: This bus route generally runs in a north-south direction between York Mills Station to Queens Quay. The 97B operates during the peak periods, from Monday to Friday only.

320 Yonge Blue Night: This bus operates between the area of Queens Quay West and Bay Street and the area of Steeles Avenue and Yonge Street, generally in a north-south direction. One single service is operated during the overnight period, seven days a week.

The proposed development will optimize the use of the Summerhill subway station, which is currently underutilized, making more efficient use of existing infrastructure, while reducing dependency on automobiles within the Downtown.

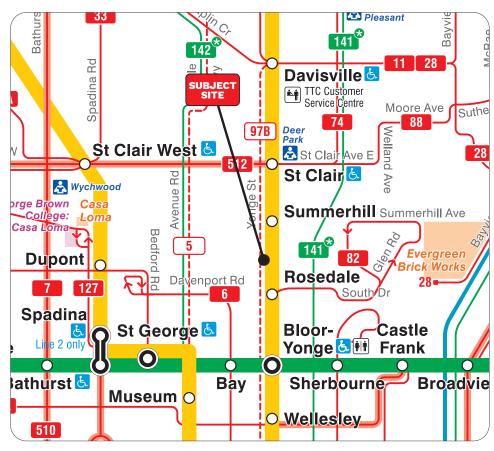


Figure 6 - TTC Transit Map



3.1 Description of the Proposal

The proposed development is a transit-supportive project that meets the objectives of Provincial and municipal planning policies. The proposed development provides for a compatible design and interface to the east, which appropriately addresses the existing and future built form that is envisioned along the east side of Yonge Street, which is identified as an *Avenue* by the Official Plan. The proposed building is also highly articulated and has been massed to provide appropriate transitions to the stable residential neighbourhood to the north, west and south as well as to limit shadow impacts and maintain sky views.

The Official Plan Amendment and rezoning application would permit redevelopment of the subject site with a high-quality residential development, consisting of a 13-storey tall mid-rise building (52.0 metres excluding the mechanical penthouse) with retail uses directed towards. Yonge Street and grade-related townhouses directed towards Marlborough Avenue. The proposal contains a total gross floor area of 17,505.6 square metres, including 15,985.3

square metres of residential gross floor area and 1,520.4 square metres of retail/commercial gross floor area, resulting in an overall density of 6.1 times the lot area.



Rendering looking south on Yonge Street



Rendering looking west on Marlborough Avenue

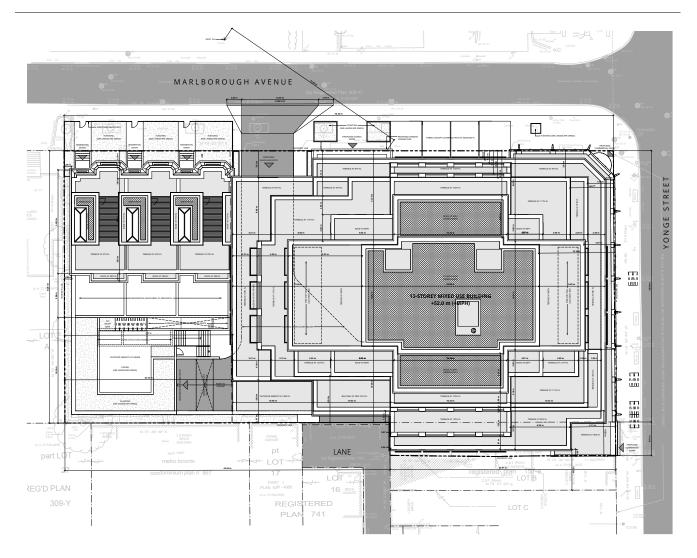


Figure 7 - Site Plan (Audax Architects inc.)

The building design by Audax Architects is distinctive, celebrates the history of the site and has been designed to provide a responsive relationship to the surrounding built form context. The design includes a number of stepbacks throughout the building and is further articulated with projecting balconies, private terraces and integrated archways/loggias to break up the massing.

It will be constructed with high-quality building materials that will blend in with the materiality found within the existing neighbourhood. Adjacent to the heritage building's retained north elevation, the new construction is primarily clad in natural stone. Above the retained heritage elevations, the proposed residential building is clad in complementary but differentiated materials (i.e. contemporary glazing, natural stone and brick panels, aluminum mullions) defining and dividing the mass of the building.

Massing

The building has been designed to animate the pedestrian realm along Yonge Street and Marlborough Avenue and to provide an appropriate transition in scale towards the *Neighbourhoods* designated lands to the west and to the north. In this regard, the proposal is broken into three distinct elements which consist of:

- a distinct 2-storey base (8.6 metres) that is composed of the east portion and part of the north portion of the existing heritage façade at 1140 Yonge Street, the east elevation of 1134 Yonge Street and new construction, including three 3-storey townhouses towards the rear of the site;
- a middle section, comprised of Levels 3 to 7 (to a height of 27.4 metres) as the building steps back from the lower-scale Neighbourhood to the west and north; and
- and a crown, comprised of Levels 8 to 13 (52.0 metres excluding the mechanical penthouse) that tapers away from all four corners, resulting in a cross-shape as the building rises.



Rendering looking south on Yonge Street



Rendering looking north on Yonge Street

The 2-storey base (8.6 metres) has been designed and programmed in a manner that appropriately responds to the low-scale character of the Neighbourhood to the north and west and respects and reinforces the retail character of Yonge Street.

Towards the rear of the site, within the existing Neighbourhoods designation, the development is proposed to contain three 3-storey townhouse units with direct access from Marlborough Avenue. The townhouse units are proposed to be

11.5 metres in height (to the roof of the third level) and each contains a private terrace on the roof, which is accessed via a rooftop stair enclosure. The stair enclosure is set back approximately 5.6 metres from the north in order to minimize its visual impact on the street. The townhouse units are set back 2.6 metres from the north property line and have a depth of 14.0 metres, generally in alignment with the adjacent dwellings to the west.



Rendering Outdoor Patio along Marlborough Avenue

At the east end of the site, the base of the building includes a commercial unit directed toward the Marlborough Avenue and Yonge Street intersection with a contiguous outdoor patio along the Marlborough Avenue frontage and two additional commercial units continuing along the Yonge Street frontage. The commercial units are proposed to occupy both levels of the base building and include large open to below areas above the first floor offering views into the

building from the public realm. Primary access to the commercial units is provided through the diagonal entrance at the northeast corner facing Marlborough Avenue and Yonge Street; a secondary commercial lobby is proposed towards the south end of the base building on Yonge Street.



Rendering looking west on Marlborough Avenue

The balance of the ground floor is comprised of enclosed service areas, an internalized loading area, indoor amenity and the residential lobby, which is located on Marlborough Avenue. The ground floor also includes a pet spa located off of the lobby area for owners to wash and bathe their animals.

The middle portion and the crown of the building will be highly articulated, including large terraces and generous stepbacks that terrace down towards the Neighbourhood to the west and to the north.

The middle volume, beginning at Level 3 and rising up to 7 storeys (27.4 metres), is directed towards Yonge Street and is set back 22.7 metres from the adjacent Neighbourhood to the west. Above the base building, a stepback of 1.2 metres is provided at Level 3 above the heritage façade of 1140 Yonge Street and is stepped back an additional 6.1 metres above the portion of the base building on 1134 Yonge Street. Towards Marlborough Avenue, Levels 3 through 7 are set back a minimum of 1.2 metres from the north lot line; this setback increases to 1.6 metres where the built form transitions to the townhouse component of the development. Towards the south, the main wall of Levels 3 through 7 is set back 0.86 metres from the north lot line of 1132 Yonge Street and 5.74 metres from the north limit of the abutting laneway.

The crown (top) of the building, comprised of Levels 8 through 13, incorporates large terraces that cascade down towards the Neighbourhoods and give the overall massing a distinctive form. The crown is further articulated with distinctive east and west facing loggias comprised of three vaulted arches that match the scale and proportion of the arches at the street level of the original building. Beginning at Level 8, the crown of the building gradually steps back on all sides, resulting in an incremental decrease to the overall massing of the building as the height of the building rises up to the 13th storey.

At Level 8, the building is stepped back above the 7th floor by 2.3 metres facing Yonge Street, 2.43 metres facing Marlborough Avenue, 5.2 metres towards the west, and a minimum of 1.8 metres towards the south, allowing for large outdoor terraces around the perimeter of the building. At

Level 9, small portions of the east, north and west facades are further stepped back above the 8th storey in order to add architectural interest and break up the massing with additional terraces and balconies.

Beginning at Level 10, the setbacks and stepbacks on all sides of the building become more prominent as the upper portion of the crown rises up to the 13th floor, limiting massing impacts on the public realm along Yonge Street and Marlborough Avenue and on the Neighbourhoods to the north and west.

As it relates to Yonge Street, the main wall of the building at Level 10 is set back 3.6 metres from the east lot line. This setback increases to 4.0 metres on Level 11 and increases further to 8.3 metres between Level 12 and 13. At the northeast corner at Level 11, the building steps back between 3.6 metres and 8.0 metres from the building face below, allowing for a large terrace. The building also steps back from the building face by up to 10.4 metres at the southeast corner to limit the mass of the building along Yonge Street.

Towards the south lot line, the building is set back 5.9 metres from the north lot line of 1132 Yonge Street at Level 10; this setback increases to 6.4 metres at Levels 11 and 12 and further increases to 8.5 metres at Level 13.

Along the Marlborough Avenue frontage, the upper portion of the crown is set back a minimum of 3.1 metres from the north lot line at Level 10, a minimum of 3.6 metres at Levels 11 and 12, and a minimum of 6.1 metres at Level 13.

As it relates to the adjacent Neighbourhood, the crown is well set back from the west lot line. Between Levels 8 and 10, the main wall of the crown is set back approximately 28.0 metres from the west lot line and is further set back by a minimum of 30 metres between Levels 11 to 13.

In addition to the various setbacks and stepbacks, the crown of the building is articulated with highquality architectural expressions to reduce the visual weight of the building. Between Level 11 and 13, the east façade of the building along Yonge Street and the west façade facing the Neighbourhood are articulated with three loggias that extend up to the roofline. The loggias are 3.6 metres deep and provide for weather protection

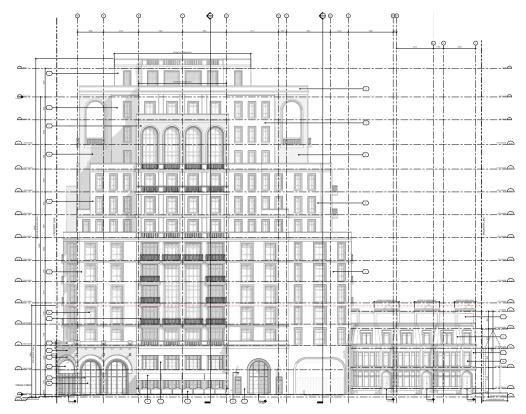


Figure 8 - North Elevation (Audax Architects inc.)

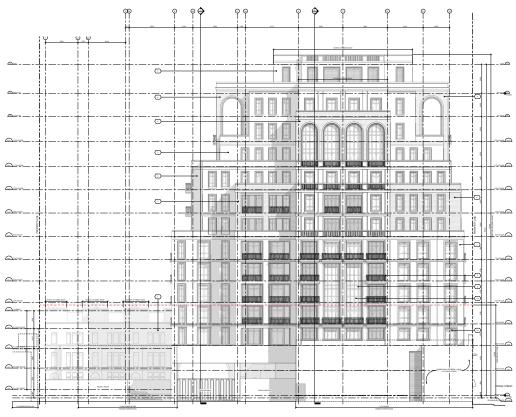


Figure 9 - South Elevation (Audax Architects inc.)

for the balconies on Level 12, provide sky views from the public realm, allow light to penetrate through the upper portions of the building and provide a visual distinction between the heritage fabric of 1140 Yonge Street and the new construction above. The north and south facades of the crown are articulated with large rounded windows that mimic the shape and scale of the loggias above and complement the arcade windows at the street level.

The middle and crown portions of the building are proposed to be comprised of materials that are compatible with, yet distinguishable from, the heritage fabric of the building base below. The materiality is comprised of contemporary glazing, natural stone and brick panels, and aluminum mullions.

Unit Distribution and Amenity Space

It is anticipated that the building will contain a total of 66 residential units, comprised of 11 one-bedroom units (17%), 43 two-bedroom units (65%) and 12 three-bedroom units (18%). Of the 12 three-bedroom units, 3 units will be located in the townhouses. The size of the proposed units ranges between approximately 1,000 square feet and 4,200 square feet.

A total of 520.5 square metres of amenity space is proposed, including 321.2 square metres of indoor amenity space (4.8 square metres per unit) and 199.4 square metres of outdoor amenity space (3.02 square metres per unit). The combined indoor and outdoor amenity area represents a ratio of 7.88 square metres of amenity space per unit, which substantially exceeds the minimum Zoning By-law requirement.

Indoor amenity is provided on the ground floor adjacent to the entrance fronting onto Marlborough Avenue and on the 3rd storey in the southwest corner of the building, which will be directly connected to a 44.6 square metre outdoor amenity area. Additional outdoor amenity space (154.8 square metres) is provided towards the rear of the site, behind the rear yards of the townhouse units. This outdoor area is comprised of seating areas configured around raised planting beds and also includes a small pet relief area.

Additionally, each unit has access to at least one private outdoor terrace or balcony. The 3rd floor to 7th floor contains balconies ranging in size from approximately 10 square metres to 40 square metres. Above, on the 8th to 13th floor, terraces range from approximately 9 to 128 square metres.

The three townhouse units each have a front vard, a private rear yard (33.6 square metres) and private rooftop terrace (62.2 square metres).

Parking, Access and Loading

The following provides a summary of parking, access and loading. A more detailed report has been prepared under separate cover by BA Consulting Group and is discussed below in Section 5.7 of this Report.

Vehicular access to loading and to residential parking is provided from a covered driveway off of Marlborough Avenue. The driveway access is positioned between the proposed residential lobby area and the proposed townhouse units, approximately 22 metres east of the west lot line. The driveway leads to an internalized passenger drop-off area and secondary residential vestibule. The driveway also leads to an internalized loading area and provides direct access to the underground parking garage.

The proposed development will be served by a three-level underground garage containing 126 parking spaces. Of the total, 106 spaces will be for residents, 6 will be for visitors and 14 spaces will serve the commercial tenants of the building.

Parking for the townhouse units will be provided within the P1 level in the form of private garages, which will be directly accessible from the basement level of the townhouse units.

As it relates to the proposed residential parking supply, the proposal exceeds the parking requirements of Zoning By-law 569-2013 by 55 parking spaces. Of the excess spaces, 27 spaces are designated as EVSE (electric vehicle) spaces on Levels P2 and P3. A further 28 resident parking spaces are to be dedicated for Low-Emitting Vehicles (LEV's). As it relates to the visitor and non-residential parking supply, BA's report confirms the proposed parking supply meets the minimum supply requirements of the By-law.

The development will provide a total of 78 bicycle parking spaces, of which 60 spaces will be for residents and 7 spaces will be for residential visitors. The visitor bicycle parking spaces are proposed to be located at grade within the landscaped outdoor amenity space at the southwest corner of the site and accessed via the internal courtyard and stairs fitted with bicycle ramp channels within them. The bicycle parking spaces for residents are proposed to be provided in secure bike storage rooms within the P2 level.

As it relates to the commercial uses, 3 long-term bicycle parking spaces are proposed within the P1 parking level adjacent to the P1 commercial lobby core and the elevator within the lobby area. An additional 8 short-term spaces are located within the public boulevard along Yonge Street and configured as Post-n-Ring spaces consistent with the City of Toronto design specifications. This

strategy and location was selected to ensure that the provision of commercial short-term bicycle parking was most accessible to the intended users of the spaces (i.e. patrons of the retail space within the development). The proposed bicycle parking supply will meet and slightly exceed, the minimum supply requirements of the site under By-law 569-2013, as outlined in BA's report.

The internalized loading area is located at the south end of the building and includes one Type 'B' / 'G' loading space configured as a Type 'G' loading space. The loading space is adjacent to an internalized garbage/storage area and will service both the commercial uses and residential units and will meet the loading requirements of the site.

A summary of the proposed development statistics is set out in **Table 1** below.

Table 1: Project Statistics

Lot Area	2,869.7 square metres	
Residential GFA	15,985.3 square metres*	
Non-residential GFA	1,520.4 square metres*	
Total GFA	17,505.6 square metres*	
Floor Space Index	6.10	
Building Height	13 storeys (52.0 metres, excluding the mechanical penthouse)	
1-Bedroom Units	11 units (17%)	
2-Bedroom Units	43 units (65%)	
3-Bedroom Units	12 units (18%)	
Total Residential Units	66 units	
Total Parking Spaces Resident Spaces Visitor Spaces Retail Spaces	126 spaces 106 spaces 6 spaces 14 spaces	
Bicycle Parking Spaces Resident Short-term Resident Long-term Commercial Short-term Commercial Long-term	78 spaces 7 spaces 60 spaces 8 spaces 3 spaces	
Loading Space	1 Shared Type 'B' / 'G'	

^{*}Based on Zoning By-law 569-2013.

3.2 Required Approvals

In our opinion, the proposed development conforms with the City of Toronto Official Plan and, in particular, with the policies applicable the Mixed Use Areas and Neighbourhoods designation. However, out of an abundance of caution, an Official Plan Amendment is being submitted in order to permit a consolidated development that includes an underground parking garage and townhouses that extend into the Neighbourhoods designated portion of the site.

In addition, the proposal requires an amendment to the new 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 increase the permitted height and density, and to revise other development regulations as necessary to permit the proposed development.

POLICY & REGULATORY CONTEXT

4.1 Provincial Policy Statement (2020)

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 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 a number of 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 costeffective development patterns and standards to minimize land consumption and servicing costs, promoting the integration of land use planning, 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 transitsupportive development, accommodating a significant supply and range of 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 intensification, redevelopment and compact 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 options 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, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

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 of the PPS 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; encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources.

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 preparing 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.

With respect to cultural heritage, Policy 2.6.1 states that significant built heritage resources and significant cultural heritage resources shall be conserved. In this regard, Policy 2.6.3 states that planning authorities shall not permit development on adjacent lands to protected heritage property except where the proposed development has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

In this regard, the existing building at 1140 Yonge Street is listed on the City's Heritage Register; however, no official Statement of Significance for the property has been prepared by the City. Additionally, the subject site is located across Yonge Street from the South Rosedale Heritage Conservation District and other designated heritage properties.

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 be relevant and determinative.

For the reasons set out in Section 5.1 and 5.6 of this report, it is our opinion that the proposed development and, in particular, the requested Official Plan Amendment and Zoning By-law Amendments are consistent with the PPS, in particular, the policies relating to residential intensification, the efficient use of land and infrastructure, and cultural heritage conservation.

4.2 Growth Plan for the Greater Golden Horseshoe (2019)

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) 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 are required to conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. 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.

While many policies in the 2019 Growth Plan are unchanged from the 2017 Growth Plan. modifications were made to policies related to employment areas, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and major transit station areas.

The Guiding Principles which are important for the successful realization of the 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.

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. It includes objectives that support the development of complete communities and promotes transitsupportive development. As noted in Section 2.1 of the Plan:

"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, while also supporting a more diverse range and mix of housing options... 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."

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" as defined by the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "Strategic growth areas" 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 this regard, the subject site is located within the Downtown Toronto "urban growth centre" and within a "major transit station area" as defined by the Growth Plan.

The policies related to "urban growth centres" and the planned density targets for "major transit station areas" are similar to those in the 2017 Growth Plan. However, in the 2019 Growth Plan, "major transit station areas" have been redefined as the area within an approximate 500 to 800 metres radius of a transit station, as opposed to approximately 500 metres. In this regard, the subject site is located approximately 330-365 metres from both the Summerhill and Rosedale subway stations and is within approximately 150 metres from the future entrance to Summerhill subway station that is planned as part of the Scrivener Court development.

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 this 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.

In this respect, Schedule 3 of the Growth Plan forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041. The 2016 Census indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now midway through the 2001–2031 forecast period, the 2016 population of 2,822,902 (adjusted for net Census undercoverage) is only 38.8% of the way toward achieving the population forecast of 3,190,000 by 2031.

Policy 2.2.1(4) states 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 including residential and employment 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, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Policy 2.2.2(3) requires 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 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, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

Policy 2.2.3(1) states that urban growth centres will be planned to accommodate and support the transit network at the regional scale and to accommodate a significant population and employment growth. In this regard, Policy 2.2.3(2) requires that each urban growth centre in the City of Toronto be planned to achieve a minimum density target of 400 residents and jobs combined per hectare by 2031 or earlier.

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 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 identifies the Yonge-University 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 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" (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. Finally, 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 parking standards; and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership and rental housing. Notwithstanding Policy 1.4.1 of the 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.

Generally, the infrastructure policies set out in Chapter 3 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."

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.

Policy 4.2.7(1) directs that "cultural heritage resources" will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas, while Policy 4.2.7(2) provides that municipalities will work with stakeholders in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.

The timely implementation of the 2019 Growth Plan policies is 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 upperand 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 this 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 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 "urban growth centres" and "major transit station areas".

4.3 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto ("the Plan") was adopted on November 26, 2002 and was 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.

Policy 5.6(1) provides that the Plan should be read as a whole "to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making". Policy 5.6(1.1) provides that the Plan is more than a set of individual policies and that "all appropriate policies are to be considered in each situation", the goal being to "appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City".

Growth Management Policies

Chapter 2 (Shaping the City) 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 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.)

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include *Centres, Avenues, Employment Areas* and the *Downtown and Central Waterfront*, where transit services and other infrastructure are available. On Map 2 (Urban Structure), the subject site is identified as part of the *Downtown and Central Waterfront* (see **Figure 10**, Official Plan Map 2, Urban Structure).

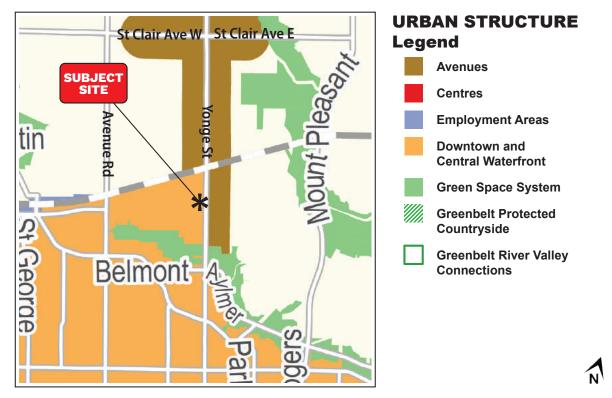


Figure 10 - Toronto Official Plan, Map 2

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). 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..." (Our emphasis.)

Policy 2.2(2) provides that "growth will be directed to the *Centres, Avenues, Employment Areas* and the *Downtown* as shown on Map 2", and sets out a number of objectives can be met by this strategy, including:

- using municipal land, infrastructure, and services efficiently;
- concentrating jobs and people in areas well served by surface transit and rapid transit stations:
- 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.

Under Section 2.2.1 ("Downtown: The Heart of Toronto"), the Plan recognizes that the Downtown, with its dramatic skyline, is Toronto's image to the world and to itself. It is the oldest, most dense and most complex part of the urban landscape, with a rich variety of building forms and activities.

Policy 2.2.1(1) provides that the Downtown Toronto Urban Growth Centre will be planned to "optimize the public investment in higher order transit within the Centre" and thus should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan.

The Plan also notes that mixed use is a key ingredient to the successful functioning of *Downtown* that creates "accessibility through proximity" and that every home built within the *Downtown* offsets the need for in-bound commuting each day. Policy 2.2.1(2) provides that "*Downtown* will continue to be shaped as the largest economic node in the city and the region" by accommodating growth that "provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting".

The Plan states that *Downtown* is seen as an attractive place to live and that new housing in the *Downtown* makes an important contribution to the economic health of the City. Policy 2.2.1(4) provides that the quality of the *Downtown* will be improved by, among other matters: supporting the development of complete communities; developing buildings that are shaped, scaled and designed to enhance liveability; and providing a diverse range and mix of housing options, including affordable housing, to accommodate the needs of all household sizes.

Policy 2.2.1(6) states that design guidelines specific to districts of historic or distinct character will be developed and applied to ensure new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, heights and relationship to landmark buildings.

Section 2.3.1 sets out policies for creating and maintaining Healthy Neighbourhoods by focusing most new residential development in the *Downtown*. the *Centres*, along the *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods.

Policy 2.3.1(1) states that "Neighbourhoods are low rise and low density residential areas that are considered to be physically stable. Development in Neighbourhoods will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas".

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 through the stepping down of buildings towards and setbacks from those Neighbourhoods;
- maintain adequate light and privacy for residents in those Neighbourhoods;
- orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those Neighbourhoods;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those Neighbourhoods, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those Neighbourhoods; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those Neighbourhoods.

From a transportation perspective, Rosedale and Summerhill subway stations are identified on Map 4 (Higher Order Transit Corridors, see **Figure** **11**) and Map 5 (Surface Transit Priority Network, see **Figure 12**).

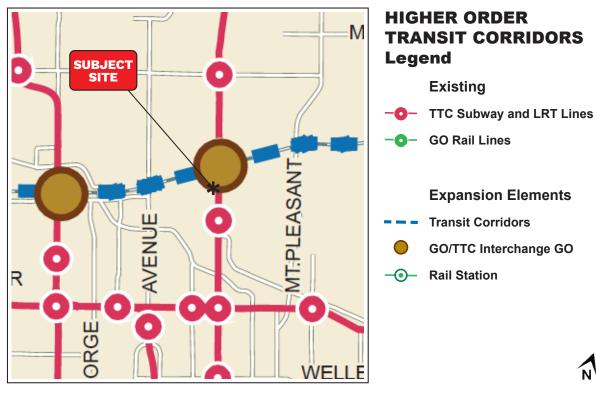


Figure 11 - Toronto Official Plan, Map 4

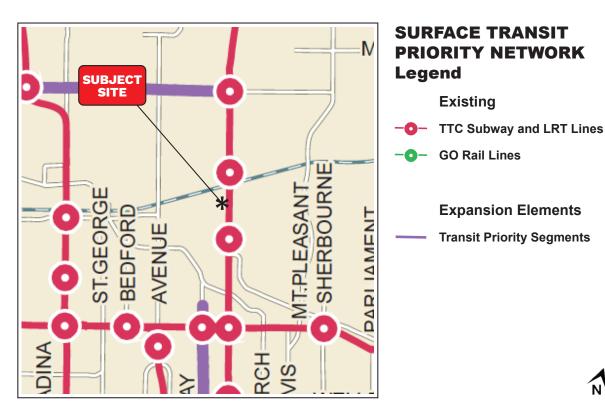


Figure 12 - Toronto Official Plan, Map 5

The introductory text in 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."

Policy 2.4(4) directs that planning for new development in targeted growth areas be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development will be assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy.

Policy 2.4(7) 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), establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.

Furthermore, Policy 2.4(8)(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".

Land Use Designation Policies

The property at 1140 Yonge Street has a split designation, with the easterly portion fronting Yonge Street designated *Mixed Use Areas* and the westerly portion (generally occupied by the existing surface parking lot) designated *Neighbourhoods* on Land Use Map 17. The property at 1134 Yonge Street is entirely within the *Mixed Use Areas* designation.

The lands to the north, east and south fronting Yonge Street are designated *Mixed Use Areas*, while the low-rise residential lands to the north, west and south are designated *Neighbourhoods* (see **Figure 13**).

The Mixed Use Areas designation, which applies to approximately 83% of the parcel at 1140 Yonge Street and the entirety of 1134 Yonge Street, 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 actives, 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 reduce automobile dependency and meet the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown* and other lands designated *Mixed Use Areas*, creating and sustaining wellpaid, stable, safe and fulfilling employment opportunities for all Torontonians;



Figure 13 - Toronto Official Plan, Map 17

- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as 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 nearby 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 maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- providing 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; and
- providing indoor and outdoor recreation space for building residents.

Section 4.1 of the Official Plan sets out policies for the Neighbourhoods designation. These policies were amended through Official Plan Amendment No. 320 ("OPA 320"). OPA 320 includes amendments to both the Apartment Neighbourhoods and Neighbourhoods designations and provided greater clarity on matters of development in these areas.

Policy 4.1(1) states that Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. The Neighbourhoods designation also for low scale institutions such as places of worship, community centres and schools.

Policies 4.1(5) to 4.1(11) provide development criteria for proposals in areas designated *Neighbourhoods*. Policy 4.1(5) provides as follows:

"Development in established Neighborhoods will respect and reinforce the existing physical character of each geographic neighbourhood, including in particular:

- a. patterns of streets, blocks and lanes, parks and public building sites;
- b. prevailing size and configuration of lots;
- c. prevailing heights, massing, scale, density and dwelling type of nearby residential properties;
- d. prevailing building type(s);
- e. prevailing location, design and elevations relative to the grade of driveways and garages;
- f. prevailing setbacks of buildings from the street or streets;
- g. prevailing patterns of rear and side yard setbacks and landscaped open space;
- continuation of special landscape or builtform features that contribute to the unique physical character of the geographic neighbourhood; and
- i. conservation of heritage buildings, structures and landscapes."

The policy provides further clarification with respect to "geographic neighbourhood". It explains that the geographic neighbourhood will consider areas that have shared characteristics such as zoning, prevailing dwelling type and scale, lot size and configuration, street pattern, pedestrian connectivity, and natural and human-made dividing features.

The policy states that the physical character of the geographic neighbourhood includes the larger geographic area as well as the properties that face the same street in the same block and the block opposite the site. The policy directs that, when determining whether a proposed development in a *Neighbourhood* is consistent, only the physical characteristics of the geographic neighbourhood will be considered.

The policy states that lots fronting onto a major street, and flanking lots to the depth of the fronting lots, are often distinguishable from the lots in the interior of the geographic neighbourhood due to characteristics such as:

- different lot configurations;
- · better access to public transit;
- adjacency to developments with varying heights, massing and scale; or
- direct exposure to greater volumes of traffic on adjacent and nearby streets.

The policy states that such factors may be taken into account when considering intensification on these sites.

The policy provides greater clarification on the term "prevailing" and states that it is the most frequently occurring form of development in that neighbourhood; however, some neighbourhoods will have more than one prevailing building type or physical character. Prevailing character will also not preclude development that does not match the most prevailing building type but may reflect a frequently occurring building type.

The lengthy policy concludes by stating that "no changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the overall physical character of the entire Neighbourhood" and that below grade garages are discouraged except for certain apartment buildings and certain townhouse developments.

Policy 4.1(8) directs that the Zoning By-law will contain numerical site standards for matters such as building type and height, density, lot sizes, depths/frontages, parking and building setbacks, among others, to ensure new development will be compatible with the physical character of established residential *Neighbourhoods*.

Within the context of these general policies, the *Neighbourhoods* designation also includes specific policies for infill development. In this respect, the introductory text notes the following:

"Scattered throughout many Neighbourhoods are properties that differ from the prevailing patterns of lot size, configuration and orientation. Typically, these lots are sites of former

non-residential uses such as an industry, institution, retail stores, a utility corridor, or are lots that were passed over in the first wave of urbanization. In converting these sites to residential uses, there is a genuine opportunity to add to the quality of Neighbourhood life by filling in the "gaps" and extending streets and paths. Due to the site configuration and orientation, it is often not possible or desirable to provide the same site standards and pattern of development in these infill projects as in the surrounding Neighbourhood."

Policy 4.1(9) outlines particular development criteria for infill development on sites that vary from the local lot pattern in terms of lot size, configuration and/or orientation. In these circumstances, infill development within Neighbourhoods will:

- · have heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties, while taking into account the existing form of development on the infill property
- have setbacks from adjacent residential properties and public streets that are proportionate to those permitted by zoning for adjacent residential properties, while taking into account the existing form of development on the infill property;
- provide adequate privacy, sunlight and sky views for occupants of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- · front onto existing or newly created public streets wherever possible, with no gates limiting public access;
- provide safe, accessible pedestrian walkways from public streets; and
- locate, screen and wherever possible enclose service areas and garbage storage and parking, including access to any underground parking, so as to minimize the impact on existing and new streets and on residences.

Public Realm Policies

The Official Plan contains public realm policies that emphasize the importance of providing beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings to draw people together and create 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)(d) provides that "quality architectural, landscape and urban design and construction will be promoted" by ensuring new development enhances the quality of the public realm. Policy 3.1.1(5) recognizes 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. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians (Policy 3.1.1(6)).

Built Form Policies

Section 3.1.2 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but 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, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building and site fit within the context of the neighbourhood and the City.

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context. Relevant criteria include:

- generally locating buildings parallel to the street with a consistent front yard setback;
- on corner sites, locating the development along both adjacent street frontages and giving prominence to the corner;
- locating main building entrances so that they

- are clearly visible and directly accessible from the public sidewalk; and
- providing ground floor uses that have views into and, where possible, access to adjacent streets.

Policy 3.1.2(2) requires that new development locate and organize parking, servicing and access to minimize their impact on the property and surrounding properties by, among other things:

- using shared service areas where possible within development block(s) including public and private lanes, 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 possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.2(3) sets out policies to ensure that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern, and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring buildings;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Policy 3.1.2(5) requires that new development provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(6) provides that each resident of a "significant new multi-unit residential development" will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

The proposal would be considered to be a tall building in accordance with Section 3.1.3 of the Official Plan, given that the height of the proposed building (52 metres) is greater than the width of the Yonge Street road allowance (approximately 20-22 metres). Among other matters, Policy 3.1.3(1) specifies that the design of tall buildings should consist of a base to define and support the street edge at an appropriate scale, a shaft that is appropriately sized and oriented in relation to the base building and adjacent buildings, and a top that contributes to the character of the skyline and integrates rooftop mechanical systems.

Policy 3.1.3(2) requires that tall building proposals address key urban design considerations, including: meeting the built form principles of the Plan; demonstrating how the proposed building and site design will contribute to and reinforce the overall city structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; and taking into account the relationship of the site to topography and other tall buildings.

Heritage Policies

Heritage conservation policies are included in Section 3.1.5 of the Official Plan. As amended by Official Plan Amendment No. 199 (approved by the Ontario Municipal Board on May 12, 2015), the Plan recognizes that the protection, wise use and management of Toronto's cultural heritage will integrate the significant achievements of our people, their history, our landmarks and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

Policy 3.1.5(3) states that heritage properties of cultural value or interest will be protected by being designated under the Ontario Heritage Act and/or included on the Heritage Register. Policy 3.1.5(5) indicates that proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained.

In this respect, "adjacent" is defined as "those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law". In this respect, the subject site is adjacent to a number of listed heritage properties to north on Yonge Street at 1148-1152, 1156-1170 and 1176 Yonge Street. In addition, to the east within the South Rosedale Heritage Conservation

District, are designated properties at 1195, 1197, 1199, 1101 and 1103 Yonge Street which comprise the Shops at Summerhill.

Policy 3.1.5(23) requires that a Heritage Impact Assessment evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties "adjacent" to a property on the Heritage Register. Policy 3.1.5(26) requires that new construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

In response to the foregoing policies, a Heritage Impact Assessment has been prepared by ERA Architects, as summarized in Section 5.6 of this report.

Housing Policies

The Official Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

Implementation Policies

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

4.4 Site and Area Specific **Policy 211 (SASP 211)**

The subject site is subject to Site and Area Specific Policy 211. Policy 211 applies to the Bloor-Yorkville/North Midtown Area, bounded by Avenue Road, Bloor Street, Sherbourne Street, Rosedale Valley Road, Yonge Street and the CP rail line, and sets out policies regarding the overall context, the character of specific areas, the public realm and urban design.

Policy 211 recognizes that the Bloor-Yorkville/ North Midtown area is comprised of a broad mix of districts, with different intensities, scales and heights in a diversity of building forms. As the north edge of *Downtown*, it is to provide a transition in density and scale from the more intensive use and development forms to the south. The subject site is identified on Map 1 of Policy 211 as being within the area referred to as the "Yonge Street Corridor north of Ramsden Park" (see **Figure 14**). The policy states that development within this area will "respect and reinforce the existing character of mainly three storey buildings built to the streetline with shops at the street level." (Policy 211(c)(v)).

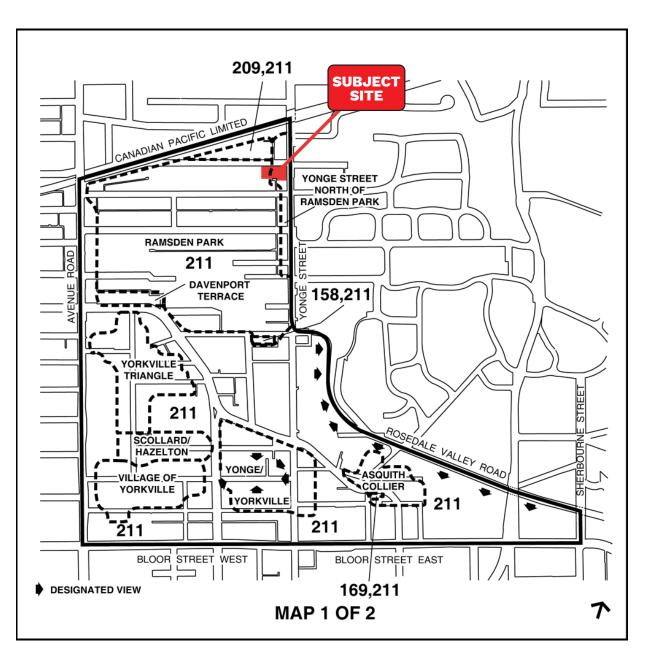


Figure 14 - Map 1 of SASP 211

The rear/westerly portion of the site falls within the Ramsden Park *Neighbourhood*. Policy 211(a) requires new development in the Ramsden Park, Yorkville Triangle and Asquith-Collier *Neighbourhoods* to respect and reinforce the stability and the established low-rise character of the area, containing tree-lined streets and houses of two and three storey height, consistently setback from the street line. It also requires new development to be contextually similar and appropriate to the individual settings, patterns of development, unique features, architectural and landscape character, and heritage significance within the area.

Map 2 of Policy 211 illustrates "Built Form Hight Peaks and Ridges". The associated policies provide that the scale of buildings along the northern portions of Avenue Road, Yonge Street and Davenport Road are "intended to have lower heights than within the 'Height Ridges'" and that the scale of buildings in these areas should be compatible with the adjacent Neighbourhoods shown as "Low-Rise Areas" on Map 2. The subject site is not located within a "Height Peak" or a "Height Ridge" and the westerly portion of the site is located within a "Low Rise Area" as shown on Map 2 (see **Figure 15**).

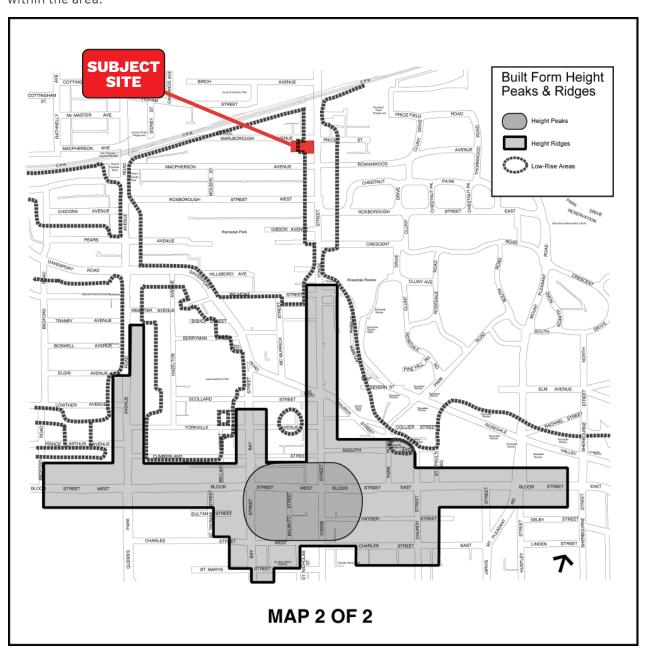


Figure 15 - Map 2 of SASP 211

In addition, Policy 211(a) requires developments near the Ramsden Park *Neighbourhood* to be designed with sufficient setbacks and transitions in scale, through means such as angular planes and step-downs in height, to adequately limit shadow, wind and privacy impacts upon nearby residences and the public realm. The policy further provides that mixed use development in proximity to the *Neighbourhood* will be designed to adequately limit negative impacts on nearby residences with respect to, among other matters, noise, traffic, odours, intrusive illumination and the location and visibility of access and service areas.

Policy 211(b) addresses new developments within *Mixed Use Areas* and directs that new development adjacent to "Low Rise Areas", including *Neighbourhoods*, should be of a lesser scale and be contextually appropriate and compatible with the adjacent low-rise areas. Accordingly, development in *Mixed Use Areas* adjacent or near to these "Low Rise Areas" will be designed to "adequately limit shadow, wind and privacy impacts upon these lower-scale areas through distance separation and transitions in scale including means such as angular planes and step-downs in heights".

Policy 211(e) requires new buildings to achieve "a harmonious relationship to their built form context" through building height, massing, setbacks, roofline, and integrated vehicle access and loading. The Bloor-Yorkville/North Midtown Urban Design Guidelines are to be used to provide direction for reviewing development applications in the area and are to be read in conjunction with the urban design policies of the Official Plan. The Bloor-Yorkville/North Midtown Urban Design Guidelines are discussed below in Section 4.7.

Policy 211(d) addresses the public realm. It recognizes that pedestrian activity is a vital component of the Bloor-Yorkville/North Midtown area and, accordingly, provides that the amenity of public sidewalks, walkways, access and views to open space and parks will be maintained and enhanced and any additional shadowing or uncomfortable wind conditions on these public spaces will be minimized as necessary to preserve their utility. New development is required to provide high quality, co-ordinated streetscape and open space improvements to promote pedestrian amenity, orientation, access, greening and confidence in public safety.

4.5 Downtown Secondary Plan

On July 27, 2018, the City of Toronto Council enacted By-law 1111-2018, adopting Official Plan Amendment No. 406 (OPA 406), which includes a new Downtown Secondary Plan (the "Downtown Plan") and associated amendments to Section 2.2.1 and Map 6 of the Official Plan. On August 2, 2018, the City submitted OPA 406 to the Minister of Municipal Affairs and Housing for approval under Section 26 of the *Planning Act*. On June 5, 2019, the Minister issued a decision with respect to OPA 406, which included a number of significant modifications to the Downtown Secondary Plan and brought it into full force and effect. The relevant in-force policies are identified below.

Policy 1.5 provides that the Official Plan policies, Secondary Plans, Site and Area Specific Policies and Heritage Conservation Districts that fall within the boundary of the Downtown Plan must be read together with the Downtown Plan, while Policy 1.6 states that, in the case of conflict, any policy contained within a Secondary Plan or a Site and Area Specific Policy located completely or partially within the Downtown Plan boundaries will take precedence over the policies and maps of the Downtown Plan.

The subject site is designated *Mixed Use Areas 3* – *Main Street* on Map 41–3, which is identified as a growth area by the Downtown Plan (see **Figure 16**).

In this regard, Section 4 notes that the Growth Plan for the Greater Golden Horseshoe identifies the Downtown Toronto Urban Growth Centre as a focal area for investment in region-wide services and infrastructure. As a regional transportation hub, it serves as a high-density major employment centre and is intended to accommodate a significant share of both population and employment growth. Policy 4.1 encourages growth within the Downtown, particularly on lands designated Mixed Use Areas 1, as well as on lands designated *Mixed Use Areas* 2, Mixed Use Areas 3, Regeneration Areas and Institutional Areas. Furthermore, the highest density of development within the Downtown is to be directed to Mixed Use Areas in proximity to existing or planned transit stations.

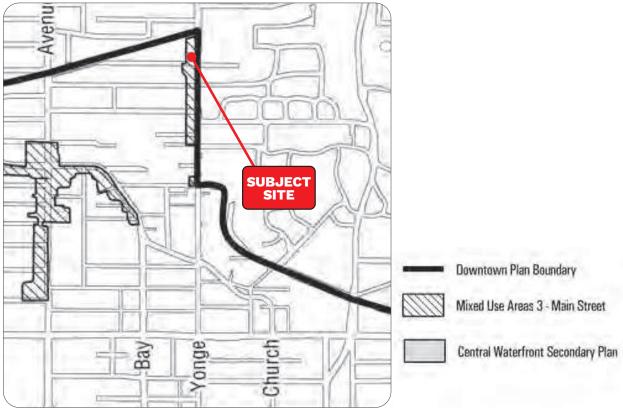


Figure 16 - Map 41-3-C Mixed Use Areas 3

Growth Management

Section 5 of the Downtown Plan includes policies that relate to linking growth and infrastructure, with the goal of achieving complete communities. Policy 5.1 provides that development will support and contribute to the achievement of complete communities by providing for growth and through the provision of development charges under the Development Charges Act, 1997 and/or as a community benefit under Section 37 of the Planning Act, as may be applicable.

In order to support the City, other levels of government and other public agencies in the delivery of community service facilities, parkland, green infrastructure and physical infrastructure

in providing for complete communities, Policy 5.2 provides that a Complete Community Assessment will be required as part of "significant and large scale development applications" within Mixed Use Areas 3 and other identified designations.

Policy 5.4 provides that the Complete Community Assessment study area may include the site and block in which the development is located, as well as all of the surrounding blocks, and that a larger area of assessment may be required where the development intensity is greater than the planned context. As requested by City Planning staff, a Complete Community Assessment has been prepared by Bousfields Inc. and is appended to this report as Appendix B.

Land Use

Section 6: Land Use and Economy, includes policies that promote a balanced approach to growth through an appropriate built-form scale and mix of uses to reflect the diverse character of neighbourhoods, districts and precincts and the vitality of complete communities. With respect to Mixed Use Areas, the introductory text states that Mixed Use Areas will:

"... absorb most of the anticipated increase in office, retail and service employment, as well as the majority of new housing Downtown over the coming decades. As the intensity of development on small, infill sites increases and buildings get taller, more specific land use policies for the Mixed Use Areas will ensure that new development occurs in a manner that fits with the local existing and planned context. Areas and sites designated as Mixed Use Areas have varied characteristics and constraints, and thus, the specific scale and intensity of development will vary based on the local context... Large scale and/ or tall buildings will be appropriate within specific areas Downtown and the permitted height, massing, scale and intensity of development will be informed by the local existing and planned context, including the location of existing and planned rapid transit stations."

Policy 6.18 provides that a wide range of commercial, residential and institutional land uses, and parks and open spaces, are permitted in the *Mixed Use Areas*. It goes on to say that the diverse mix of permitted uses within *Downtown Mixed Use Areas* will meet people's needs for daily living and working (Policy 6.18.1), enable live-work proximities such that people can walk and cycle to their destinations, reducing the need for longer trips (Policy 6.18.2), and provide an urban form that will optimize infrastructure, particularly within 500-800 metres of existing or planned rapid transit stations (Policy 6.18.3).

Policy 6.19 provides that *Mixed Use Areas* will contain development of varying scales and intensities, based on the existing and planned context, while Policy 6.20 directs that building heights, massing and scale of development will be compatible between each of the four *Mixed*

Use Areas, with the most intense development located in Mixed Use Areas 1, generally lessening through Mixed Use Areas 2 and Mixed Use Areas 3 to Mixed Use Areas 4.

Policy 6.22 provides that not all sites can accommodate the maximum scale of development anticipated in each of the *Mixed Use Areas* while also supporting the liveability of the development and the neighbourhood, while other sites may be able to accommodate more than the anticipated scale. It provides that development will be required to address specific site characteristics, including lot width and depth, location on a block, on-site or adjacent heritage buildings, parks or open spaces, shadow impacts, and other sensitive adjacencies, potentially resulting in a lower-scale building.

With respect to *Mixed Use Areas 3* specifically, the introductory text provides that the areas contained within Mixed Use Areas 3 will have a main street character and include a diversity of uses such as retail, services, restaurants and small shops at grade with residential and commercial uses above. The introductory text also states that:

"The planned context will include buildings up to a mid-rise scale with good access to mid-day sunlight in the spring and fall to support a comfortable public realm... To protect and enhance the diversity of uses in these areas, modest intensification is anticipated with most growth occurring in the form of sensitive additions or mid-rise development on sites that can accommodate this scale of development. The height of mid-rise buildings will generally not exceed the width of the right-of-way onto which the building fronts." (Our emphasis.)

Policy 6.28 provides that development within *Mixed Use Areas* 3 will be in the form of mid-rise buildings, with some low-rise and tall buildings permitted based on compatibility. Moreover, development will be encouraged to include retail and service commercial uses at grade with residential, office and/or institutional uses above (Policy 6.29). Policy 6.30 states that the assessment of mid-rise development proposals "will be informed by" the Mid-Rise Buildings policies of the Plan (see Policy 9.28 discussed below).

With respect to development in proximity to existing and planned rapid transit stations, Policy 6.34 provides that development in such areas will prioritize mixed-use development, and that these areas 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.

More specifically, Policy 6.35 provides that lands within 500-800 metres of all existing or planned rapid transit stations within the Downtown will be planned to be transit-supportive and, where appropriate, to achieve multi-modal access to stations and connections to major trip generators. Development within such areas is to be supported, where appropriate, by:

- planning for a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit service levels;
- · fostering collaboration between public and private sectors;
- providing alternative development standards;
- prohibiting built form that would adversely affect the optimization transit infrastructure.

Policy 6.36 goes on to state that the highest density of development within the *Downtown* will be directed to Mixed Use Areas in close proximity to existing or planned rapid transit stations.

Policy 6.37 provides that a study may be undertaken by the City that will result in a Site and Area Specific Policy (SASP) for lands within 500-800 metres of a planned rapid transit station for the purposes of implementing Policy 6.36, which will set out, among other matters, the appropriate land use mix; public realm improvements and priorities; contextually appropriate built form scale and type; and necessary infrastructure. However, Policy 6.38 provides that development may proceed in advance of a study referred to in Policy 6.37, provided that the supporting documentation in the application includes consideration of the matters identified in Policy 6.37.

Parks and Public Realm

With respect to the public realm, Policy 7.2 provides that expansions and improvements to the public realm will be accessible, inclusive and welcoming to all people who live, work, learn and visit Downtown.

Policy 7.3 provides that the planning, design and development of parks and the public realm will be encouraged by a number of objectives, including: creating functional, interesting and engaging spaces that are connected, safe, comfortable, multi-functional and accommodate people of all ages and abilities year-round; encouraging public life through site-specific placemaking and pedestrian amenities that foster social interaction, including but not limited to seating, landscaping, active uses at grade, way-finding, public art and programming; and providing new and improved pedestrian and cycling connections to and through parks and the public realm in and adjacent to Downtown through streetscape improvements, bridges, trails and bikeways.

Yonge Street is identified as a Priority Retail Street as shown on Map 41-5 of the Plan (see Figure 17). Policy 6.40 states that, where development fronts onto a Priority Retail Street, the ground floor frontage will include only retail and service commercial space and limited smallscale offices, with certain exceptions. Policy 6.41 goes on to require that retail and service commercial space within any development on a Priority Retail Street will: provide generous floor-to-ceiling heights, while considering the scale of surrounding ground floor heights; provide appropriate setbacks at grade in order to provide space for public realm and pedestrian enhancements as a community benefit; and be of high-quality design that allows for adaptability over time.

Notably, Policy 6.43 states that when a property has frontage on both a Priority Retail Street and a local street, residential uses may be considered at grade for the portions of the development that front onto the local street. The subject proposal includes three high-quality retail units at grade and directed towards Yonge Street and three grade-related residential units fronting onto Marlborough Avenue (a local street).

Yonge Street is identified as a *Great Street* as shown on Map 41-7 of the Plan (see **Figure 18**). Policy 7.17 provides that the network of *Great Streets* will be prioritized for public realm improvements. These streets have city-wide and civic importance with a diverse character. Policy 7.17 states that *Great Streets* will be prioritized for public realm improvements.

Policies 7.18 and 7.19 provide that public realm improvements on the *Great Streets* will enhance their civic role and setting for public life, promote economic viability, and improve mobility and connections, as well as creating a unified streetscape, improving the scale of pedestrian clearways and transit stops, prioritizing tree planting and infrastructure, and being informed by complete streets principles.

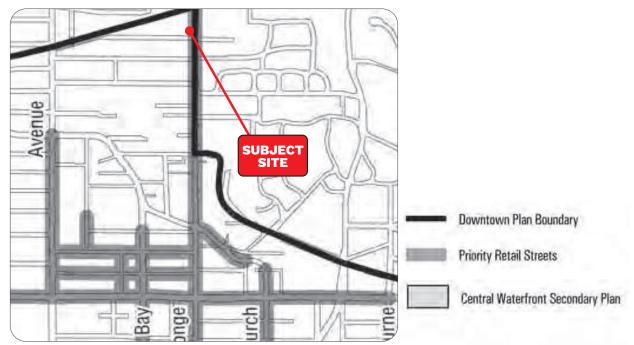


Figure 17 - Map 41-5

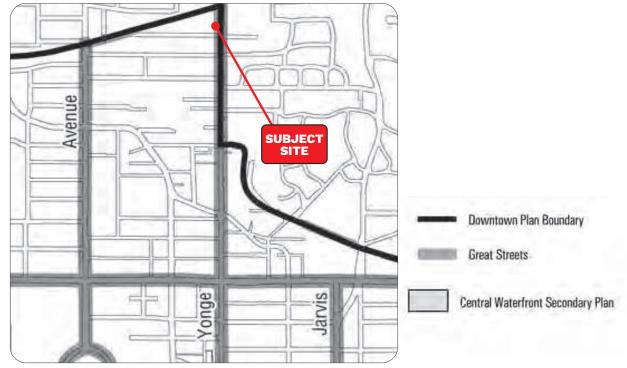


Figure 18 - Map 41-7

Mobility

The subject site is optimally positioned between two rapid transit stations on the Yonge-University Line 1 i.e. the Summerhill and Rosedale Subway Stations. The Plan promotes opportunities to coordinate the integration of rapid transit stations with nearby development in order to improve access and connectivity as the Downtown grows.

Policy 8.21 encourages development in proximity to existing rapid transit stations to provide access to the station, while Policy 8.22 provides that, where feasible, new subway access points will be integrated into buildings. In this respect, the Scrivener Court development includes provision of a new entrance to the Summerhill Station as a condition of the development approval. This new access is planned to be located approximately 150 metres from the subject site, offering quick and easy access to the subway for future residents and employees of the proposed building.

Withrespecttoparkingandcurbsidemanagement, Policy 8.27 provides that development will generally be required to limit and/or consolidate vehicle access points and will be encouraged to provide facilities for passenger pick-up/dropoff, loading and parking in off-street locations and/or within building footprints, in order to free up on-street curbside and public realm space and improve safety of pedestrians and cyclists. Policy 8.29 goes on to say that pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever reasonable and practical to free up curbside space. In this regard, the proposal utilizes one curb cut and driveway access from Marlborough Avenue for passenger pick-up/drop-off, loading and parking for both the proposed residential and non-residential uses.

Built Form

The Downtown Plan includes a number of built form policies in Section 9. Policy 9.1 provides that development will be encouraged to:

- enhance the liveability of the building's surroundings;
- contribute to liveability by reasonably limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky view; expanding and improving the public realm; maintaining adequate privacy; providing high-quality amenity spaces; and conserving heritage;
- demonstrate design excellence of the building and surrounding public realm;
- demonstrate a high standard of heritage conservation; and
- · include high-quality, durable materials and sustainable and resilient building practices.

Policy 9.2 provides that the City may request, as a community benefit, provisions for an improved and expanded public realm including but not limited to: widened sidewalks and walkways; parks and open spaces; POPS; street trees and other landscaping; street furniture; public art; landscaped open spaces; patios; retail displays; access to transit and transit shelters; cycling amenities and pedestrian weather protection.

Policy 9.3 adds that Zoning By-laws may provide for building setbacks from street lines that do not reduce the density or unreasonably reduce the utility of the site, where necessary for the achievement of a contextually appropriate streetscape. Policy 9.4 states that development in Mixed Use Areas 3 will be encouraged to include setbacks that will allow for optimal tree planting and landscaping conditions and provide adequate space for tree infrastructure and adhere to the City's tree planting standards, and be designed to allow for access to utilities or other below-grade services, as a community benefit. Policy 9.5 provides that the City may request, as a community benefit, the conveyance of an easement over a development site within 6 metres from the closest public street curb, or such greater or lesser distance as may result from the considerations set out in Policies 9.6 and 9.7.

Policy 9.8 provides that base buildings will generally be designed to achieve, among others, the following design objectives:

- relate to the scale and proportion of adjacent streets, parks and open spaces;
- fit compatibly within the existing and planned context of neighbouring streetwall heights;
- relate to the height, scale and built form character of the existing context of both streets when located on a corner lot;
- animate and promote the use of adjacent streets, parks and open spaces by such means as providing active uses at grade;
- · incorporate appropriate glazing;
- encourage tree planting, where appropriate; and
- include high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale.

Policy 9.9 provides that development will generally provide a transition from the base building to relate to adjacent properties with a lower-scale planned context, as may be required to achieve the objectives of the Plan, while Policy 9.10 requires that development on sites that include or are adjacent to properties on the Heritage Register will include base buildings that are compatible with the streetwall height, articulation, proportion, materiality and alignment.

Policy 9.11 through 9.16 relate to physical determinants of intensity and scale. Policy 9.11 directs that, although existing and approved buildings form part of the existing and planned context, the siting, massing, height and design of a building on one site will not necessarily be a precedent for development on an adjacent or nearby site.

With respect to shadow impact, Policy 9.17 provides that development will seek to "adequately limit" shadows on sidewalks, parks, open spaces, natural areas and institutional spaces "as necessary to preserve their utility". With respect to wind impact, Policy 9.20 provides that buildings will be sited, massed and designed to mitigate and reasonably limit wind impacts on the public realm, including streets and sidewalks, parks and open spaces and POPS, having regard for the use of such areas.

Policy 9.21 requires development to address microclimatic conditions for people on adjacent streets and sidewalks, parks and open spaces by adequately limiting shadow and uncomfortable wind conditions, as necessary to preserve their utility, which may be achieved with, among other things: reducing the floorplates of tall building elements above the base building; reducing the overall height and scale of buildings; and reorienting, reducing the size of and/or setting back tall building elements on the site.

With respect to transition, Policy 9.22 provides that development may be required to provide built form transition where necessary to create a more liveable environment in the public realm, while defining and distinguishing areas of different character, intensity and planned contexts. Policy 9.23 adds that transition in scale can be achieved by geometric relationships and design methods in different combinations including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and stepbacks of building mass, separation distances, and other means to achieve compatibility. Policy 9.24 further provides that development may be required to incorporate transition in scale to achieve built form compatibility when it is, among other things, of a greater intensity and scale than the adjacent and surrounding planned context or adjacent to a property designated under Part IV of the Ontario Heritage Act.

Policy 9.25 requires a review of built form adjacencies to determine if any transition to the planned context is required to achieve compatibility. Policy 9.26 provides that transition may be required between development and adjacent streets, parks or open spaces to provide access to sunlight and sky views as well as to establish a human scale and that, where such transition is necessary, tall building development may achieve transition through appropriate setbacks and stepbacks. Policy 9.27 adds that, where transition is desirable to achieve compatibility, it will generally be provided within the development site.

Mid-Rise Buildings

The Downtown Plan recognizes a mid-rise scale of development as a way to intensify the Downtown by contributing to liveable and vibrant main streets, while achieving compatibility with adjacent neighbourhoods.

Policy 9.28 states that mid-rise development "will be informed by the following design objectives" i.e.:

- · have heights that reasonably define and enclose the right-of-way the building fronts
- provide for adequate access to sunlight and sky view from the public realm;
- provide a compatible relationship to adjacent Neighbourhoods and Parks and Open Space Areas; and
- be informed by the Performance Standards contained within the Avenues and Mid-Rise Building Study for all other aspects of development not described in the Downtown Plan.

Housing

The introductory text notes that the provision of housing to a wide range of residents that is affordable, secure, of an appropriate size, and located to meet the needs of people throughout their life cycle is essential to the creation of complete communities.

Policy 11.1 provides that, in order to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families, development containing more than 80 new residential units will include: a minimum of 15 per cent of the total number of units as 2-bedroom units; a minimum of 10 per cent of the total number of units as 3-bedroom units; and an additional 15 per cent of the total number of units as a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2- and 3-bedroom units through the use of accessible or adaptable design measures.

Amenity

With respect to amenity space, the introductory text notes that outdoor amenity spaces in midrise and tall buildings function as the equivalent of the front and back yards that are abundant in Toronto's low-rise residential areas.

In this regard, Policy 9.30 encourages amenity space is encouraged to be located at or above grade; to be in visible and accessible locations for building residents; to be designed and built with high-quality materials; and to be designed to be flexible in terms of programing (suitable for all ages and abilities and viable in all seasons of the year).

Implementation

Policy 14.1 provides that implementation plans, strategies and guidelines will be adopted to advance the vision, goals and policies of the Downtown Plan. These 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, in whole or in part, and do not have the status of policies in the Downtown Plan.

4.6 Zoning

Zoning By-law 569-2013 was enacted on May 9, 2013 and was subsequently appealed in its entirety to the Local Planning Appeal Tribunal (LPAT). Most of the City-wide appeals have since been resolved and the majority of the remaining appeals are site-specific; accordingly, Zoning Bylaw 569-2013 is in force except for those sections that are still under appeal at the LPAT. With respect to such matters, By-law 438-86 remains in force.

Former City of Toronto Zoning Bylaw 438-86

The property at 1140 Yonge Street is split zoned under Zoning By-law 438-86, as amended. The easterly portion of the property, measured to a depth of 51.8 metres from Yonge Street (which generally corresponds to the depth of the existing retail building), is zoned MCR T2.5 C2.0 R2.0, as is the portion of the subject site at 1134 Yonge Street (see **Figures 19-20**).

The MCR (Mainstreets Commercial Residential) zoning permits a wide range of residential and non-residential uses to a maximum total Floor Space Index of 2.5 times the lot area. The maximum permitted height on this portion of the site is 14.0 metres.

The westerly portion of the subject site is zoned R2 Z0.6, which permits a wide range of residential uses, including rowhouses and apartment buildings, with a maximum density of 0.6 times the area of the lot and a maximum height of 12.0 metres.

The properties at 1134 and 1140 Yonge Street are subject to a number of exceptions, including Section 12(2) 132, which prohibits a commercial parking garage and a private commercial garage, and Section 12(2) 270, which limits the amount of non-residential gross floor area for retail and service uses to that existing on the lot as of July 20, 1993 plus an additional 1,800 square metres. In addition, Section 12(1) 348 provides that buildings that have been listed as having historical and/or architectural significance, including 1140 Yonge Street, are not required to provide parking or loading facilities, provided that parking or loading spaces existing as of March 1, 1994 are maintained.

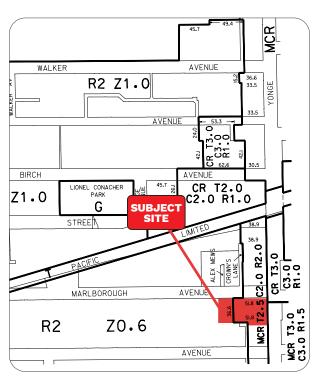


Figure 19 - By-law 438-86 - Zoning

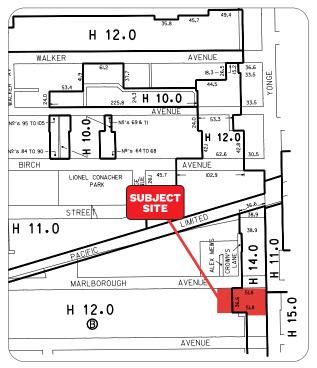


Figure 20 - By-law 438-86 - Heights

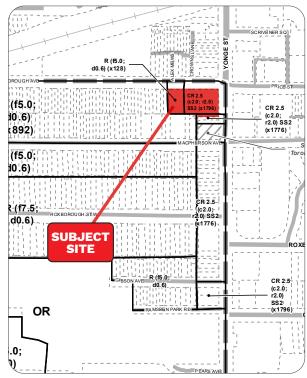


Figure 21 - By-law 569-2013 - Zoning

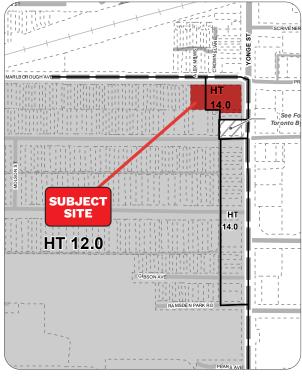


Figure 22 - By-law 569-2013 - Heights

City-Wide Zoning By-law 569-2013

The new City-wide Zoning By-law No. 569-2013, as amended, was enacted by City Council on May 9, 2013. It is subject to appeals to the Local Planning Appeal Tribunal, which have now largely been resolved; accordingly, the By-law is substantially in force.

Pursuant to By-law 569-2013, the eastern portion of 1140 Yonge Street and the entirety of 1134 Yonge Street are zoned CR 2.5 (c2.0; r2.0) SS2 (x1796) with a maximum height of 14.0 metres and the surface parking area at the rear of 1140 Yonge Street is zoned R (f5.0; d0.6) (x128) with a maximum height of 12.0 metres. These zoning provisions essentially carry forward the zoning permissions for the subject site under Zoning By-law 438-86, as amended, as described above.

The CR (Commercial Residential) zone permits a wide range of residential and non-residential uses including apartment buildings, retail stores, service shops and offices. The density provisions permit a maximum floor space index of 2.5, with a maximum of 2.0 FSI for the residential and non-residential components (see **Figure 21**, Zoning and **Figure 22**, Heights).

The Development Standard Set 2 (SS2) provisions include the following:

- at least 75% of the main wall of the building facing the front lot line must be at or between the front lot line and a maximum of 3.0 metres from the front lot line;
- the building must be set back at least 7.5
 metres from the rear lot line, or where the rear
 lot line abuts a lane, the building must be set
 back at least 7.5 metres from the lot line of the
 lot abutting the lane on the opposite side of
 the lane;
- where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or lane; otherwise no building setback is required;
- where the main wall does not have windows or openings, a minimum setback of 3.0 metres is required from a side lot line that abuts a lot in a Residential Zone category or Residential Apartment Zone category; otherwise no building setback is required;

- for a "deep lot", where a lot abuts a lot in a Residential Zone category or Residential Apartment Zone category, the building on the lot in the CR Zone may not penetrate a 45-degree angular plane projected along the entire required rear yard setback, starting at a height of 7.5 metres above the average elevation of the ground along the rear lot line (the subject site would be defined as a "deep lot"); and
- the building may not penetrate a 45-degree angular plane, measured at a line parallel to and at a height above a lot line that abuts a street and is not a rear lot line, equal to 80% of the width of the street right-of-way on which the lot fronts.

For the purposes of the SS2 provisions set out above, By-law 569-2013 would allow either the Yonge Street lot line or the Marlborough Avenue lot line to be "selected" as the front lot line; depending on the selection, either the south lot line or the west lot line would be the rear lot line. Furthermore, the site would be defined as a "deep lot", regardless of which front lot line is selected, given that it fronts on a street has a north-south dimension and an east-west dimension which both exceed 32.6 metres.

Exception CR 1796 provides the lands are required to comply with Section CR 2, which carries forward certain provisions of the MCR zoning. In addition, it provides that Sections 12(1) 348, 12(2) 132, 12(2) 270(a) and 12(2) 321 of By-law 438-86 will continue to prevail. Despite the inclusion of Section 12(2) 321 on the list, it does not appear that Section 12(2) 321 applies to the subject site.

The R (Residential) zone permits a range of residential dwelling types, including townhouses and apartment buildings. The f5.0 and d0.6 provisions specify a minimum frontage of 5.0 metres and a maximum floor space index of 0.6 times the area of the lot.

The R zone includes the following standards:

- a maximum building depth of 14.0 metres for a duplex, triplex, fourplex, townhouse or apartment building;
- a minimum front yard setback of 6.0 metres;
- a minimum rear yard setback of 7.5 metres; and

 a minimum side yard setback of 0.9 metres for a townhouse with side windows and a minimum side yard setback of 0.45 metres for a townhouse without side windows.

Exception R 128 provides that Section 12(1) 348 of the former City of Tor onto By-law 438-86 continue to apply.

From a parking perspective, the entirety of the subject site is located in Policy Area 1 (the Downtown area).

4.7 Bloor-Yorkville/North Midtown Urban Design Guidelines

The Bloor-Yorkville/North Midtown Urban Design Guidelines (June 2004) were approved by Council in July 2004. The goal of the Guidelines is to improve the quality of the environment in Bloor-Yorkville/North Midtown and to ensure that elements that contribute to the special character of the diverse parts of the area are retained and enhanced.

The main planning objectives include:

- enhancement of Areas of Special Identity and the Precincts and Corridors identified in the quidelines;
- protection of low-rise, pedestrian-oriented mixed-use areas from adverse impacts of high-rise development;
- protection of residential areas from adverse impact of commercial and/or higher density development;
- enhancement and protection of historic buildings;
- improvement of publicly accessible areas; and
- excellence in urban design, architecture and landscaping in private developments.

The Guidelines emphasize that designs differing from the guidelines may be considered, subject to meeting the general intent and objectives of the guidelines.

Structure Plan

The eastern portion of the site, fronting Yonge Street, is located within the *Yonge Corridor*, while the western portion of the site is included within the Ramsden Park Precinct (see **Figure 23**).

The Guidelines describe the Yonge Corridor north of Ramsden Park as predominantly consisting of three-storey brick rows built to the street line with frequent entrances and made up of primarily small shops at street level with dwelling units above.

The Guidelines direct that new development along the Yonge Street corridor, north of Ramsden Park, should be compatible with the existing form of the area due to its proximity to the low-rise residential areas to the west. Guideline 3.1.6 provides that development in *Mixed Use Areas* will:

- be located and massed to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and stepping down of heights towards lower scale Neighbourhoods;
- be located and massed to minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinoxes;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide good site access and circulation and an adequate supply of parking for residents and visitors.

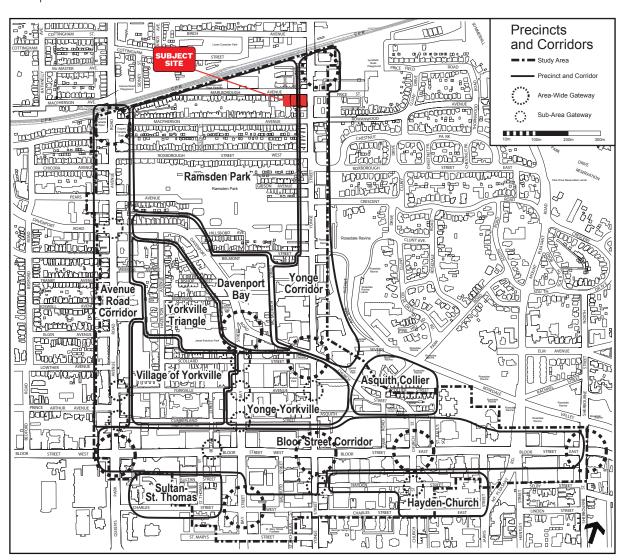


Figure 23 - Toronto Urban Design Guidelines Bloor-Yorkville/North Midtown - Precincts and Corridors

The Ramsden Park Precinct generally applies to the area bounded on the north by the CP rail line, on the east by the backs of the buildings fronting Yonge Street, on the west by the backs of the buildings fronting Avenue Road, and on the south by Davenport Road and Belmont Street.

Guideline 3.1.4 states that the Ramsden Park Precinct is a "physically stable area" and that new development should respect the special character of the area, which contains tree-lined streets and 2- and 3-storey attached and detached houses, generally built of brick. The guideline states that the location, height and setback of new buildings are controlled by existing zoning regulations, but that any proposed variations from the applicable zoning By-law should be evaluated based on, among other matters, the following:

- <u>Side yard setbacks</u> Side yard setbacks should be enforced for semi-detached houses and end units of townhouses to ensure access to the rear of the houses where there is no alternate rear laneway access.
- Depth and rear yard setbacks Rear yard setbacks should be enforced, especially on the north side of the street. Variation in house depth should be permitted only when it does not negatively impact the light, view or privacy of an adjacent dwelling.
- Front yard setbacks and landscaped open space in front yard - The front yard setback should be permitted to be reduced to the average of the adjacent houses to reflect the existing street and area character.
- Location of integral garages Garages must be located at grade.
- Landscaping A maximum amount of front yard should be landscaped with suitable planting, and attractive paving should be used.

Built Form Guidelines

A hierarchy of built form guidelines is outlined, corresponding to three public realm scales: the pedestrian scale, the street wall scale and the urban scale. Built form guidelines are provided for each of these scales tailored to the Built Form Framework (Figure 14). In this regard, Yonge Street is identified as having a "Highly Animated Street Frontage" on Figure 14 and is identified as an "Urban Street" on Figure 12. Marlborough Avenue is identified as a "Neighbourhood Street".

At the pedestrian scale, the Guidelines state that the interface of the building with the sidewalk along Animated Street Frontages should respond to pedestrian traffic and provide weather protection and visual interest. A distinction is made for Highly Animated Streets, where pedestrian traffic is greatest and the primary use at street level is retail/commercial. However, how the built form interfaces with the sidewalk depends on the Street Character Type. Urban Streets will generally have larger buildings, and should engage both the vehicular and the pedestrian traffic. On Neighbourhood Streets, buildings should provide street access housing with entrances and windows facing the street. Common front yard setbacks and landscaping can be used to separate the public and private realms, and driveways should be minimized.

At the street wall scale (generally applying to portions of buildings between 9 and 18 metres in height), the guidelines provide that the street wall should generally align with those of neighbouring buildings and should not exceed a 1:1 relationship of height to street width (building wall to building wall). The architectural design and materials for the ground and second floor portions of the street wall should be of the highest quality in order to enhance the public realm.

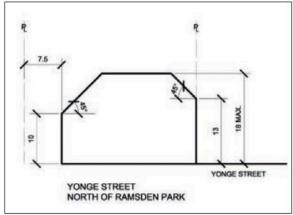
At the urban scale, design guidelines relate to the massing, profile and height of the upper portions of the building and how it is perceived from the street or on the skyline. The Guidelines state that the existing pattern of building heights in the area is desirable and effective in that it provides transition from areas of "peaks" and "ridges" to "low-rise areas". The easterly portion of the subject site fronting on Yonge Street is located outside the boundaries of the low-rise areas and does not form part of the height peak or height ridges. The westerly portion of the 1140 Yonge property, corresponding with the existing parking lot, is shown as being within a "low-rise area".

Guideline 3.3 speaks to the preservation and enhancement of built heritage resources within the area. Figure 8 of the Guidelines depicts listed and designated heritage buildings in Bloor-Yorkville/North Midtown, including the subject site, which is identified as a 'Listed' property. The Guidelines state that heritage buildings are to be protected and enhanced and that

adjacent developments should complement and feature historic structures. The Guideline further states that, "while heritage buildings can be incorporated and integrated within new developments, where possible, the integrity of the entire original structure should be maintained and restored".

Guideline 4.3.2 (Shadows and Pedestrian Comfort) identifies residential areas and the public realm must be protected from undue overshadowing by proposed buildings. The low-rise area to the west of the subject site is identified as an area sensitive to building shadows in Figure 25 of the guidelines. The Guidelines recommend that shadow studies should be prepared to minimize adverse impacts on neighbouring areas, including publicly accessible areas and surrounding buildings. In addition, a pedestrian level wind study should be provided for projects with heights in excess of 20 metres (6 storeys).

Guideline 4.3.3 (Built Form Angular Planes) indicates that angular plane criteria apply to certain street frontages to provide build-to envelopes to maintain and define the character of the street, among other objectives. Figure 26 of the Guidelines indicates that the west side of Yonge Street north of Ramsden Park is subject to a 45-degree angular plane guideline along both the Yonge Street frontage and the low-rise properties to the west (see Figure 24).



Section K: Yonge Street, north of Ramsden Park

Figure 24 - Figure 26 of the Urban Design Guidelines

The Design and Architectural Quality guidelines (Section 4.4) note that the area has a history of well-designed buildings representing almost every architectural era; accordingly, new developments should be mindful of ensuring excellence in design and in the use of highgrade materials. Design and architectural quality should address principles such as good building composition, building entrances with a "sense of arrival", and mechanical penthouses that are integrated into the architectural treatment of roofs. Rooftop gardens/terraces are encouraged and signage is to be carefully integrated into buildings. Finally, architectural compatibility with the historical context of the Village of Yorkville is to be achieved through building proportions, vertical and horizontal rhythms and the use of similar materials and colourings.

4.8 Mid-Rise Building **Guidelines**

The City's Avenues and Mid-Rise Buildings Study (the "Mid-Rise Guidelines") provides a number of Performance Standards that are intended to influence the design of mid-rise buildings, generally along streets identified as Avenues on Map 2 of the Official Plan. In addition, the April 20, 2016 Addendum clarifies that the performance standards contained in the Avenues and Mid-Rise Buildings Study apply to sites that meet both of the following conditions:

- sites with existing land use designations for Mixed Use Areas, Employment, Institutional or some Apartment Neighbourhoods where the existing built form context supports mid-rise development; and
- sites fronting onto Major Streets on Map 3 of the Official Plan with planned rights-of-way at least 20 metres wide.

Finally, the urban design objectives in the Downtown Plan direct that the design of mid-rise buildings is to be "informed by" the Performance Standards contained within the Avenues and Mid-Rise Building Study.

Section 3 of the Mid-Rise Guidelines sets out a series of Performance Standards that are intended to guide the design of mid-rise buildings along Avenues. The Performance Standards are guided by the objective to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. In that respect, they are designed to ensure that Avenues are developed in an appropriate and context-sensitive manner. Key provisions for mid-rise buildings include the following:

- Buildings should have a maximum overall height no taller than the width of the right-of way.
- Buildings should provide a minimum height of 10.5 metres at the street frontage.
- Minimum floor-to-floor height of the ground floor should be 4.5 metres to facilitate retail uses.
- Buildings should provide a stepback to create a comfortable pedestrian environment.
- Front facades of building should align with adjacent buildings.
- Blank side walls should be avoided.
- Balconies should not negatively impact the public realm.

The Performance Standards recognize that exceptions may sometimes be warranted and that, at times, a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance.

The relevant Performance Standards are addressed in Section 5.5 of this report.

4.9 Tall Building Design Guidelines

It is noted that the City-Wide Tall Building Design Guidelines define a tall building as a building having a height that is greater than the width of the adjacent street right-of-way or the wider of two streets if located at an intersection. This segment of Yonge Street has a planned right-of-way width of 20 metres, which equates to a height of approximately 6 storeys. Accordingly, the proposed 13-storey (52 metre) building would technically be considered to be a tall building in accordance with the definition.

However, the City has typically treated buildings of up to about 14 or 15 storeys as mid-rise (or "tall mid-rise"). For example, the Downtown Tall Building Guidelines define High Streets as

containing buildings with heights of 15 storeys and greater, with the necessary implication that anything less than 15 storeys is considered to be mid-rise (and not tall).

In our opinion, the overall height of the proposed building (13 storeys) results in a built form that is at the cusp between mid-rise and high-rise heights. Despite the various guidelines that attempt to categorize mid-rise and tall buildings, the ultimate design solution should be situational and should be based on how the building responds to its context.

Considering the proposed built form and site and area specific context, it is our opinion that the Mid-Rise Guidelines, rather than the Tall Building Design Guidelines, provide the most relevant direction regarding appropriate parameters for the design of the building.

4.10 Growing Up Guidelines

In 2015, City Planning staff initiated a study entitled "Growing Up: Planning for Children in New Vertical Communities". The study explored how new multi-unit residential buildings and "vertical neighbourhoods" can better accommodate the needs of households with children. A staff report summarizing the study process and draft guidelines was adopted by City Council at its meeting on July 5, 2017.

On July 28, 2020 a final recommendation report was presented to City Council, and the updated Growing up guidelines were adopted. Updates to the Guidelines can be grouped into the following categories:

- Inclusivity for larger and multi-generational households: the introductory text and guidelines have been modified to reflect that 'housing for families with children' also supports a range of household types and sizes that require access to larger units with multiple bedrooms. These changes have been informed by consultation with Community Planning and the development industry which has pointed to the benefit of providing a range of unit sizes for 'downsizers' and multi-generations, or households comprising roommates.
- Emphasizing liveability and quality in all unit sizes: increased emphasis is placed on design

quality for all unit types, recognizing that there are elements common to all unit types, such as windows, which can be designed to support liveability regardless of the number of bedrooms in the unit.

- · Aligning with other City-led initiatives: the draft Guidelines have been updated revised to align with new City-led initiatives that have been adopted by City Council since the draft Guidelines were introduced. In particular, Guideline 1.1 'Mobility' has been updated to reflect the City's Vision Zero program and Guideline 1.2 'Parks and Open Spaces' have been updated to reflect the Parkland Strategy.
- Revisions based on new policy direction: the policy framework section has been updated to reflect the PPS (2020) and the Growth Plan (2019). Further changes were required to remove reference to Section 37 and parkland dedication, both of which have changed through the new Planning Act, and associated regulations.

Generally, the guidelines are structured at three scales: the neighbourhood, the building, and the dwelling unit. At the neighbourhood scale, the guidelines focus on children's experience in the city, promoting independent mobility, and access to parks, schools and community infrastructure. At the building scale, the guidelines seek to increase the number of larger units, encouraging the design of functional and flexible amenity and common spaces that support residents' interaction (e.g. creating a "critical mass" of larger units to attract large households, potentially concentrated at lower levels). At the unit scale, the guidelines focus on size and functionality to ensure that each dwelling unit provides the space for the social functions of larger households.

Guideline 2.1 provides that a building should provide a minimum of 25% large units, of which 10% of the units should be three-bedroom units; and 15% of the units should be two bedroom units.

The guidelines provide that the majority of large units should be grouped together to encourage socializing and create a sense of community and that larger units should be located primarily in lower portions of the building. Guideline 3.0 provides that the ideal unit size is 90 square metres for a two-bedroom unit and 106 square metres for a three-bedroom unit, but also includes a targeted unit size range.

Ultimately, the Growing Up Urban Design Guidelines are informative and instructive in development review, but not determinative. The full set of guidelines may not be applicable to every development scenario; however, staff will continue to seek best outcomes, implement the Official Plan and area-specific planning frameworks, and take meaningful steps forward towards creating complete vertical communities.

4.11 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 in living spaces.

The Guidelines apply city-wide to all new multiunit 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 multiunit, 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.

The proposal includes a 157 square metre pet spa/dog wash facility at the ground level and a pet relief area on site, adjacent to the outdoor amenity space at the southwest corner of the site.

4.12 Yonge TOmorrow

In the Winter of 2018, the City of Toronto initiated the Yonge TOmorrow Study to explore ways to maximize pedestrian space, improve the way people move through and experience Yonge Street and to explore ways of making Yonge Street a "pedestrian priority urban destination" and a "an iconic destination in the heart of downtown Toronto where residents and visitors come to live, work and play". Yonge Street is a primary artery of the City with the highest pedestrian volumes in Canada.

The study area encompasses lands generally east and west of Yonge Street between Roxborough Street West and Dupont Street to the north and King Street West to the south. The final Environmental Assessment report is expected to be released in the Fall of 2020 with a report to Council in December 2020.

While the subject site is located outside of the Yonge TOmorrow study area, the proposal offers a unique opportunity to improve the streetscape along this segment of Yonge Street (see **Figure 25**). The subject site is underutilized and is fundamentally auto-oriented retail and possesses similar characteristics as big-box retail. The site's existing large format retail use is outdated and detracts from the character of the neighbourhood and overall evolution of

Yonge Street as "an iconic destination in the heart of downtown Toronto where residents and visitors come to live, work and play", as envisioned through the Yonge TOmorrow Study. The proposed development will provide grade-related uses that will animate the street frontage and promote the pedestrian character of Yonge Street.

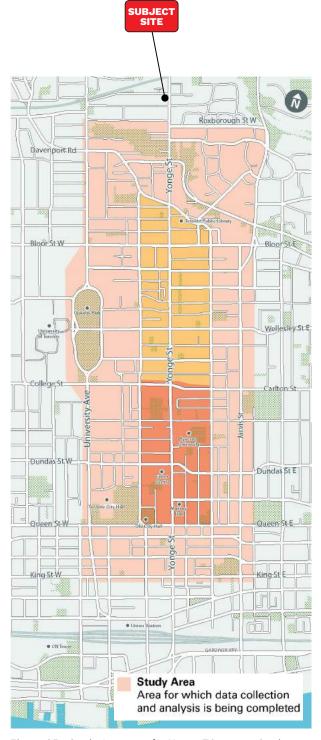
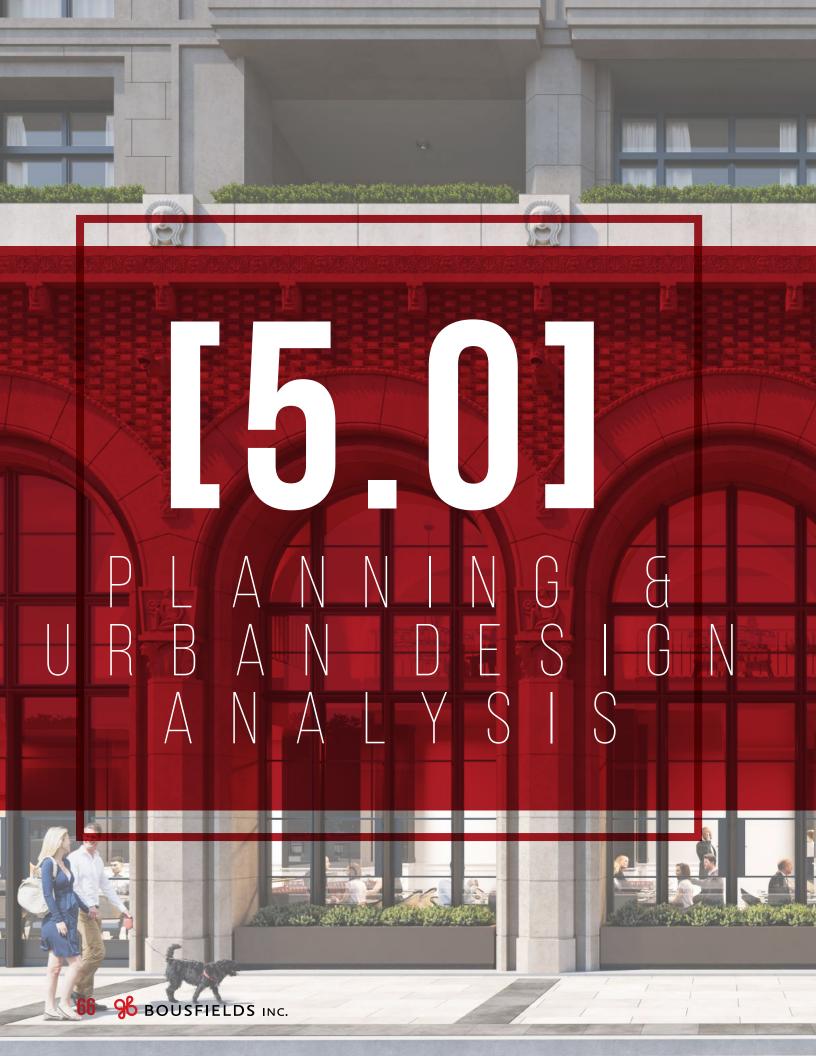


Figure 25 - Study Area map for Yonge TOmorrow Study



5.1 Intensification

The proposed mixed-use intensification on the subject site is supported by policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan and the Downtown Secondary Plan, all of which promote intensification on sites well served by municipal infrastructure, particularly higher order transit.

In this regard, the proposal will intensify the subject site with an appropriately scaled and pedestrian-oriented transit-supportive development. It will make efficient use of a site located in the *Downtown*, which is identified as an urban growth centre. The subject site forms part of a "major transit station area" as defined by the Growth Plan, being within 330-365 metres of both the Summerhill and Rosedale subway stations, and within 150 metres of the proposed new south entrance to the Summerhill station. Accordingly, the subject site forms part of a "strategic growth area" as defined in the Growth Plan. Strategic growth areas are a focus for accommodating intensification and higher-density mixed uses in a more compact built form.

The 2019 Growth Plan directs that urban growth centres will be planned to accommodate significant population and employment growth and will be planned to achieve, by 2031 or earlier, a minimum density target of 400 residents and jobs combined per hectare. Furthermore, 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).

The Growth Plan requires that major transit station areas served by subway lines will be planned for a minimum density of 200 residents and jobs per hectare (our emphasis added). The area defined by an 800 metre radius is roughly 201 hectares, which multiplied by 200 people and jobs per hectare translates to 40,200 people and jobs.

Due to the limited land area that is designated *Mixed Use Areas* within the radii of the Summerhill and Rosedale subway stations and the abundance

of land designated *Neighbourhoods*, it is important that the use of lands designated *Mixed Use Areas* be optimized given that large portions of the radius area is not planned to accommodate significant intensification.

From an Official Plan perspective, strong policy support is expressed for new housing in the Downtown, intended to minimize in-bound commuting and expand the range of housing opportunities. Policy 2.2.1(1) provides that the Downtown Toronto Urban Growth Centre will be planned to "optimize the public investment in higher order transit within the Centre" and thus should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan. As well, the Official Plan provides that Mixed Use Areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.

Furthermore, Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking, for sites in areas such as this which are well serviced by transit. The Downtown Secondary Plan designates the subject site Mixed Use Areas 3 – Main Street, with which growth in the Downtown is encouraged, and the Downtown Plan also specifically directs the highest density of development within the Downtown to Mixed Use Areas in close proximity to existing or planned rapid transit stations.

As it currently exists, the subject site is underutilized given its location and the applicable policy framework. The existing single-storey building and surface parking on the site as well as the as-of-right zoning provisions represent an underutilization of land and infrastructure.

The optimization of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. From a housing perspective, the proposal will support Provincial and City policies that seek to provide housing choice by expanding the range of housing types and densities through residential intensification.

Residential intensification on the subject site would support transit ridership, and would also allow residents to take advantage of the wide array of shops, services, restaurants and other facilities in the surrounding area. Further, residential intensification will support transit ridership, assist in reinforcing the role of the Downtown as a desirable living area and contribute to the achievement of population forecasts for the City as set out in the Growth Plan and the Official Plan.

In the non-policy sidebar within 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 nonrenewable resources.

5.2 Land Use

The proposed mix of uses on the subject site is in keeping with the land use permissions of the Official Plan and the applicable Zoning By-laws. The portion of the proposed building with a height of up to 13 storeys will be located within the Mixed Use Areas designation, while the proposed 3-storey townhouses will be located on the lands designated Neighbourhoods.

The Mixed Use Areas designation, which applies to approximately 83 percent of the subject site, provides for a broad range of commercial and residential uses, in single-use or mixed-use buildings, as well as parks and open space. The CR (Commercial-Residential) zoning reflects the Official Plan designation on the site and supports the mixed-use vision for these lands, in keeping with objectives set out for the Downtown.

The Mixed Use Areas designation is one of four land use designations intended to accommodate most of the increase in jobs and population anticipated by the Official Plan's growth strategy. The proposed mix of uses on the subject site will implement the overall planning objectives of the Mixed Use Areas designation and implement the development criteria set out in Policy 4.5(2) of the Official Plan by creating a balance of high quality commercial, office and residential uses in a manner that reduces automobile dependency and meets the needs of the local community, accommodating additional job opportunities through the proposed retail/commercial floor space on the site, and providing for new homes for Toronto's growing population.

The introductory text in Section 4.5 states that the intent of the Mixed Use Areas designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation 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."

It is anticipated that the proposed mix of uses will reinforce the mixed use character along this stretch of Yonge Street. The proposed mixed-use building satisfies the criteria for development in Mixed Use Areas by creating a high quality residential building in an area that has access to community services and facilities and is able to take advantage of excellent access to transit services.

The site is currently occupied by a singlestorey Staples store with a surface parking lot to the rear. The current use is fundamentally automobile-oriented retail and possesses similar characteristics as big-box retail. The site's existing large format retail use is outdated and detracts from the character of the neighbourhood and overall evolution of Yonge Street as "an iconic destination in the heart of downtown Toronto where residents and visitors come to live, work and play", as envisioned through the YongeTOmorrow Study. The proposed development will provide grade-related uses that will animate the street frontage and promote the pedestrian character of Yonge Street.

The proposed commercial and apartment residential uses conform with the *Mixed Use Area 3 – Main Street* designation under the Downtown Plan. Policy 6.28 of the Downtown Plan provides that development in *Mixed Use Areas 3* will generally be in the form of mid-rise buildings, with some low rise and tall buildings permitted based on compatibility. In our opinion, the proposal, regardless of whether it is categorized as a midrise building or a tall building, is compatible with its existing and planned surrounding context.

The proposed townhouse component conforms with the *Neighbourhoods* designation, which applies to the westerly portion of the site. The *Neighbourhoods* policies permit various forms of low-rise residential uses up to 4 storeys in height, including "walk-up" apartment buildings and townhouse units. The proposed townhouses would redevelop the current parking lot use within the *Neighbourhoods* designated portion

of the subject site and, as such, will contribute to a more pedestrian-oriented residential streetscape along Marlborough Avenue, as well as providing for an appropriate transition in scale down towards residential uses within the Neighbourhoods designation to the west.

The Neighbourhoods policies do not explicitly provide for uses accessory to a development within the Mixed Use Areas designation, such as a parking garage, to be located on abutting lands within the Neighbourhoods designation. While townhouses up to 4 storeys in height are permitted within the Neighbourhoods designation, City staff have advised that an amendment to the Official Plan is required in order to permit the proposed townhouse form and to facilitate the underground parking areas beneath the townhouse component of the proposal. Accordingly, an application to amend the Official Plan is being submitted out of an abundance of caution.

It is worth noting that other similar amendments to the Official Plan have been approved, including:

Address	By-law No. / LPAT Decision No.	Description
41 Ossington Avenue	By-law 139-2012	OPA permitted 6-storey mixed-use building within Mixed Use Areas and low-rise component made up of five 4-storey townhouse units and parking within the Neighbourhoods designation.
17-19 Henning Avenue	By-law 824-2017	OPA permitted underground parking and access ramp for abutting apartment building within the <i>Neighbourhoods</i> designation.
2795-2799 and 2801 Bathurst Street	LPAT (PL170696) January 30, 2019	OPA permitted 10-storey mixed-use building within <i>Mixed Use Areas</i> and low-rise component made up of five 4-storey townhouse units and underground parking within the <i>Neighbourhoods</i> designation.
492-498 Eglinton East	LPAT (PL160996) April 12, 2019	OPA permitted 11-storey mixed-use building within <i>Mixed Use Areas</i> and low-rise component made up of 4-storey stacked townhouses underground parking within the <i>Neighbourhoods</i> designation.

The proposed development conforms with and promotes the achievement of the Official Plan's housing policies. The proposal will include 66 dwelling units, adding new housing options to the Downtown.

The mix of units in the proposal will conform with Policy 11.1 of the Downtown Secondary Plan by providing housing for a wide variety of residents and, in particular, addressing the lack of variety in the available housing mix and the lack of units appropriate for family accommodation. In total, the proposal contains: 11 one-bedroom units; 43 two-bedroom units and 12 three-bedroom units. In accordance with the Downtown Plan, 65% of the total unit mix is made up of two-bedroom units and 18% of the unit mix is made up of threebedroom units.

5.3 Height, Massing and **Density**

For the reasons noted in Section 5.1 above, it is our opinion that the site is an appropriate location for 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 mid-rise building given its location in the Downtown, its Mixed Use Areas 3 designation in the Downtown Secondary Plan, its proximity to the Summerhill and Rosedale Subway Stations, and its relationship to other existing and approved buildings in the area.

Additionally, the configuration and dimensions of the subject site makes it unique relative to other lots along the west side of Yonge Street. At a depth of approximately 75 metres, the site is much deeper than typical lots along the Yonge Street corridor and provides for greater opportunity for redevelopment and intensification and a unique development opportunity. The proposal will improve the built form along Yonge Street and facilitate improvements to the public realm along Marlborough Avenue through the redevelopment of the existing surface parking lot.

Given its unique site size and depth and immediate proximity to the Summerhill subway station, it is our opinion that the proposal would not serve as a "precedent" for future 13-storey proposals along the west side of Yonge Street.

In our opinion, the overall height of the 13-storey mid-rise building (52 metres to the top of Level 13 and 57 metres to the top of the mechanical penthouse) will result in a built form that can been characterized as tall mid-rise, neither a midrise building as defined by the City's Mid-Rise Guidelines nor a tall building in terms of form. Despite the various guidelines distinguishing between mid-rise and tall buildings, it is our opinion that the ultimate design solution should be situational with respect to how the building responds to the urban context.

In particular, the proposed 13-storey height balances the achievement of an appropriate level of intensification that optimizes the use of land, infrastructure and transit with built form and public realm objectives and would fit harmoniously with existing and approved heights in the vicinity. The proposal is compatible with the approved 21-storey Scrivener Court development at the northeast corner of Yonge Street and Price Street as well as the existing Thornwood I and Thornwood II condominium apartment buildings, which are 10 and 13 storeys in height (25 Scrivener Square).

The proposed mid-rise height is in keeping with the planned height framework established in SASP 211. The site is not located within a "Height Ridge" and the majority of the site is located outside of the "Low Rise Area" accordingly, an intermediate height (i.e. a mid-rise height) would be in keeping with the policy intent of Map 2. In accordance with SASP 211, the "Low-Rise Area", which applies to the rear of the site, is proposed to contain three 3-storey townhouses and the area within the *Mixed Use Areas* is proposed to contain the taller building elements that transition down towards the Neighbourhood. The proposed townhouse form will respect and reinforce the stability of the established low-rise character of Marlborough Avenue, which is characterized by townhouse dwellings of varying forms.

Additionally, the proposal provides for transitions in scale, through means such setbacks and stepdowns in height to adequately limit shadow, wind and privacy impacts upon nearby residences and the public realm and has been designed to adequately limit negative impacts on nearby residences.

As mentioned above, Policy 211(c)(v) states that development on the Yonge Street corridor north of Ramsden Park will "respect and reinforce the existing character of mainly three storey buildings built to the street line with shops at street level". In this regard, the base of the building has been designed in a manner that respects and reinforces the existing character of Yonge Street by retaining the existing 2-storey heritage façade, setting back the new building above, and incorporating retail space at grade which is directed towards the Yonge Street frontage.

The Mid-Rise Guidelines generally recommend a maximum height equal to the right-of-way width of the adjacent street (20 metres) and provides for an additional 5.0 metres above to accommodate a mechanical penthouse. All of these elements are recommended to fall within a 45-degree angular plane measured from a height of 80 percent of the right-of-way width of the street (16.0 metres), including the mechanical penthouse, and within a 45-degree angular plane measured from the nearest low-rise residential properties to the rear. While the proposed building height exceeds the existing right-ofway width of Yonge Street, the proposal meets with several other performance standards of the Mid-Rise Guidelines, as demonstrated below in Section 5.5.

From a massing perspective, the proposed intensification can be comfortably accommodated on the subject site in keeping with key design principles and guidelines, including appropriate setbacks and stepbacks. The building is made up of three distinct elements being the building base, middle and crown, which have been carefully designed to respect the existing heritage attributes of the building and provide for an appropriate transition down towards the *Neighbourhoods* to the west and north.

Closest to the *Neighbourhoods* to the west, the proposal includes three 3-storey grade-related townhouses (11.5 metres to the top of the third floor) that complement the existing townhouse dwellings abutting to the west and on the north side of Marlborough Avenue. The townhouse form will maintain an appropriate streetwall condition along Marlborough Avenue through the continuation of the townhouse pattern,

while providing for improved pedestrian realm conditions. The proposed stair enclosure on the roof of the townhouses is set back approximately 5.6 metres from the north lot line, limiting its massing impact onto the street and is set back approximately 3.8 metres from the south face of the dwelling, limiting impacts on the rear yard of the adjacent property at 17 Marlborough Avenue.

Towards Yonge Street, the scale of the base building has been designed in a manner that respects and reinforces the existing character of Yonge Street. Along Yonge Street and easterly along of Marlborough Avenue, the base is 2 storeys in height (8.6 metres) and is comprised of the retained heritage façade of 1140 Yonge Street and the existing east elevation of 1134 Yonge Street.

Above the base, the middle portion of the building rises to a streetwall height of 7 storeys (27.4 metres) with the massing oriented towards Yonge Street. Towards the east, the massing respects and reinforces the existing character of Yonge Street by setting back the middle portion 1.2 metres above the heritage façade. In this regard, the proposed massing conforms with Policy 211(c) (v) of SASP 211 which states that development of the Yonge Street corridor north of Ramsden Park will "respect and reinforce the existing character of mainly three storey buildings built to the streetline with shops at street level".

As it relates to the *Neighbourhoods* to the west, the middle portion of the building is separated from the closest dwellings on the south side of Marlborough Avenue by the three proposed townhouse units and, in this regard, is set back 22.7 metres from the west (rear) lot line. With respect to the *Neighbourhoods* designated lands to the south, the main wall of the building is set back 5.7 metres to the south lot line within the *Neighbourhoods* designated portion of the site.

The crown, comprised of Levels 8 to 13 (52.0 metres excluding the mechanical penthouse) is distinct from the middle portion of the building, and is articulated with loggias on the east and west facades, large rounded windows facing north and south, and large outdoor terraces and balconies. Unlike the middle, which has a consistent floor plate, the footprint of the crown diminishes significantly as the building height increases.

As the floorplate narrows, the setbacks from the building to the adjacent Neighbourhoods increase with the height of the building. In this regard, the setback towards the rear increases from 22.7 metres at Level 7 to 27.9 metres at Level 8, 9 and 10. At Level 11, the setback increases further to 31.0 metres. At Level 12 and 13, the building is set back 34.0 metres from the west lot line, with the mechanical penthouse set back further to 40 metres. Towards the Neighbourhoods to the south, the crown is set back a minimum of 5.7 metres from the north lot line of the properties on the north side of Macpherson Avenue and the mechanical penthouse is set back 9.3 metres.

In order to limit massing impacts on the adjacent streets, the crown at Level 8 steps back 2.3 metres above the face of the middle portion of the building and is set back a minimum of 0.8 metres from the east lot line and 1.7 metres along the north lot line fronting Marlborough Avenue. As with the rear portions of the building, the setbacks along Yonge Street and Marlborough Avenue increase as the building gets taller.

Towards Yonge Street at Level 9, the building is set back a minimum of 1.8 metres towards the southeast corner and approximately 5.0 metres towards the northeast corner of the building. At Level 10, the building is set back a minimum of 3.6 metres along the Yonge Street frontage and 3.1 metres along Marlborough Avenue. At Level 11, the front façade of the building is set back 4.0 metres from the east lot line and is pulled back between 8.0 and 10 metres at the southeast and northeast corners, causing the massing to taper inwards towards the middle of the site. The setback along Marlborough also increases to 3.6 metres. At Levels 12 and 13, the building is set back 8.36 metres along Yonge Street, revealing a large terrace on Level 11 below that is articulated with loggias that extend up to the 13th storey. Towards the north, at Level 13, the crown is set back a minimum of 6.1 metres from the north lot line.

The Mixed Use Areas designation does not include a specific height or angular plane limitation, but rather evaluates height and massing based on the ability to appropriately achieve transition adjacent lower scale neighbourhoods. Specifically, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or stepping down of heights towards lower-scale

Neighbourhoods. In this regard, the proposal increases in height as the building moves away from the low-rise neighbourhood to the west, north and south, rising to its full height of 13 storeys at the east end of the site.

'n our opinion, the proposed density of 6.10 FSI is appropriate and desirable. First, from a planning policy perspective, it is important to optimize the use of land and infrastructure through increased density given its location within the Downtown and proximity to the Summerhill and Rosedale subway stations. Second, the Official Plan does not generally include density limitations and specifically does 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". Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers.

Based on the variability across the City, the proposed density of 6.10 FSI would fall within the range of densities which have been approved or proposed within the area over the past decade, including:

Address	Density	Status
133 Hazelton Avenue	5.73 FSI	Built
88 Davenport Road (The Florian)	5.85 FSI	Built
164 Avenue Road (Pears on the Avenue)	6.02 FSI	Built
1140 Yonge Street (subject site)	6.10 FSI	Proposed
128 Pears Avenue (The Perry)	6.13 FSI	Built
126-128 Hazelton Avenue	6.37 FSI	Under Con- struction
342-346 Davenport Road	6.42 FSI	Approved
143 Avenue Road	7.14 FSI	Under Con- struction
181 Davenport Road	7.28 FSI	Built
314-326 Davenport Road - proposed	7.43 FSI	Approved

5.4 Built Form Impacts

In our opinion, the proposed development will have no unacceptable built form impacts on surrounding streets, open spaces or properties, and in particular on lands designated <code>Neighbourhoods</code> lands to the west, north and south.

In this regard, the Official Plan development criteria for *Mixed Use Areas* in Policy 4.5(2) focus particularly on the potential impacts of development on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or a stepping down in heights towards lower scale *Neighbourhoods*, while Policy 4.5(2)(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*.

The Downtown Secondary Plan transition policies further provide that development may be required to incorporate transition in scale to achieve built form compatibility when it is, among other things, of a greater intensity and scale than the adjacent and surrounding planned context (Policy 9.24).

The sidebar in Section 3.1.2 of the Official Plan notes that "appropriate transition in scale can be achieved with many geometric relationships and design methods in different combinations", including angular planes, stepping height limits, appropriate location and orientation of the building, the use of setbacks and stepbacks of building mass. The use of a specific angular plane, or the use of any angular plane at all, is not mandated by the Official Plan as a means to achieve transition.

Similarly, Policy 9.23 of the Downtown Plan states that "transition in scale can be achieved by geometric relationships and design methods in different combinations including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and step-backs of building mass, separation distances, as well as other means to achieve compatibility".

SASP 211 directs that new development within the Ramsden Park *Neighbourhood* will respect and reinforce the established low-rise character and that new development near the *Neighbourhood*

will be designed with sufficient setbacks and transitions in scale through means such as angular planes and step-downs in height.

In response to the foregoing policies, the proposed development provides an appropriate transition and built form relationship to the *Neighbourhoods* designations to the west, north and south using varied building typologies on the site, massing and spatial separation.

Within the *Neighbourhoods* designated portion of the site, the proposal includes three 3-storey townhouses fronting Marlborough that are of a similar height and scale as the adjacent dwellings to the west. The townhouses are set back in alignment with the adjacent dwellings and respect and reinforce the low-rise character of the street, while providing for a substantial spatial separation between the taller portions of the building, which have been deliberately located solely within the *Mixed Use Areas* designated portion of the site.

The taller building elements will provide an appropriate transition to the west through a combination of setbacks, terracing and façade articulation. Towards the west façade, the taller portions of the building (the middle and crown) are set back between 22.0 and 30.0 metres from the *Neighbourhood* and a minimum of 5.0 metres from the *Neighbourhoods* designated lands to the south.

In our opinion, the proposal provides a respectful transition towards the *Neighbourhoods* designation to the west, north and south utilizing the separation distance created by the townhouse component and ample setback from the middle and crown portions of the building, while recognizing its transit-supportive location within the *Downtown* area and the importance of promoting intensification on underutilized lands. Based on our analysis set out below, it is our opinion that the proposed building height would have no unacceptable built form impacts.

There are a number of design requirements for development within Mixed Use Areas in the Official Plan. The following analysis establishes how the proposal addresses policy 4.5(2) of the Official Plan.

Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community:

- The proposal will introduce a new, high-quality mixed-use development that includes 1,520.4 square metres of commercial uses at grade and 66 new residential units above.
- The proposal is adjacent to Yonge Street and approximately mid-way between the Summerhill and Rosedale subway stations.
- The proposal has excellent access to bicycle routes and includes a total of 78 bicycle parking spaces.

Provide for new jobs and homes for Toronto's growing population on underutilized lands in the Downtown and other lands designated *Mixed Use Areas*:

- The subject site is located within the *Downtown* and is currently underutilized.
- The proposal will intensify the subject site with a new 13-storey mixed use building with 66 residential units and high-quality retail at grade.
- Locate and mass 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;
- The proposal is oriented towards Yonge Street, stepping down to the west to provide an adequate transition to the adjacent Neighbourhood.
- Along Yonge Street, a 1.2 metre stepback is provided above the 2-storey (8.6 metre) base building followed by a 7-storey (27.4 metre) streetwall with additional stepbacks above.
- The visual impact of the height will be reduced by stepping back the building on all sides.
- The taller building elements are set back a minimum of 22.7 metres from the closest residential property within the lands to the west that are designated Neighbourhoods.
- The design carefully balances respecting the retail character of Yonge Street while maintaining the low-rise residential character of Marlborough Avenue with the provision of

transitional townhouses at the rear fronting Marlborough Avenue.

Locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes:

- Shadow Studies prepared by Audax Architecture Inc. demonstrate an acceptable level of shadow impacts on the street and adjacent Neighbourhood to the west and north.
- There are no shadow impacts to the Neighbourhoods designated lands to the south.

Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces:

- The proposal is generally built to the lot line at the ground floor level
- The three proposed commercial units will frame the Yonge Street and Marlborough Avenue streetscapes.
- The proposed development is pedestrian in scale and provides for a 2-storey (8.6 metre) base and a 7-storey streetwall and stepbacks on all four sides of the building to limit the impacts of bulk and massing on the street and neighbouring properties.

Provide an attractive, comfortable and safe pedestrian environment:

- The proposal maintains an appropriate pedestrian clearway zone; the Yonge Street sidewalk is 3.6 metres in width and the pedestrian clearway zone on Marlborough Avenue is 6.2 metres at the corner. A new concrete sidewalk and unit pavers are proposed to be provided on Marlborough Avenue, as well as a large patio and new planting beds and front yard landscaping in front of the townhouse units that will serve to enhance the public realm and provide an attractive landscaped area on the street.
- Both sides of the entryway to the covered driveway are proposed to contain a feature (possibly a water feature) to soften the space and add visual interest to the public realm.

- The proposed retail uses will add animation and additional "eyes on the street".
- Vehicular access is proposed to be gained from Marlborough Avenue, leaving Yonge Street free of in-bound and out-bound vehicles.

Provide good site access and circulation and an adequate supply of parking for residents and visitors:

- The proposal includes 126 parking spaces, which are to be located in three levels of underground parking.
- The subject site is located within the Downtown Core and within Policy Area 1, which generally permits lower parking rates than other areas of the City.
- Access to the subject site is proposed via Marlborough Avenue, towards the rear of the subject site to limit vehicular impacts on the public realm.
- The proposed parking supply is adequate based on the Transportation Impact & Parking Study prepared by BA Group, dated August 2020.

Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences:

- All loading, servicing, and other vehicular related uses are proposed to be located within the building and accessed via the covered driveway off of Marlborough Avenue.
- Waste and refuse related uses are proposed to be contained within the building and away from public view.

Provide indoor and outdoor recreation space for building residents:

- The proposal includes a total of 520.5 square metres of amenity space.
- There is to be 321.2 square metres of indoor amenity space and 199.4 square metres of outdoor amenity space.
- A small residential lobby is proposed for the ground floor. Two indoor amenity areas are proposed on the ground floor (approximately 110.3 square metres) and an additional indoor amenity space is proposed on the 3rd floor (195.1 square metres), which would be directly accessible to an outdoor amenity area (44.6 square metres).

- An outdoor amenity space is also proposed on the ground level at the rear of the building with raised planters and outdoor seating.
- Additional outdoor amenity space is proposed to be provided throughout the building in the form of large private terraces/balconies.

From a built form perspective, the subject site is a contextually appropriate location for a 52.0 metre tall mid-rise building given its relation to other existing and approved tall and mid-rise buildings in the area. It is our opinion that the proposed building height and massing would "fit" harmoniously with other buildings in the vicinity that are completed, under construction or approved.

Light, View and Privacy

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings.

The accepted standards for LVP impacts is based on the CR and MCR zoning in the former City of Toronto Zoning By-law 438-86 and By-law 569-2013, which specifies a minimum setback of 5.5 metres for principal windows to a side lot line that is not adjacent to a street or lane, which enables a separation distance of 11 metres between two walls where there are principal windows. Where there are no openings, no setback is required. Furthermore, the Mid-Rise Guidelines provide that, where an existing building adjacent to the subject site contains windows less than 5.5 metres from the property line, the proposed building should provide a 5.5 metre separation distance between the existing windows of the adjacent building and the proposed building. The location and design of the proposed building respects these standards, as outlined below.

The units within the building facing east and north will have an adequate separation distance condition by virtue of the 20-22 metre Yonge Street right-of-way and the 18.3 metre Marlborough Avenue right-of-way.

To the west, the westerly townhouse unit is proposed to be set back 1.2 metres from the abutting rowhouse at 17 Marlborough Avenue, which does not contain any windows along its east façade. Similarly, the west façade of

the townhouse is proposed to be a blank wall condition. The closest primary west-facing windows are proposed on the 4th Level of the mid-rise building, which would be set back approximately 22.7 metres from the west property line and 17 Marlborough Avenue.

To the south, the proposed building will be set back 0.0 metres from the south property line along the Yonge Street frontage with no window openings on the ground floor and mezzanine levels. Above the ground and mezzanine floors, the south facade is proposed to contain primary windows on Levels 3 through 13. The owner is proposing to enter into a Limiting Distance Agreement with the adjacent property owner at 1132 Yonge Street. Generally speaking, the Agreement would prohibit the owner of 1132 Yonge Street from constructing an addition above the current roof line i.e. the third storey of 1132 Yonge Street, which roughly equates to the top of the proposed base building. This will provide the required 5.5 metre setback to the south for all floors starting at Level 3. It is also worth noting that the existing office building to the south does not contain any windows along its north façade.

Based on the foregoing analysis, it is our opinion that the proposed building would not result in any unacceptable light, view or privacy impacts on adjacent buildings.

Shadow Impacts

A shadow study has been prepared by Audax Architects to assess the shadow impacts of the proposal. Shadow impacts have been analyzed for March 21st, June 21st, September 21st and December 21st between the hours of 9:18 a.m. and 6:18 p.m. The study includes shadows for existing and approved buildings, the as-of-right shadow, and net new shadows created from the proposed development.

Official Plan Policy 3.1.2.3(e) requires that new development be massed to adequately limit any resulting shadowing on neighbouring streets, properties and open spaces, having regard for the varied nature of such areas. The policies specific to Mixed Use Areas provide that new buildings will adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes (Policy 4.5.2(d)). Performance Standard No. 5B of the Mid-Rise Guidelines as

previously described also serves to limit shadow impact on an adjacent Neighbourhood.

As noted above, the closest lands designated Neighbourhoods are located to the west, north and southwest. Lands on the east side of Yonge Street, east of the open cut subway corridor, are also designated Neighbourhoods. Given that the shadows resulting from the proposed building would be cast generally to the north and east, the shadow studies demonstrate that there would be no shadow impacts resulting from the proposed development on lands designated Neighbourhoods to the southwest at any of the times studied.

As it relates to the Neighbourhoods designated lands immediately to the west, the Shadow Study demonstrates that there would be minor incremental shadow impact on portions of the roof and front yards of 17 and 19 Marlborough Avenue from 9:18 a.m. to 10:18 a.m. during the spring and fall equinoxes. On June 21st, the shadow impact on 17 and 19 Marlborough Avenue would be confined to the front yards and would only occur at 9:18 a.m.

As it relates to the Neighbourhoods designated lands on the north side of Marlborough Avenue, the Shadow Study indicates that some incremental shadowing would occur during the hours of 9:18 a.m. to 11:18 a.m. on March 21st and September 21st. All shadows would be off the townhouse dwellings to the north by 12:18 p.m. during the spring and fall equinoxes. On June 21st, only small portions of the townhouses' front yards will be impacted during the hours of 9:18 and 10:18 a.m.

In regard to the *Neighbourhoods* designated lands to the east, the study demonstrates that there will be a minor incremental shadow impact on the rear yards of the dwellings on the north side of Rowanwood Avenue from 5:18 p.m. to 6:18 p.m. The study demonstrates that the development would create incremental shadows on the front yards of 16-20 Rowanwood Avenue and the rear yards of some of the dwellings fronting Chestnut Park at 6:18 p.m. at the equinoxes. It is worth noting that, from 5:18 p.m. onwards, the Neighbourhoods to the east are already impacted by existing development. On June 21st, the net new shadows are limited to a small area that includes a portion of the side yards of 12 and 16 Chestnut Park and the front and rear yard of 16 Chestnut Park.

With respect to shadowing on nearby sidewalks, parks, open spaces, the Downtown Secondary Plan provides that development will seek to "adequately limit" shadows on such areas as necessary to preserve their utility.

Based on the Shadow Study, the proposed development allows for 3 consecutive hours of sunlight on Yonge Street in the morning (9:18 a.m. to 11:18 a.m.) during both equinoxes and on June 21st. Incremental shadowing occurs on the Yonge Street sidewalk beginning at 12:18 p.m. and shadows continue to fall across Yonge Street for the remainder of the day. This is an appropriate condition as the street is already shadowed during these hours by the existing building and by other developments in the vicinity.

With respect to sunlight for pedestrians on Marlborough Avenue, the shadow study indicates there will be an incremental shadow impact on the north and south sides of the street at both equinoxes between 9:18 a.m. and 3:18 p.m. and a small sliver of the south sidewalk at 4:18 p.m.

In terms of shadowing on nearby parks and open spaces, the closest park is the Pricefield Road Playground located to the northeast. This park is located more than 200 metres away and, as demonstrated by the study, will not be impacted by the proposed development.

As it relates to shadowing on nearby and adjacent heritage resources, the shadow study demonstrates that the proposal casts new net shadows on the adjacent listed property at 1148 Yonge Street on March 21st between 10:18 a.m. and 2:18 p.m., and on September 21st and December 21st between 10:18 a.m. and 3:18 p.m. The shadow study demonstrates that the proposal also casts new net shadows onto the properties at 1095-1099 Yonge Street (the Shops of Summerhill), which are within the South Rosedale Heritage Conservation District (HCD) and are designated under Part V of the Ontario Heritage Act. The proposed development results in new net shadows on these properties on March 21st and September 21st between 1:18 p.m. and 4:18 p.m., and on December 21st between 1:18 p.m. and 2:18 p.m.

Based on the findings of the HIA, the heritage features of these properties are not considered to be "shadow-sensitive" from a heritage perspective, and therefore the shadows cast by the proposed development are not anticipated to have an adverse impact on the cultural heritage value of 1148 Yonge Street or 1095-1099 Yonge Street. The HIA further confirms that the new net shadows are also not anticipated to have an adverse impact on the cultural heritage value of the South Rosedale HCD as the HCD Plan does not contain policies regulating new net shadows, or their impact, on the District, and because the proposed development is in keeping with the emerging character of the Rosedale and Summerhill areas.

Based on the foregoing analysis, it is our opinion that the incremental shadow impact on adjacent *Neighbourhoods* and on neighbouring streets, properties and open spaces would be "adequately limited" in accordance with the applicable Official Plan policies, having regard for the site's location. Taken as a whole with the provisions for intensification, the amount of continuous sunlight and incremental shadowing is appropriate and meets the intent of the Official Plan.

Wind Impacts

Official Plan Policies 3.1.2(3)(f) and 4.5(2)(e) and Policy 9.21 of the Downtown Plan require new development to maintain comfortable wind conditions for pedestrians on neighbouring streets, properties, parks and open spaces.

Gradient Wind Engineering Inc. has prepared a pedestrian level wind study evaluating the pedestrian wind conditions of the proposed development (dated August 11, 2020). The report concludes that overall pedestrian wind comfort conditions in areas on and around the site are expected to be satisfactory, with little change to the existing conditions resulting from the construction of the proposed development. The study confirms that the outdoor amenity spaces throughout the development would also be suitable from a wind comfort and safety perspective. Specifically, the study concludes as follows:

- While wind speeds at the northeast corner of the subject site are predicted to accelerate within the general area during the spring and winter seasons on account of prominent westerly and easterly winds, pedestrian wind comfort is predicted to be suitable for a mix of standing and walking at the intersection of Marlborough Avenue and Yonge Street, which is considered acceptable for public sidewalks according to the relevant pedestrian comfort and safety guidelines.
- Further to item (1), all other areas at grade will be suitable for their intended uses throughout the year. This includes building access points, nearby sidewalks, the drive aisle near the centre of the subject site, the landscaped area at the southwest of the subject site, the patio at the north of the subject site and nearby bus stops.
- 3. The amenity terrace at Level 3 will be suitable for sitting during the typical use period of late spring to early autumn, which is acceptable.
- 4. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level or within the common amenity terraces were found to experience conditions that could be considered uncomfortable or dangerous.

5.5 Urban Design

From an urban design perspective, the proposed building represents a carefully designed and architecturally distinct mid-rise addition to the Yonge Street corridor, in conformity with the built form policies of the Official Plan and the Downtown Secondary Plan, and is generally in keeping with the Bloor-Yorkville/North Midtown Urban Design Guidelines and the Avenues and Mid-Rise Buildings Study.

In this respect, the proposal will develop an underutilized property in the *Downtown*, while enhancing the commercial character of Yonge Street and maintaining the low-rise character of the adjacent *Neighbourhood*. The proposal will also conserve the heritage value of the existing structure at 1140 Yonge Street and will create an improved pedestrian environment along the frontages of Yonge Street and Marlborough Avenue with active retail at grade and new landscape treatments, including new planting beds and street trees.

Official Plan

In our opinion, proposed design conforms with the applicable built form and urban design policies of the Official Plan, in particular Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.2(6), 3.1.3(1), 3.1.3(2), as well as the policies outlined in Section 9 (Built Form) of the Downtown Secondary Plan. In particular, the proposal will:

- locate the new building parallel to both Yonge Street and Marlborough Avenue with prominence given to the corner with a diagonal retail access directed towards the Marlborough Avenue and Yonge Street intersection;
- be sited and massed to frame the adjacent streets with good proportion and at a height that reasonably defines and encloses the adjacent rights-of-way;
- provide high-quality retail uses at grade and on the mezzanine level with views onto the adjacent streets;
- locate the main residential lobby and retail entrance so that they are clearly visible and accessible from the public sidewalk;
- achieve transition in scale and provide a compatible relationship to adjacent Neighbourhoods to the west, north and southwestthroughtheapplication of setbacks, stepbacks and stepping down of heights, as well as the provision of three townhouse units fronting Marlborough Avenue;
- remove the existing surface parking area and provide all parking underground;
- locate and screen loading and garbage storage areas and the parking ramp within the building and out of view from the public realm;
- provide for adequate access to sunlight and sky view from the public realm and adequate privacy conditions for the proposed building and for the neighbouring properties;
- adequately limit shadow and uncomfortable wind conditions on neighbouring streets and properties;
- provide weather protection for pedestrians through the use of a canopy at the main retail entrance;
- enhance the streetscape with new planting beds along Yonge Street and Marlborough

Avenue and new street trees and landscaped front yards along Marlborough Avenue;

- be of a design that is "informed by" the Performance Standards contained within the Avenue and Mid-Rise Building Study (discussed in detail below); and
- will have a base building that provides definition at the street level, with a transitioning floorplate above to ensure its appropriate relationship to the existing and planned context.

The proposal also conforms with the development criteria for new development and infill within *Neighbourhoods* included in Policies 4.1(5) and 4.1(9) as follows:

- the proposed grade-related townhouse units will respect and reinforce the existing physical character of Marlborough Avenue and the broader neighbourhood;
- the size and configuration of the townhouse lots are generally consistent with the lot fabric of the lands to the west;
- the proposed heights, massing and scale of the townhouse units are compatible the neighbouring dwellings to the west and further along Marlborough Avenue;
- the main wall of townhouse units are set back in alignment with the adjacent dwellings to the west and include landscaped front yards that reinforce the physical character of the street;
- the dwellings will be accessible directly from the Marlborough Avenue sidewalk;
- the westernmost townhouse is set back between 1.0 and 0.96 metres from the west lot line, allowing for adequate separation between the wall of the proposed dwelling and the existing rowhouse at 17 Marlborough Avenue; and
- the grade-related units have been sited and massed to provide adequate privacy, sunlight and sky views for new and existing dwellings.

The proposed development also satisfies the built form criteria of Policy 4.5(2) of the Official Plan, as summarized in Section 5.4 above.

Bloor-Yorkville/North Midtown Urban Design Guidelines

The proposed development will satisfy the intent of the Bloor-Yorkville/North Midtown Urban Design Guidelines. Specifically, the development will:

- enhance and protect the historic building elements of 1140 Yonge Street;
- protect the low-rise character of the Ramsden Park precinct;
- incorporate front yard landscaping and attractive paving;
- be located and massed to provide a transition between the taller building elements within the Mixed Use Areas designated lands and the lower scale dwellings to the west, north and southwest, by providing setbacks and stepping down of heights towards lower scale Neighbourhoods;
- located and massed to minimize shadow impacts on the adjacent Neighbourhood during the spring and fall equinoxes;
- locate servicing and parking facilities within the interior of the site, accessed from Marlborough Avenue (the flankage street);
- provide good site circulation and an adequate supply of vehicular and bicycle parking for residents and visitors;
- include a 2-storey (8.6 metre) building base that respects and reinforces the Urban Street character of Yonge Street and is sensitive to the comfort and visual interests of pedestrians through the retention of the east and north facades of the existing building and the provision of a 1.2 metre stepback above;
- include three 3-storey townhouses that will reinforce the residential scale of Marlborough Avenue (a Neighbourhood Street) and the Low-Rise Residential Neighbourhood of Ramsden Park;
- create a "highly animated street frontage" along Yonge Street through the introduction of new high-quality retail uses at grade and on the mezzanine level with views onto the adjacent streets; and
- be designed with good quality materials with rich architectural details, particularly along the street wall.

Avenue and Mid-Rise Building Study

Pursuant to Policy 9.28 of the Downtown Plan, mid-rise scale development is to be "informed by" the Performance Standards contained within the Avenue and Mid-Rise Building Study. The following discussion provides an overview of how the proposed building design complies with, or is in keeping with, the City's Avenues and Mid-Rise Building Study's Performance Standards. These Standards contribute to the overall design objective that mid-rise buildings should establish an engaging and animated public realm, pedestrian oriented and transit supportive design, compact built form with good proportioned street edges, and a contextually sensitive design approach.

Performance Standard #1: Maximum Overall Height: The maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 11-storeys (36 metres).

• The proposed maximum height is 13 storeys (52 metres excluding mechanical penthouse) and the designated right-of-way width for Yonge Street is 20 metres. Although the proposed 52.0 metre height exceeds the 1:1 ratio, the building height is appropriate given that the height will allow for a functional building and is appropriate given: the proposal's consistency with the PPS and the Growth Plan; the surrounding existing and emerging built form context, which includes a 21-storey building directly across the street; the site's position within a major transit station area with direct access to higher-order transit; the site's location on Yonge Street, a Major Arterial Road; the site's location within the Downtown; and the fact that the built form impacts are adequately limited as discussed in Section 5.4 above.

Performance Standard #2: Minimum Building Height: The recommended minimum building height of all new buildings on the Avenues should have a minimum height of 10.5 metres (3 storeys) at the street frontage.

• The proposed building height is 13 storeys (52 metres), which satisfies this standard.

Performance Standard #3: Minimum Ground Floor Height: The floor-to-floor height of the ground floor should be a minimum of 4.5 metres to facilitate retail uses at grade and provide sufficient clearance for loading areas.

- The proposed ground floor height is 4.3 metres as it is limited by the height of the existing heritage fabric, which is proposed to be repaired and incorporated into the design.
- The ground floor opens to a mezzanine level rising to 8.5 metres which is visible from the sidewalk and makes the ground floor appear

<u>Performance Standard #4A</u>: Front Façade: Angular Plane #4A: The building envelope should allow for a minimum of 5-hours of sunlight onto the Avenue sidewalks from March 21st - September 21st.

- The building cross-section demonstrates a street wall height of 7 storeys (27.4 metres), allowing for 3 consecutive hours of sunlight on Yonge Street in the morning (9:18 a.m. to 11:18 a.m.).
- As stated in Section 5.4 above, it is our opinion that the incremental shadow impact on the adjacent streets would be "adequately limited" in accordance with the applicable Official Plan policies, having regard for the site's location.

Performance Standard #4B: Pedestrian Perception Stepback recommends that a stepback be provided.

- The stepback above the 2-storey base is proposed to be 1.2 metres along Yonge Street and Marlborough Avenue on Level 3.
- At Level 8, the building steps back 2.3 metres and the floors above contain a variety of terraces and notches to mitigate the perception of height and to provide a gradual transition from the street.

<u>Performance Standard #4C</u>: Front Façade Alignment: The front street wall of a mid-rise building should be built to the front property lines or applicable setback line.

 The building base is composed of the retained heritage façade of 1140 Yonge Street and the existing east facade of 1134 Yonge Street, which are generally built to the property line along Yonge Street.

Performance Standard #5A: Rear Transition to Neighbourhoods (Deep Properties): The transition between a deep Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas and Natural Areas to the rear should be created through setback and angular plane provisions.

- The subject site is a "deep lot" as it fronts onto a 20 metre right-of-way and is greater than 32.6 metres in depth (the site is approximately 75 metres in depth). In this regard, the Mid-Rise Guidelines recommend: a 7.5 metre setback to Neighbourhoods and the application of a 45 degree angular plane from the nearest Neighbourhoods designated property.
- The proposed building includes three 3-storey townhouses within the *Neighbourhoods* designated portion of the site and abutting the adjacent townhouses to the west.
- The taller building elements, which are confined to the *Mixed Use Areas* designation, are set back a minimum of 22.7 metres from the adjacent *Neighbourhood* and the building design includes stepbacks that terrace up and towards the east, directing the massing towards Yonge Street and away from the *Neighbourhood*.

Performance Standard #6: Corner Sites: Heights & Angular Planes On corner sites, the front angular plane and heights that apply to the Avenue frontage will also apply to the secondary street frontage.

• The building includes a 1.2 metre stepback above the building base along Marlborough Avenue and additional setbacks and stepbacks at Level 8 through to Level 13.

<u>Performance</u> <u>Standard</u> #7A: Streetscapes Minimum Sidewalk Zones: Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone.

- The recommended minimum sidewalk zone on streets with rights-of-way of 20 metres is 4.8 metres.
- The sidewalk zone along Yonge Street is 3.6 metres, which reflects the existing condition as the proposal incorporates the existing building.
- The sidewalk zone along Marlborough Avenue is between 2.3 metres and 6.2 metres.

Performance Standard #7B: Streetscapes: Avenue streetscapes should provide the highest level of urban design treatment to create a beautiful pedestrian environment and create places to shop, work and live.

- The proposed development will improve the streetscape along Yonge Street and Marlborough Avenue. The base of the building will be designed in a manner that respects and reinforces the existing character of Yonge Street by repairing the existing 2-storey heritage façade, reinstating the rounded windows, setting back the new building above, and incorporating high-quality retail space at grade and directed towards the Yonge Street frontage.
- The retail entrance is proposed to be located at the corner of Yonge Street and Marlborough Avenue and is set back, resulting in a dedicated entry space that marks the corner.
- Along Marlborough Avenue, a patio lined with loose planter boxes is proposed off of a large grade-related commercial unit.
- The proposed placement of the residential lobby on Marlborough Avenue will also enhance the streetscape character of both streets by preserving the retail character of Yonge Street while complementing the residential character of Marlborough Avenue. The proposed grade-related units along the Marlborough Avenue frontage towards the rear of the site will also complement the residential character of the street and will include landscaped front yards.
- New landscaping in the form of planters, pavers and street trees are also proposed.

<u>Performance Standard #8A</u>: Side Property Line: Continuous Street Walls.

- The proposed building is generally built to the property line along Yonge Street and at the northeast corner at Marlborough Avenue.
- Along Marlborough Avenue, the building is set back approximately 1.2 metres to accommodate the proposed patio.
- The main walls of the proposed graderelated units are set back 2.6 metres from the property line along Marlborough Avenue and are generally in alignment with the adjacent townhouses to the west; the setback allows for front yard landscaping and a transition between the public and private realm.

Performance Standard #8B: Side Property Line: Limiting Blank Side Walls.

· Blank walls that will be visible are limited to the west façade of the grade-related residential units and the underground parking ramp enclosure. These blank wall conditions are necessary to preserve privacy and to adequately screen parking and loading area from public view.

Performance Standard #8C: Stepbacks at Upper Storeys recommend that buildings be built to the side property lines, architecturally finish blank side walls, and upper storeys should be stepped back to provide sky views and increased sunlight access.

- The proposed development provides for adequate access to sunlight and sky views. The main wall of the building is set back a minimum of approximately 10.33 metres from the existing mid-rise building to the south and is separated approximately 19.5 metres from the neighbouring property to the north by virtue of the Marlborough Avenue rightof-way. The taller elements of the building, beginning at Level 3, are set back a minimum of 22.7 metres from the west property line and towards the Neighbourhood. At Level 8, this setback increases to 27.9 metres and increases further to 30 metres at Level 11.
- Setbacks and stepbacks are also provided on the north, south and east facades, providing for an appropriate terracing of height that is directed towards Yonge Street and away from the Neighbourhood.

Performance Standard #8D: Existing Side Windows. Existing buildings with side wall windows should not be negatively impacted by new developments.

- The existing mid-rise office building at the northwest corner of Yonge Street and Macpherson Avenue does not contain any north-facing windows.
- The proposed south-facing primary windows are set back a minimum 10.33 metres between Levels 3 and 7; this setback increases as the building rises.
- The existing dwelling abutting to the west (17) Marlborough Avenue) contains no windows on its east façade and no windows are proposed on the west façade of the proposed townhouse unit.

<u>Performance Standard #8E</u>: Side Property Line: Side Street Setbacks. Buildings should be set back along the side streets to provide transition to adjacent residential properties with front yard setbacks.

• The main walls of the proposed grade-related residential units are set back 2.6 metres from the street and are in alignment with neighbouring residential dwellings to the west.

Performance Standard #10: At-Grade Uses: Residential. Where retail at grade is not required, and residential uses are permitted, the design of ground floors should provide adequate public/ private transition, through setbacks and other methods, and allow for future conversion to retail uses.

 The proposal includes 3 grade-related residential units fronting Marlborough Avenue. The units are set back a minimum of 2.6 metres from the street. The entry points into the front vards will be marked with landscaping and other cues to signify the interface between the public and private realm.

Performance Standard #12: Balconies and Projections recommends that balconies and other projecting elements should not negatively impact the public realm or prevent adherence with other Performance Standards.

 The proposal includes inset balconies and terraces that will add architectural interest and high-quality private amenity space to future residents. The balconies will not affect the amenity of the public realm along Yonge Street or Marlborough Avenue.

Performance Standard #13: Roofs Roofscapes Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

- As permitted by the guidelines, the mechanical penthouse is proposed to be 5.0 metres in height.
- The mechanical penthouse is proposed to be set back 40.2 metres from the west lot line, between 9.3 and 13.7 metres from the south lot line, 10.1 metres from the east lot line and 11.7 metres from the north lot line.
- These setbacks will ensure the mechanical penthouse is generally centred on the roof and hidden from view.

<u>Performance Standard #14:</u> Exterior Building Materials recommends that buildings utilize high quality materials selected for their permanence, durability and energy efficiency.

- The proposal will use high-quality durable materials, such as stone and brick.
- The intent is to achieve LEED Gold and TGS Tier 3 standards.

Performance Standard #15: Façade Design and Articulation: Recommends that buildings be designed with well-articulated and appropriately scaled facades.

- One of the primary design goals of the project includes the reinstatement of the rounded windows and decorative archways of the building, as they were during the 1930s when the building functioned as the luxury showroom of the Pierce-Arrow car company. The proposed design also includes the reinstatement of the decorative cornice line, which was previously removed.
- The large windows will articulate the streetwall and provide for views into the ground and mezzanine levels of the three commercial units proposed at grade, while celebrating the heritage value of the building base.

Performance Standard #16A: Vehicular Access: Wherever possible, vehicular access to on-site parking, loading and servicing facilities should be provided from local streets and rear lanes, not from the Avenue.

 Vehicular access, parking, loading, and servicing facilities are proposed to be accessed via Marlborough Avenue.

Performance Standard #17: Loading: Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm. Garbage, loading, servicing and utility functions should be integrated within the interior of a building.

 The proposed design satisfies the intent of this guideline by locating the garbage, loading, parking, servicing and utility functions within the building and screened from public view. The loading area is proposed to be covered and located next to an internalized drop-off area. Garbage is proposed to be collected within a separate room adjacent to the internal loading spaces. All parking will be provided underground. Performance Standard #18: Design Quality: Midrise buildings will reflect design excellence and green building innovation, utilizing high-quality materials that acknowledge the public role of the Avenues.

 The intent is to achieve LEED Gold and TGS Tier 3 standards.

Performance Standard #19A: Heritage & Character Areas: All mid-rise buildings on the Avenues should respect and be sensitively integrated with heritage buildings in the context of Heritage Conservation Districts.

- The heritage façade is gently incorporated to the building design to conserve the cultural heritage values, attributes and character of 1140 Yonge Street.
- The proposed development has been designed to respect and complement the scale and character of nearby heritage attributes, notably the buildings within South Rosedale Heritage Conservation District on the east side of Yonge Street, including the Shops of Summerhill and the North Toronto Rail Station Clock Tower, as well as the listed heritage buildings on the west side of Yonge Street north of Marlborough Avenue.

Performance Standard #19C: Development Adjacent to a Heritage Property: Development adjacent to heritage properties should be sensitive to, and not negatively impact, heritage properties.

 The proposal respects the character of the buildings on the east side of Yonge Street and within the South Rosedale Heritage Conservation District.

Performance Standard #19E: Character Area: Consistent Cornice Line Buildings in a Character Area should maintain a consistent cornice line for the first step-back by establishing a "datum line" or an average of the existing cornice line.

 Although the subject site is located outside of the South Rosedale Heritage Conservation District, the height of the proposed base building maintains a datum line that roughly corresponds to the cornice height of 1148 Yonge Street and the adjacent Part V designated property at 1095-1099 Yonge Street through its massing.

5.6 Heritage

ERA Architects Inc. has prepared a Heritage Impact Assessment (HIA) in conjunction with the applications. The HIA evaluates the impact of the proposed redevelopment in relation to cultural heritage resources on and adjacent to the subject site.

As noted above, the property at 1140 Yonge Street Road is listed on the City of Toronto Heritage Register, as are as a number of nearby properties, including the adjacent properties to the north. The site is considered adjacent, as defined in Chapter 3.1.5 of the City of Toronto Official Plan, to the South Rosedale Heritage Conservation District (HCD) and the property at 1148 Yonge Street (listed) as well as 1095-1099 Yonge Street (designated under Part V as part of the South Rosedale HCD).

The HIA outlines the various design considerations the proposal deploys to mitigate impact on the cultural heritage values of the site and adjacent heritage resources. These mitigation measures include:

- The proposed development maintains the legibility of the heritage resource, specifically the density of architectural detailing at the base including dichromatic brick masonry and cast stone sculptural elements, with an austere architectural expression above that is comprised of materials that are compatible with, yet distinguishable from heritage fabric, including contemporary glazing, natural stone and brick panels, and aluminum mullions.
- The proposed development incorporates a series of stepbacks and loggias in order to differentiate between the heritage resource and new construction, and to reduce the visual weight of the building.
- A number of original architectural elements by Merle Foster that have been lost, removed or damaged over time, including the projecting gargoyles, modillions, articulated ledge frieze and Grecian mask-adorned parapet, are proposed to be replicated and reinstated to their original location.
- The proposed development maintains and reinforces the commercial mainstreet character of Yonge Street, and will reanimate the commercial frontage along Yonge Street and Marlborough Avenue.

- The height of the proposed base maintains a datum line that roughly corresponds to the cornice height of 1148 Yonge Street, and appropriately responds to the scale of 1095-1099 Yonge Street through its massing.
- The proposed development will incorporate a comprehensive Interpretation Strategy that celebrates the history of the Development Site. This strategy may include exhibition of select salvaged sculptural elements, provided sufficient publicly accessible space can be found within the Development Site.
- The east (primary) elevation of the existing building at 1134 Yonge Street, which is not currently municipally-recognized as a heritage resource, is proposed to be retained in-situ and rehabilitated. As part of the conservation strategy, unsympathetic alterations will be removed and replaced with historically appropriate material. Opportunities to restore the original parapet and cornice across the row of existing buildings, including 1130 and 1132 Yonge Street, will be explored through discussions with adjacent land owners.

The HIA states that the above measures provide a thoughtful design response to the existing built form context and ensure that the proposed development is compatible with the character of the surrounding area.

The HIA concludes that the proposed development is designed in a manner that is sympathetic to the existing heritage building and adjacent heritage properties by maintaining the existing contextual relationship between the collection of dwellingtype buildings on the north side of Marlborough Avenue.

Furthermore, a Conservation Plan will be prepared as part of the site plan approval process. The plan will include details on the constructionrelated protection and later repair of the heritage building. The Conservation Plan will be developed in accordance with the Standards and Guidelines for Conservation of Historic Places in Canada, published by Parks Canada. Additional information may be furnished in the Conservation Plan as required by the City.

Based on the findings of ERA's HIA, it is our opinion that the proposed development conforms with the Official Plan's heritage policies and the proposed redevelopment of 1140 Yonge Street will have no unacceptable impacts on the cultural heritage value of the subject site or adjacent properties.

5.7 Transportation

A transportation impact study has been prepared by BA Consulting Group, which demonstrates that the proposed development can acceptably be accommodated on the area road system after considering other development proposals, which are approved, or under review. The development will generate a total of 15 and 40 two-way trips during the weekday morning and afternoon peak hours, respectively. Relative to the existing commercial use, the number of trips would decrease by 40 and 45 trips as compared to existing conditions during the weekday morning and afternoon peak hours, respectively. This is a reduction of approximately 50% relative to existing conditions.

With respect to site arrangement, the study concludes that the vehicular facilities for loading and site access are appropriate and will acceptably support the proposal.

In terms of bicycle parking, the study confirms that 78 spaces, including 60 long-term resident spaces and 7 short-term resident spaces and 8 short-term and 3 long-term commercial spaces will meet the bicycle parking requirements of Zoning By-law 569-2013. The long-term resident spaces are located within a bicycle storage room on the P2 level and the short-term resident spaces are located at grade, accessed from the internal courtyard and stairway, which will be fitted with a bicycle ramp channel. The long-term commercial bicycle parking spaces are located on the P1 parking level adjacent to the P1 commercial lobby core and the elevator within the lobby area. The commercial short-term bike parking has been located within the public boulevard along Yonge Street, providing convenient access to the retail at the grade level.

The proposed vehicular parking supply is comprised of 106 resident spaces and 20 shared visitor and commercial spaces, resulting in a total of 126 parking spaces. The proposed parking supply exceeds the parking standards contained in Zoning By-law 569-2013 (Policy Area 1). All "excess" resident parking will be dedicated to Low-Emitting Vehicles (LEV's), 27 of which (or 25% of all resident parking) will be configured as electric vehicle (EVSE) parking spaces. This meets and exceeds the requirements of the Tier 2 requirements of the Toronto Green Standard. All of the parking spaces are proposed to be located within three levels of underground parking.

5.8 Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report dated August 10, 2020 has been prepared by Counterpoint Engineers to provide a site servicing strategy for the proposal that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design. The servicing strategy presented in the report is summarized as follows:

Water Servicing

• The proposed development is to be serviced by one (1) connection to the existing 300 mmø watermain located on Marlborough Avenue. The water demand requirement of the proposed development for Maximum Day Demand plus Fire Flow is 9,021 L/min. The proposed development results in an increase in Maximum hour and Maximum Day demand. Site specific watermain pressure tests indicate that the existing 250 mmø watermain meets the water demand for the proposed development.

Foundation Drainage

 The Functional Servicing and Stormwater Management Report concludes that the quality limits for discharge to the sanitary sewer will satisfy the limits as listed in Table 1 – Limits for Sanitary and Combined Sewer Discharge.

Sanitary Servicing

· As it relates to servicing, the proposed development is to be serviced by a new sanitary connection to the existing 375mmø concrete sanitary sewer located on Marlborough Avenue. A review of the existing and proposed sanitary sewer system downstream of the site was completed and confirms that no external upgrades to the system are required.

Stormwater Servicing

• In regard to stormwater management, the proposed development will be serviced by a new storm connection to the existing 600mmø concrete storm sewer to manage water quantity, quality and water balance.

5.9 Community Services and Facilities

An inventory of Community Services and Facilities available to support the proposed development is included in Appendix A. The inventory includes a demographic profile, as well as an inventory of publicly funded services and facilities. The proposed development is located in the Yorkville neighbourhood based on the TOcore Neighbourhood Profiles map (see Figure 26), which is a community with a wide range of existing community services and facilities as well as planned expansions and improvements. The analysis concludes as follows:

 There are 8 schools (TDSB and TCDSB) located within the Yorkville neighbourhood. The anticipated pupil yield of 2 public school students is expected to be accommodated by local schools in the area. Catholic schools in the area have the capacity to accommodate the projected pupil yield of 3 students, as well.

- There are 5 childcare facilities within the study area, of which 3 offer subsidized spaces. Currently, there are only vacancies at Jesse Ketchum Childcare Centre for Kindergarten aged children as of August 2020. Based on proposed population yields, it is expected that the proposed development will generate minimal children and thus the childcare facilities will be able to accommodate any children. However, in this current climate, and based on COVID-19, it is unclear how vacancies will fluctuate moving forward.
- There are two libraries within the Yorkville Neighbourhood, the Toronto Reference Library and the Yorkville Branch library, which provide a large collection of reading materials as well as services and programs for families.
- Although there are no recreation facilities within the York ville neighbourhood, there is one proposed recreation facility, Downtown North Community Recreation Centre (actual location TBD). The estimated cost for the investment is \$26 million. However, it should be noted that other recreation facilities and community centres would be accessible to prospective residents of the proposed development. These facilities include Wellesley Community Recreation Centre Indoor Pool, Scadding Indoor Pool, Harrison Indoor Pool and John Innes Community Recreation Centre.
- The study area appears to be adequately serviced by all emergency services such as police, fire and EMS services, all of which are located within the study area boundaries.
- The study area is well served by Ramsden Park, a 5.1 hectare park space to the south of the subject site, which supports a large offleash dog area, baseball diamond, outdoor seasonal rink, children's playgrounds and a wading pool.

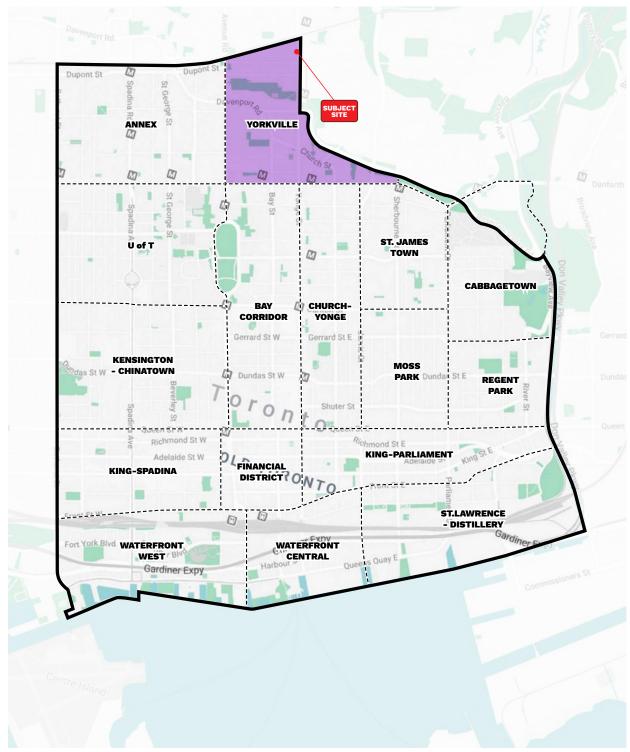


Figure 26 - TOcore Neighbourhood Map

5.10 Complete Community Assessment

Bousfields Inc. prepared a Complete Community Assessment (CCA) in accordance with Policy 5.2 of the Downtown Secondary Plan. The CCA provides an understanding of the subject site, while evaluating how incremental development and existing and planned development and infrastructure will occur in the surrounding area. The CCA concludes that the proposed mix of uses (retail and residential) will contribute to the achievement of a complete community and the continued evolution of the area as a mixed-use neighbourhood.

- · As it relates to parks and the public realm, the CCA concludes that the proposal will not result in unacceptable built form impacts on nearby parks and open spaces and will result in an improved public realm on Yonge Street and Marlborough Avenue.
- From a community services and facilities perspective, the study concludes that there is sufficient capacity to accommodate the estimated population growth resulting from the proposed development.
- From a mobility perspective, the proposal will benefit from excellent existing pedestrian, vehicular. cycling and transportation networks, and the proposed parking and loading provided on the site will be sufficient to accommodate the development and will help to reduce automobile dependency.

- In regard to energy conservation, the proposal will achieve Tier 2 of the Toronto Green Standard and additional energy opportunities will continue to be explored in future design stages of the proposal.
- From a water perspective, the proposal will generate greater water demand and produce more waste as compared with the existing building; however, the servicing requirements can be accommodated through on-site measures and within the existing servicing network, as demonstrated by the Stormwater Management and Functional Servicing Report prepared by Counterpoint Engineers.

The Complete Community Assessment is attached at **Appendix B**.



The applicable policy framework supports the mixed use intensification proposed for the subject site given its location in the Downtown Toronto Urban Growth Centre, its location on a major street and within a major transit station area along the Yonge-University subway line.

Intensification of the subject site is supported by the applicable planning policy framework, including the Provincial Policy Statement, the Growth Plan, the Toronto Official Plan and the Downtown Secondary Plan, as described in this report. The proposed redevelopment will appropriately intensify an underutilized site, improve the streetscape along Yonge Street and Marlborough Avenue, and provide an architecturally distinctive building that respects the surrounding context, while contributing to the continued evolution of the emerging character of the area.

The proposal will add additional new housing options to the Downtown and new local-serving retail spaces at grade that will animate the Yonge Street and Marlborough Avenue frontages. In our opinion, the proposed development appropriately intensifies an underutilized site and contributes to the continued evolution of the Yonge Street

From a land use perspective, the proposal will support the achievement of numerous policy directions promoting intensification and infill of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including public transit. The subject site is located in the Downtown, which has been identified as an Urban Growth Centre in the Growth Plan for the Greater Golden Horseshoe. The Toronto Official Plan specifically encourages residential intensification in Mixed Use Areas in the Downtown. The site is also within walking distance (330-365 metres) of the Summerhill subway and Rosedale stations and is within 150 metres of a new planned entrance to Summerhill subway station.

An application to amend the Official Plan has been submitted out of an abundance of caution to permit the proposed townhouse form and the underground parking areas for the mid-rise building that extend into the Neighbourhoods The proposed Official Plan designation. Amendment would facilitate improvements to the streetscape along Marlborough Avenue and would ensure an appropriate transition to the adjacent Neighbourhood.

From a built form and urban design perspective, the proposed development has been carefully organized, sited and massed in a manner that fits harmoniously within the existing and planned built form context. The proposed development is a mid-rise form and incorporates multiple setbacks and stepbacks to provide for an appropriate transition towards the adjacent Neighbourhood and to limit massing impacts on the adjacent streets. The new building will be a high-quality addition to the Summerhill area and will implement the built form policies of the Official Plan and the Downtown Plan and is in keeping with the Bloor-Yorkville/North Midtown Urban Design Guidelines. Although the proposal does not fully comply with the Mid-Rise Guidelines, the building design has been adequately "informed by" the guidelines and achieves many of the recommended design standards.

As it relates to SASP 211, the base of the building has been designed in a manner that respects and reinforces the existing character of Yonge Street by retaining the existing two-storey heritage façade, setting back the new building above and incorporating retail space at grade and directed towards the Yonge Street frontage. The proposed placement of the residential lobby on Marlborough Avenue also supports this policy by preserving the retail character of Yonge Street, while enhancing the residential character of Marlborough Avenue.

As it relates to heritage, the proposal conserves heritage attributes in a manner that conforms with the heritage conservation policies included in Section 3.1.5 of the Official Plan.

In summary, it is our opinion that redevelopment of the site for a 13-storey tall mid-rise residential building represents good planning and is in keeping with policy directions expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Toronto Official Plan, including the Downtown Plan and Site and Area Specific Policy 211, all of which promote intensification of underutilized sites within built-up areas, particularly in locations which are well served by existing municipal infrastructure, including higher-order transit.

For all of the foregoing reasons, it is our opinion that the proposal is an appropriate and desirable redevelopment, and represents good planning and urban design. Accordingly, we recommend approval of the Official Plan Amendment and Zoning By-law Amendment applications.

Appendix

COMMUNITY SERVICES AND FACILITIES SUMMARY



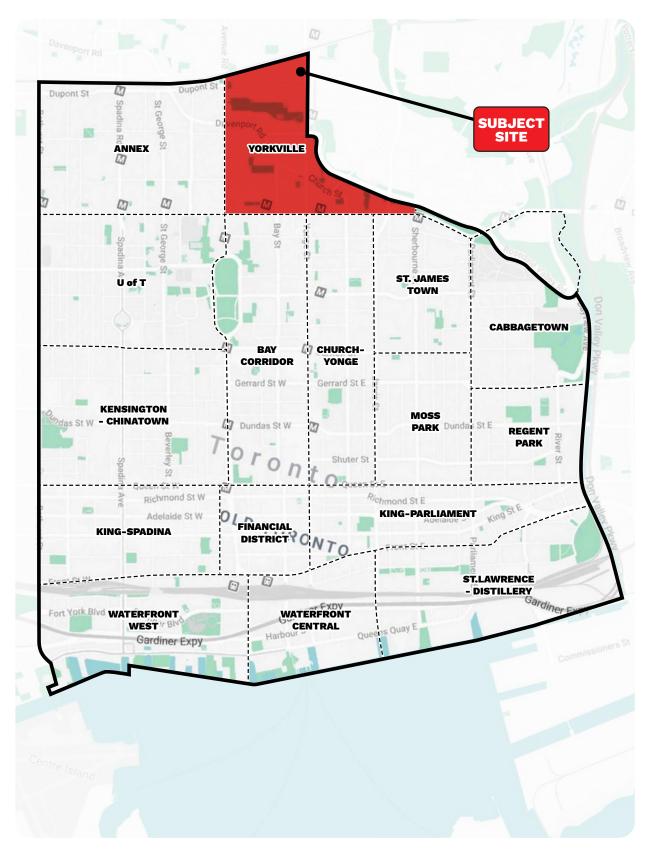


Figure A1 - TOCore Neighbourhood Profiles



Community Services and Facilities

While detailed Community Service and Facility Studies are often required as part of zoning by-law amendment applications of this nature, Strategic Initiatives, Policy and Analysis Staff have indicated that they have an up-to-date understanding of the community services and facilities in the area and that a full study is not required. Staff requested that this Planning & Urban Design Rationale include a discussion of new facilities and/or facility improvements that the development will contribute towards building of complete communities, and which may be considered for Section 37 community benefits should they be part of the development application. Accordingly, this section provides a brief inventory and a discussion on how the proposed development might be able to further community service and facility needs.

Inventory

We have prepared a brief inventory of the existing publicly funded community facilities which are located in the Yorkville Neighbourhood, as defined by the Downtown CS&F Strategy (see **Figure A1**). This inventory also includes other key facilities that are within walking distance of the subject site (1140 Yonge Street).

Schools Sector

The *Downtown* is home to 26 elementary schools and 13 secondary schools, a total of 30 operated by the Toronto District School Board (TDSB) and 9 by the Toronto Catholic District School Board (TCDSB). There are additional schools operated by both boards which are not located in the TOCore study area, but whose attendance boundaries extend into and serve the Downtown. Despite the rapid development and population increase of the *Downtown*, many schools remain underutilizes and can accommodate projected enrolment in the Downtown. Both Boards indicate the Downtown needs to be family-friendly in terms of housing, urban form, public realm and green space in order to retain and attract families with children.

Both Boards are finding it challenging to meet the diverse needs of students and families who require a range of services such as language education, settlement services, translation services, health care, food banks, mental health care and before and after school childcare. Aging school facilities and lack of funding for infrastructure renewal are concerns for both Boards. There is a need to explore opportunities to secure additional improvements to school facilities and sites to benefit the community through Section 37 funds.

TDSB and TCSDB schools in the Yorkville Neighbourhood include:

- Cottingham Junior Public School
- Jesse Ketchum Junior and Senior Public Schools
- Jarvis Collegiate Institute
- Our Lady of Perpetual Help
- Marshall McLuhan
- St. Mary Catholic Academy
- St. Josephs College
- Neil McNeil

The TDSB and TCDSB school capacities, enrolment, and utilization rates for schools within the neighbourhood are outlined in **Table A** 1 below.

Table A1 - TDSB and TCDSB Capacity, Enrolment and **Utilization Rates**

School	Address	Capacity	Enrolment	Utilization Rate	PorTable As
Cottingham Junior Public School	85 Birch Avenue	104	169	162.5%	n/a
Jesse Ketchum Junior and Senior Public School	61 Davenport Road	596	521	87.4%	n/a
Jarvis Collegiate Institute	495 Jarvis Street	1095	637	58.1%	n/a
Our Lady of Perpetual Help	1-1/2 Garfield Avenue	315	352	111.7%	0
Marshall McLuhan	1107 Avenue Road	969	1,089	112.4%	0
St. Mary Catholic Academy	66 Dufferin Park Avenue	714	729	102.1%	0
St. Josephs College	74 Wellesley Street West	714	755	105.7%	0
Neil McNeil	127 Victoria Park Avenue	648	855	131.9%	6

Pupil Yields

The pupil yields were calculating using a previous version of architectural plans with a metric of 89 proposed residential units. The current proposal currently supports 66 units. Therefore, the proposed yields should be anticipated to decrease slightly.

Pupil Yields of Proposed Development -**TDSB**

Elementary Students: 1 89 (based on condominium units)

Secondary Students: 1 (based on 89 condominium

Based on the current enrolment figures, the projected public elementary student generated from the proposed development can be accommodated at Jesse Ketchum Junior and Senior Public School. The secondary student can be accommodated at Jarvis Collegiate Institute.

It is important to note that the actual pupil yields may vary from the projected numbers due to a variety of factors such as affordability, tenancy, unit size and availability/proximity to commercial and community amenities, which are also determinants of whether or not families will move into a dwelling unit. Monitoring of these numbers will be important as specific details of the proposed development are finalized and as other developments in the area build out

Pupil Yields of Proposed Development -**TCDSB**

Elementary Students: 2 (based on 89 condominium units)

Secondary Students: 1 (based on 89 condominium

Based on the current enrolment figures, the two projected elementary students generated from the proposed development could be accommodated at Our Lady of Perpetual Help, although they are already over capacity for 2019-2020 enrolment. The projected secondary student could be accommodated by Marshall McLuhan, St. Mary Catholic Academy, St. Josephs College or Neil McNeil, but, all of these schools are also over capacity for 2019-2020 enrolment.

Libraries

The fourteen libraries (twelve neighbourhood branches, one district branch, and the Toronto Reference Library) in the *Downtown* play a critical role providing programs, services and space for those who live in and visit the core. Toronto Public Library branches are community hubs bringing residents together to access library materials, computers and technology, to study, to attend programs, and to engage with other members of their community. Branched provide seating and meeting room space for individuals and group study, relaxed reading, library programs and community events. Libraries in Toronto's Downtown are very well-used with over 1.8 million annual visits (not including Toronto Reference Library), a total circulation of over 2.8 million and over 2,700 programs offered and over 57,000 program attendees.

Table A2 - Publicly funded Libraries in proximity to the subject site

Most residents in the *Downtown* live within one kilometre of a library. There are two libraries within the Yorkville Neighbourhood; Yorkville Library and the Toronto Reference Library. Both libraries have been identified as needing relocations, renovations or expansions. A renovation was proposed for Yorkville Library with \$8.276 million (debt) and \$0.818 million (development charges) in 2018. No planning has been completed/no budget requested. A renovation and state of good repair (SOGR) was also proposed for the Toronto Reference Library with \$19.645 million (debt) and \$1.942 million (development charges) in 2018. The project was requested in 2018, but not approved.

Programming and materials at these branches are summarized in **Table A2** below.

Branch	Programming	Features/Collections
Yorkville Library 22 Yorkville Avenue (416) 393-7660	 Baby Time Toddler Time LEGO Club Monday and Tuesday Fiction Book Club Community Exercise Program for Seniors 65+ Croisée des mots Thursday Non-Fiction Book Club Early Reader's Book Club Coffee and Books Club de lecture 	General Features Art Exhibit Space Book Discussion Group Book Drop — After Hours Express Checkout Seating for 50 Equipment for Persons with Disabilities 7 Internet/MS Workstations Print/Copy/Scan System Wireless Internet Collections Adult Literacy Materials Audiobooks on CD Large Print Collection Lesbian, Gay, Bisexual and Transgender Collection Large Collection in French

Branch	Programming	Features/Collections
Toronto Reference Library 789 Yonge Street (416) 395-5577	 LSP: Let's Speak English Biography Book Club Historical Fiction Writers' Group Toronto Writers' Co-operative Monday Afternoon Book Chat Tuesday Docs – History, Mystery and Discoveries Senior's Drop in Computer Practice Guided Tour: Art of the Book Non-Fiction Book Club Club de lecture Open Mic at the Library! Bilingual Conversation Circle Baseball Spring Training for Fans 	 6 ESL/Language Learning AV Stations Express Checkout Intellisearch – Custom Research Marilyn & Charles Baillie Special Collections Centre

Branch	Programming	Features/Collections
Toronto Reference Library 789 Yonge Street (416) 395-5577		 Adaptive Technology Hub Digital Innovation Hub 240 Internet/MS Workstations Learning Centre with Adobe Creative Suite Scanner Wireless Internet Collections Arthur Conan Doyle Collection Arts Department Audiobooks on CD Baldwin Collection of Canadiana Browsery Business, Science and Technology Career Information Collection Chinese Canadian Archive English as a Second Language Materials - Adult Genealogy and Local History Collection Government Publications Humanities & Social Sciences Department Language Learning Kits Languages & Literature Department Local History & Genealogy Collections Map Collection Picture Collection Picture Collection Resource materials for people with disabilities Special Collections in the Arts Toronto Star Newspaper Room Toronto Star Photograph Archive Urban Affairs Collection Very large collection of books in other languages

Recreation Facilities

The provision of recreation programs and human/ social services in the *Downtown* is part of a highly interconnected system of City of Toronto and community-based facilities providing different types of recreation programs and services. The Downtown is home to ten City of Toronto facilities (four community recreation centres, five indoor pools, one outdoor pool), four operated by the Association of Community Centres, four Toronto Neighbourhood Centres and two YMCA locations. Each type of facility is owned and operated differently and provides a wide range of recreation programs, services and facilities to residents and workers.

The City of Toronto's Parks, Recreation and Forestry (PF&R) Division offers a broad service delivery of community recreation programs in the Downtown, including providing a full range of programs for all age and interest groups out of their four community recreation centres as well as operating many programs and services at satellite locations in schools and other city-owned assets. These centres include various facility components such as pools, rinks, gymnasiums, weight and fitness rooms and multi-purpose program meeting rooms. Three of the four PF&R locations are centres where programs are free. PF&R plays an important community resource role by acting as facilitators of community space for agencies to deliver a range of social, cultural, recreational and education programs and services to the community.

Many recreation facilities in Toronto's Downtown are very well used with waiting lists for many programs. The Association of Community Centres and Toronto Neighbourhood Centres are experiencing challenges to maintain the same level of service and performance in the face of increasing pressure and demand for service. There is a great need for updated facilities and more space including:

- · Space for indoor and outdoor informal gatherings;
- Flexible multi-purpose spaces;
- Renovating and replacing aging or outdated spaces/facilities; and
- Upgrades to pools: sing-tank pools provide limited programming opportunities and no longer meet expectations of residents.

In addition, there is an increasing need for specific programs, amenities and design considerations to accommodate older adults, youth, children and transgender clients.

Although there are no recreation facilities within the Yorkville neighbourhood, there is one proposed recreation facility, Downtown North Community Recreation Centre (actual location is TBD). The estimated cost for the investment is \$26 million. The project is to be confirmed through the Facilities Master Plan Implementation Strategy. It should also be noted that there is other recreation facilities and community centres, many of which receive public funding that would be accessible to prospective residents of the proposed development. These facilities include; Wellesley Community Recreation Centre Indoor Pool, Scadding Indoor Pool, Harrison Indoor Pool, and John Innes Community Recreation Centre.

Childcare

According to the Downtown CS&F Strategy provides, discussions with Children's Services and community-based agencies indicated that childcare plays an important role in the *Downtown* and is an integral part of the community services and facilities ecosystem. In the Downtown in particular, it serves a number of purposes: it allows families to have working parents, it supports and stabilizes school populations in some cases, it allows for new immigrant families to become more integrated into their communities and it connects families to many supports and services. The Downtown is also unique as it has the highest concentration of both purpose-built workplace childcare facilities as well as neighbourhood based centres that serve a large working population.

Children's Services staff has indicated that the major challenge ahead is ensuring that the childcare system can accommodate the growth in the Downtown (residential and office) and continue to meet the areas needs and serve these purposes. Currently, there are 78 childcare centres, 3 home childcare agencies operating in 21 homes, and 26 family support programs in the Downtown. 12 out of the 78 centres are purposebuilt workplace facilities.

The most significant change to the provision of childcare in recent years, according to the City's Child Care Service Plan and as indicated by Children's Services staff, has been the introduction of full-day kindergarten (FDK). As four- and five-year old's move to FDK, many childcare operators will adapt their service model to match demand by serving younger children. Since 2010, 3,942 preschool spaces have closed or transitioned to kindergarten spaces in the City of Toronto as a result of FDK. Recognizing the need to increase spaces for infants and toddlers, Children's Services indicated that they managed the allocation of Provincial capital funding to operators to reconfigure the spaces left vacant by kindergarten children. This resulted in a Citywide increase of 535 infant and 2,343 toddler spaces since 2010.

Children's Services indicated that there are not enough childcare spaces in the *Downtown* to accommodate the children who need it, specifically infants and toddlers regardless of how much one can afford to pay. In the *Downtown*, there are 5,040 spaces for children under 12 which accommodate about 38% of the 13,200 children under 12. About 40% of these spaces are available for preschool children. The population growth in some of these neighbourhoods has been high and may require additional childcare supply capacity.

As detailed in **Table A3** below, there are five childcare facilities located within or immediately adjacent to the Yorkville Neighbourhood, three of which may provide subsidized spaces if available. Combined, these facilities are licensed for 314 childcare spaces, comprised of 30 infant, 60 toddler, 112 pre-school, and 60 school aged spaces.

Table A3 - Childcare Facilities

Childcare Centre	Fee Subsidy		In- fant	Tod- dler	Pre- School	Kindergarten	School Aged
Unicorn Day		Capacity	-	15	24	-	_
Care Centre 240 Avenue Road (416) 429-6841	Yes	Vacancy	-	No	No	-	-
The McLoughlin		Capacity	-	-	24	-	-
Schools Inc. (Pre-School)* 80 Roxborough Street West (416) 968-6163	No	Vacancy	-	-	No	-	-
Jesse Ketchum		Capacity	-	-	-	52	-
Satellite Early Learning & Child Care Centre 61 Davenport Road (416) 392-5061	Yes	Vacancy	-	-	-	No	-
Jesse Ketchum		Capacity	10	20	24	-	60
Early Learning & Child Care Centre 7 Berryman Street (416) 392-5061	Yes	Vacancy	No	No	No	-	No
Kids & Company – Bloor Street Site* 160 Bloor Street East, Suite 160 (416) 924-5437		Capacity	20	25	40	-	-
	No	Vacancy	No	No	No	-	-

^{*}childcare information not available, so no vacancy was assumed

As childcare space is very expensive to build, difficult to locate and needs to be highly customized and specialized, Children's Services felt that opportunities to integrate custom-built childcare space into new developments through partnerships and Section 37 funds need to be prioritized.

Section 37/Community Benefits Charge

The Downtown CS&F Strategy outlines a number of alternate opportunities and methods to achieve the goals and objectives contained within the Downtown CS&F Strategy. One of these methods includes financial contributions in the form of funding for community services, funding towards capital improvements to existing facilities, as well as funds to assist in achieving capital funding for new projects. The Downtown CS&F Strategy suggests utilizing funds collected in return for additional height and density, as set out in what was formerly Section 37 of the Planning Act.

Due to the revisions to the Planning Act that are expected to be introduced by Bill 108, which Section 37 of the Planning Act would no longer exist in the same form, and instead will be replaced by a 'Community Benefits Charge'. At the time this application has been submitted, the changes to Section 37 of the Planning Act have been passed by the Provincial Legislature, however, they have not yet been granted Royal Assent in the form of proclamation by the Lieutenant Governor. Furthermore, regulations regarding the Community Benefits Charge have not yet been released. It is anticipated that the charges imposed against the application through the new Community Benefits regime will support the capital costs of facilities, and services and assist in meeting the objectives and goals contained within the Downtown CS&F Strategy.

Summary

Based on the information provided above, it is our opinion that prospective residents of the proposed development will be well served by various community services and facilities in the area. The subject site is situated with access to nearby schools, childcare facilities, libraries, and recreation centres, and most services could accommodate the additional residents. Given that the proposed development is just one sitespecific application, we do not anticipate that the proposed development will have a significant impact on these facilities or on the broader community service and facility sectors set out in the Downtown CS&F Strategy. Fortunately, there may be opportunities for the proposed development to contribute towards additional or improved facilities within the Yorkville neighbourhood.

Appendix

COMPLETE COMMUNITY ASSESSMENT CITY OF TORONTO B



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1.0 INTRODUCTION

1.1 Overview

This Complete Community Assessment Report (CCA) has been prepared by Bousfields Inc. in support of an application for an Official Plan Amendment and Zoning By-law Amendment on the lands known municipally as 1140 and 1134 Yonge Street ("the subject site"). The CCA has been prepared in accordance with the glossary of terms provided by the City of Toronto.

The requirement for the CCA was introduced as part of the Secondary Plan for the Downtown (the "Downtown Plan"), which was adopted by City Council as Official Plan Amendment 406 ("OPA 406") under Section 26(1) of the Planning Act. OPA 406 was forwarded to the Ministry of Municipal Affairs and Housing and was approved, as amended, on June 5, 2019. The Ministry's approval is final and not subject to appeal.

The purpose of a CCA is to describe how the proposed development will affect the surrounding area and community with respect to community services and facilities, community character, and infrastructure. Specifically, the CCA will focus on how the development supports the creation of complete communities.

In this respect, A Place to Grow (2019) defines "complete communities" as follows:

"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts."

Policy 15.2 of the Downtown Plan expands on the Growth Plan's definition, specifying that "complete communities" feature a diverse mix of land uses, including residential and employment uses and convenient access to local retail and services, while providing a range of housing options, provide convenient access to transportation and community services and facilities, ensure a built form that enhances liveability, is contextually appropriate and provides an attractive and vibrant public realm, mitigate climate change, and integrate green infrastructure.

Policy 5.3 of the Downtown Plan provides that, to support the City, other levels of government and other public agencies in the delivery of community service facilities, parkland, green infrastructure and physical infrastructure in providing for complete communities, a Complete Community Assessment will be required as part of significant and large scale development applications within, among other designations, the Mixed Use Areas 3 – Main Street designation that applies to the eastern portion of the subject site.

This CCA was prepared by Bousfields Inc. to review the existing and planned development and infrastructure in the vicinity of the subject site in relation to the five Downtown Plan Infrastructure Strategies, and to analyze the proposal through the lens of its contribution to a complete community.

More specifically, this report provides a profile of the Study Area, including the existing number of residential units and amount of non-residential GFA, approximate jobs in the area, recent development activity within the Study Area, and a summary of how the proposal responds to the five infrastructure strategies - Downtown Parks and Public Realm Plan, Downtown Community Services and Facilities Strategy, Downtown Mobility Strategy, Downtown Energy Strategy and Downtown Water Strategy.

1.2 Proposed Development

The proposal includes a 13-storey mixed-use building to be located within the Mixed Use Areas and Mixed Use Areas 3 designated portion of the site and three grade-related townhouses fronting Marlborough Avenue within the Neighbourhoods designated portion of the site. The proposal includes a total of 17,505.6 square metres of gross floor area, including 1,520.4 square metres of commercial area and 15,985.3 square metres of residential area, resulting in a proposed density (FSI) of 6.10 times the area of the lot.

The existing building on 1140 Yonge Street is listed on the City's Heritage Register; a key component of the proposal includes the repairment of the east (primary) and portions of the north elevation of the existing building, which has been incorporated into the proposed base. The original decorative cast stone detailing of the original building facade, including the projecting gargoyles, modillions, articulated ledge frieze and Grecian mask-adorned parapet are proposed to be replicated and reinstated to their original location.

The proposed 2-storey base includes commercial uses directed towards Yonge Street and the northeast corner of the site. Towards the rear, within the Neighbourhoods designation, the proposal contemplates three 3-storey townhouses directed towards Marlborough Avenue.

In addition to the commercial uses, the ground floor contains the residential lobby, accessed directly off of the sidewalk on Marlborough Avenue, indoor amenity space, a pet-spa (dog wash), an internalized loading area, passenger pick-up/drop-off area, and the access to the three-level underground parking garage.

The proposed development includes a total of 66 residential dwelling units, including 11 onebedroom units, 43 two-bedroom units, and 12 three-bedroom units.

Table B1 -

Site Area	2,868.2 sq.m
Total Gross Floor Area Residential Commercial	17,505.6 sq.m 15,985.3 sq.m 1520.4 sq.m
Density	6.10
Total Units	66 11 1-bedroom units (16%) 43 2-bedroom units (65%) 12 3-bedroom units (18%)
Indoor Amenity Outdoor Amenity Total	321.2 sq.m 199.4 sq.m 520.5 sq.m
Vehicular Parking Spaces Residential Visitor Commercial/Retail	126 spaces 106 spaces 6 spaces 14
Bicycle Parking Spaces Residential Long-Term Residential Short-Term Comm/Retail Long-Term Comm/Retail Short -Term	78 spaces 60 spaces 7 spaces 8 spaces 3 spaces
Loading Spaces	1 Type G



Figure B1 - Aerial Site Context

1.3 Study Area

Policy 5.5 of the Downtown Secondary Plan provides that the Study Area for a Complete Community Assessment may include the site and block in which the development is located, as well as all of the surrounding blocks, and that a larger area of assessment may be required where the development intensity is greater than the planned context.

In consultation with City staff, the Study Area has been defined as the lands generally bounded by the CPR Railway Corridor in the north, Crescent Road in the South, and the mixed-use properties fronting onto Yonge Street. The "Study Area" is illustrated in Figure B2

1.4 Methodology

This assessment reviews the development proposal in relation to the needs and priorities identified in the Downtown Plan Infrastructure Strategies. This includes a summary of the existing building supply and an estimate of the projected population, based on a review of the demographic profiles contained in the Downtown Community Services and Facilities Strategy documents, on a lot study obtained from the City of Toronto of the Study Area, as well as on development approvals in the Study Area.

Due to the lack of publicly available jobs data for the Study Area, this CCA does not include data on the number of jobs in the broader area. Instead, only a projection of the anticipated population and jobs resulting from the proposed development has been provided.

A summary of the active and recently approved development applications within the Study Area was completed using the City's Application Information Centre website. The corresponding estimate of projected population growth for the Study Area was calculated using the same person per unit (PPU) rates utilized in the Downtown Community Services and Facilities Strategy. The same PPU was applied to the proposed development.

Facility priorities and/or opportunities (by sector) as identified by the Infrastructure Strategy documents were analyzed against the reports completed in support of the proposal to evaluate the incremental impact of the proposed development on Downtown infrastructure.



Figure B2 - Study Area

2.0

STUDY AREA PROFILE

2.1 Existing Building Stock

The Toronto Development Guide indicates that the profile of the Study Area set out in a CCA is to include a summary of the existing number and types of buildings, along with the number of dwelling units and the estimated number of residents and jobs.

In order to generate an estimate of the potential residential population resulting from each of the buildings listed in Attachment 1, a similar methodology to that used in the Downtown Community Services and Facilities Strategy was employed. In this respect, the population estimates were determined using a Persons Per Unit (PPU) rate of 1.6 PPU for the Lower Range Population Estimate and 1.77 PPU for the Higher Range Population Estimate.

Due to its size, this table has been included as an Attachment 1 to this CCA report. All information listed in **Attachment 1** 1 is taken from lot study data received from the City of Toronto. An illustrative summary of the Study Area, including the heights and uses of existing buildings, existing parks and open spaces, existing and proposed mid-block connections, and existing and proposed community facilities, is provided in Figure A3.

The statistics in **Attachment 1** 1 were collected from City of Toronto lot study data. The data is categorized according to municipal address, where several of the above addresses are physically connected to adjacent properties to form one building.

Within the Study Area, which is within the boundary of Mixed Use Areas 3 as per the Downtown Secondary Plan on Map 41-3, there are 62 properties (not including vacant properties, parking areas, and open space), with a significant proportion of them being mixed-use. Of the 62 properties, 30 are mixed-use, 26 are commercial, and 6 are residential.

The Study Area contains a large proportion of 2-storev mixed use buildings along the west side of Yonge Street and a cluster of modern midrise buildings on the east side of Yonge Street. The area also has an iconic heritage building, North Toronto Station, which has been converted into an LCBO. The Study Area contains a mix of restaurants, retail stores, and small-scale office uses. In addition, the Study Area is abutted by the Summerhill Neighbourhood to the west, and the Rosedale Neighbourhood to east which consists of primarily single detached homes.



Figure B3 - Study Area - Existing Context

3.0

DEVELOPMENT ACTIVITY

3.1 Study Area Development 3.2 Proposed Population **Activity**

The introduction of additional residential and non-residential uses will be a positive addition to the Study Area and will assist in the evolution of the Study Area as a "complete community". Specifically, the proposal will include residential uses which are currently lacking on the subject site and will support existing non-residential uses. With regard for active development, there is a recently constructed mid-rise building at 1027 Yonge Street, south of the subject site, as well as other existing mid-rise context at 2 Roxborough Street and 20 & 25 Scrivener Square. The most notable active application is a mixed-use development to the east at 5 Scrivener Square.

and Employment **Projections**

When the multipliers of 1.6 and 1.77 PPU (used above) are applied to the proposed development at 1140 Yonge Street, (66 units), the estimated population ranges from 105 and 116 persons. However, it is important to note that this building proposal is not representative of a typical condominium development. The proposed building contains 1, 2, and 3-bedroom suites with larger than average floor areas; therefore, the population estimates from this development should be considered with a degree of variance.

Table B2 - Nearby Application Developments

Address	Status	Height (Storeys)	Res. GFA	Non-Res GFA	Units	Est Pop Low (1.6)	Est Pop High (1.77)
5 Scrivener Square	OMB Appeal Settlement Hearing (Oct, 23/19)	8 storey & 21 Storeys	19,807	3626	141	225	249
21, 23, 25 Price Street	Closed 65-2014	4-storeys	n/a	1325	n/a	-	-
1067 Yonge Street	Under Review	4-storeys	n/a	1437.39	n/a	-	-

When including the estimated population within existing buildings, along with buildings that have been recently built, are under construction or have been approved, the future population of the Study Area would range from approximately 434 to 480 persons. Were the subject proposal approved in its current form, in addition to the existing and approved buildings, the future population of the Study Area could range from approximately 539 to 596 persons. See **Table B3** below.

City staff within the The Strategic Initiatives, Policy & Analysis Section (SIPA) have also requested this assessment include an estimate of the number of employees that may be generated from the proposed development. **Table B4** below provides a breakdown of the estimated number of employees.

The job estimates are based on the 2018 Toronto Development Charges Background Study which estimates 1 job per 20 square metre of office space, 1 job for 40 square metre of commercial space, and between 25-35 for mixed use buildings. A baseline estimate of 0.08 jobs per residential unit (home occupations, building services etc.) has also been included for the purposes of this report.

Table B3 - Estimated Future Population in Study Area

Proposed Use	Res. GFA	Non-Res GFA	Units	Est. Pop. Low (1.6)	Est. Pop. High (1.77)
Existing	17,788 m²	31,874 m²	131	209	231
Approved/under construction/built	19,807 m²	6,388 m²	141	225	249
Subtotal	37,595 m²	38,212 m²	272	434	480
Subject Proposal	15,985 m ²	1,520.4 m ²	66	105	116
Total	53,580.3 m ²	39,732.4 m ²	338	539	596

Table B4 - Estimated Number of Employees Generated from the Proposed Development

Proposed Use	Gross Floor Area (square metres)	Number of Jobs	Assumptions
Retail	1,520.4 m ²	38	1 job per 40 sq. m
Residential Units (66)	15,985 m²	5	0.08 jobs per unit
Total	-	43	-

4.0

RESPONSE TO INFRASTRUCTURE STRATEGIES

4.1 Downtown Parks and Public Realm Plan

The Parks and Public Realm Plan identifies five transformative ideas, as follows:

- "The Core Circle: Re-imagine the valleys, bluffs and islands encircling the Downtown as a fully interconnected landscape system and immersive experience."
- "Great Streets: Enhance the unique characteristics of Downtown's most emblematic streets and make them outstanding civic places and connectors."
- "Shoreline Stitch: Re-connect the Downtown to the waterfront and link the east and west Core Circle landscapes."
- 4. "Park Districts: Re-imagine Downtown's distinct districts with parks at their hearts by expanding, improving and connecting neighbourhood parks and public spaces to create a focus for everyday community life."
- "Local Places: Re-imagine local public spaces to better support public life and expand the utility of our parks and public realm system."

The subject site is not identified as being within the Core Circle or Shoreline Stitch as identified on Map 41-6 and 41-10 of the Downtown Plan. The eastern portion of the subject site is designated as Mixed-use Areas 3 — Main Street as per Map 41-3-C and Yonge Street is identified as a Priority Retail Street as per Map 41-5 of the Downtown Plan. Yonge Street is also classified as a Great Street as reflected on Map 41-7. The subject site is not located in a park district or abutting sun protected open space, however, the site is within a 300 metres (approximately 3-minute walk) of Ramsden Park to the south.

The proposal responds to objective 2 of the public realm strategies by introducing an architecturally distinct building that respects features of the existing built form character of the area and of the existing 'Listed' heritage building. The Yonge Street frontage will contain a 2-storey base with mezzanine level composed of retail uses that will further enhance the character of Yonge Street as a Great Street and will support the retail function of Yonge Street. The proposal will also enhance the public realm along Marlborough Avenue through the introduction of an outdoor patio contiguous to the retail at-grade and three new grade-related townhouse units along the Marlborough Avenue frontage at the west extent of the subject site. The taller building elements and non-residential use functions have been strategically located on the eastern portion of the site, within the Mixed Use Areas and Mixed Use Areas 3 designation to the abutting Neighbourhoods designated lands.

4.2 Downtown Community Services and Facilities Strategy

The Downtown Community Services and Facilities Strategy identifies the following six key strategic directions:

- "Reinvesting in and maximizing use of public assets through retrofits, expansions and improvements;
- Developing partnership/co-location opportunities with City Divisions, agencies and boards and community-based organizations;
- Identifying innovative and integrated service delivery models to address CS&F needs;

- Ensuring that new space/facilities keep pace with growth over a 25-year time horizon;
- Prioritizing space/facility opportunities through collaboration with sector partners; and
- Setting the foundation of future partnerships through the establishment of new partnership tables to share information and to explore space/ facility opportunities."

A full Community Services & Facilities (CSF) Study was not deemed as a requirement of the Rezoning and Official Plan Amendment applications, rather a high-level overview and inventory of the existing facilities and their capacities was requested. This CCA provides a brief summary of the community services and facilities available to residents and staff, as identified in the Downtown Community Services and Facilities Strategy.

Based on the Downtown CS&F Study, the subject site is located within the Yorkville neighbourhood, which has experienced a 16% population increase from 2006 to 2016. Comparatively, larger population increases (>20%) are occurring further south along the Bay Street and Yonge Street Corridors as well as closer to the Waterfront.

Analysis of the existing and planned community services and facilities for the Yorkville neighbourhood indicated that there are four (4) childcare facilities located within the area, all of which are located west and southwest of the subject site. The four facilities; Jesse Ketchum Early Learning Centre (All-day Kindergarten Facility & Pre-school, toddler Facility), The McLoughlin Schools Inc (Pre-school), and Kids and Company — Bloor Street Site, all of which are operating at capacity. However, due to the current state of affairs with regard to COVID-19, vacancies and capacities are highly variable and not representative of pre-COVID rates.

The subject site is well served by two public libraries, the Toronto Reference Library (TRL) and the Yorkville Public Library (YPL). The TRL offers service and features such as 24 hour book drop, express checkout, study pods, seating for 1250, public computers for persons with disabilities, and is wheelchair accessible. The YRL offers similar programs, such as computer workstations with Microsoft office capabilities, print/copy stations, express checkout and is wheelchair accessible. Both institutions are anticipated to undergo renovations. There are currently no

recreation centres located within the Yorkville Neighbourhood. However, a new Downtown North Community Recreation Centre is being proposed (although not currently funded) at the southeast corner of Bay Street and Bloor Street to serve the growing population. Regarding Schools, there is currently one TDSB Public School in the neighbourhood, Jesse Ketchum Junior and Senior Public School.

In terms of Human Service Agencies, there are five (5) agencies located within the Yorkville Neighbourhood. The services include three (3) housing, homeless services and food banks, as well as two (2) health, mental health and support locations.

It is identified that, while many service sectors have sufficient existing capacity to accommodate the estimated population increase resulting from the proposed development, certain community services may have accommodation issues due to the overall population growth within the *Downtown*. Specifically, the Study Area's childcare facilities and public schools, both of which are currently facing accommodation pressures, may face increasing pressure from the population resulting from the proposed development.

As outlined in the City's CS&F Study, there are specific and measurable steps that may be taken to address school capacity issues, including opening previously-closed schools, building new schools, adding additions on existing schools, adding portables on school sites, changing boundaries to shift students to underutilized schools, and the use of satellite space in private developments.

The proposed development is not anticipated to provide a dedicated community space as outlined in the CS&F strategy. However, the amenities, retail and commercial spaces along Yonge Street are expected to provide additional benefits for residents in the adjacent areas west and east of the Yonge Street corridor.

Please refer to the CS&F Summary contained within **Appendix A** of the Planning and Urban Design Rationale prepared by Bousfields Inc. for further details.

4.2 Downtown Mobility Strategy

The Downtown Mobility Strategy seeks to ensure movement that is safe, efficient, sustainable and transit supportive. The Mobility Strategy details the priority actions around the following themes and objectives:

• Complete Streets:

- Undertake a Street Typology Study for key Downtown streets to identify street typologies and modal priorities.
- Initiate a Shared Streets Program to identify potential streets as candidates for a 'shared street' re-design.

Walking:

- Undertake Downtown-focused pedestrian safety improvements as part of the Vision Zero Road Safety Plan, including physical and operational safety improvements at busy intersections, improving pedestrian space on corners, addressing lack of pedestrian crossings and routes, etc.
- Undertake a Pedestrian Priority Corridor Study to develop a new vision for a network of streets that re-allocates more space in the right-ofway for pedestrians.
- "Undertake a Pedestrian Priority Area Study to develop a new vision that prioritizes pedestrians in areas of intensive pedestrian use
- Develop a Pedestrian Special Events Strategy to accommodate events that generate highsurge volumes of pedestrians.
- Build new PATH extensions and improve connections to off-street trail system.
- Continue implementing the Toronto 360 Wayfinding Strategy.

• Cycling:

- Continue implementing initiatives already planned as part of the 10-Year Cycling Network Plan.
- Advance additional initiatives from the Long-Term Cycling Network Plan.
- Undertake bicycle safety initiatives at key locations in the Downtown as part of the Vision Zero Road Safety Plan.
- Complete and implement the Bicycle Parking Strategy.
- Implement mechanisms for securing and funding additional Bike Share infrastructure (with TPA).

• Public Transit:

- Review lessons-learned from King Street Transit Pilot.
- Undertake a Downtown Transit Area Study to develop a long-term vision and plan for surface transit improvements needed to accommodate growth within and near the Downtown to improve transit reliability, reduce transit travel times, and increase transit ridership.
- Undertake ongoing targeted physical and operational improvements along busy surface transit routes to address service bottlenecks (e.g. Bathurst-Fleet- Lakeshore).
- Implement strategies identified in the TTC's Ridership Growth Strategy.

• Motor Vehicles:

- o Implement the Curbside Management Strategy.
- Promote off-peak delivery using alternative delivery methods such as bicycles and smaller delivery vehicles within the Downtown.
- Implement a pilot project to encourage and facilitate innovative freight delivery methods (off-hours deliveries, remote consolidation centres, etc.).
- Investigate changing parking by-law to require parking spaces that satisfy TPA's size requirements.
- Include multi-modal facilities in TPA parking facilities.
- Incorporate new features into street designs to support other road users (e.g. conduits for wiring within the Downtown Film Precinct to support film industry; plug-in locations for tour buses).

We note that the foregoing priority actions are almost exclusively within the purview of the City to implement, and that individual development applications will not be able to directly address the priority actions.

Within that context, the proposed development is poised to support the priority actions outlined above, which promote the use of walking, cycling, and transit over the private automobile. As set out in our Planning and Urban Design Rationale report, the subject site has excellent access to public transit services. The subject site located approximately 350 metres north of the main entrance of Rosedale Subway Station and 350 metres south of Summerhill Subway Station. The subject site is also 150 metres southwest of a new entrance to Summerhill station, which is planned as part of the redevelopment of the Scrivener Square lands on the east side of Yonge Street.

Regarding cycling, the subject site fronts Yonge Street which has been indicated to undergo further study for active transportation. Therefore, the proposal will promote non-vehicular forms of transportation including a total of 78 bicycle parking spaces on site for both residents and commercial / retail uses.

A Transportation Impact Study was prepared by BA Group (dated August 2020) and determined that the existing transportation infrastructure can support the proposed development. The report outlined the existing parking supply conditions and also recommended a number of Traffic Demand Management tools that can be implemented at the Site Plan Approval stage. The following conclusions were drawn from the report:

- 126 vehicular parking spaces are provided, of which 106 are provided for residential and 20 spaces for non-residential. This will exceed the minimum parking requirements as per by-law 569-2013.
- 78 bicycle parking spaces are provided which will meet the minimum supply requirements of by-law 569-2013 and the Toronto Green Standards for Tier 2.
- Relative to the existing commercial use, the number of trips would decrease by 40 and 45 trips as compared to existing conditions during the weekday morning and afternoon peak hours, respectively. This is a reduction of approximately 50% relative to existing conditions.
- The addition of site-generated traffic impacts under future total conditions will not require intersection improvements or mitigation measures at surrounding intersections.
- A detailed Transportation Demand Management Program and Implementation Plan will be prepared with the Site Plan Amendment application. A list of potential TDM strategies is provided as follows:
 - Development of a mixed-use and compact site;
 - Pedestrian and cycling connections:
 - Bicycle parking spaces;
 - Bicycle repair stations;
 - Car-share program;
 - o Electric vehicle charging stations; and
 - Travel mode information packages and preloaded PRESTO cards.

4.3 Downtown Energy Strategy

The Downtown Energy Strategy is intended to ensure that development supports investment in necessary energy infrastructure. The strategy seeks to address rising greenhouse gas emissions, growing electricity demand, and more frequent extreme weather events. The Downtown Energy Strategy outlines the following priority actions:

- Work with thermal energy network owners and operators to reduce greenhouse gas (GHG) emissions from existing thermal energy networks.
- Work with energy developers in development of new low-carbon thermal energy networks.
- Work with energy developers to identify and develop local renewable energy solutions.
- Promote residential building retrofits, focusing conservation and efficiency initiatives on existing multi-unit residential buildings Downtown.
- Encourage development applicants to achieve near-zero emissions buildings by pursuing the highest tier of the Toronto Green Standard through the Energy Strategy Report.
- Prepare design guidelines for low-carbon thermal energy-ready buildings and make the guidelines available to development applicants in the Energy Strategy Report Terms of Reference.
- Encourage multi-unit residential development applicants to follow the 'Minimum Backup Power Guidelines' for multi-unit high-rise residential buildings through the Energy Strategy Report.
- Encourage development applicants to salvage and reuse materials, by updating the Energy Strategy Report Terms of Reference to require accounting of embodied energy and identifying opportunities to limit its loss.

In this respect, EQ Building Performance has been retained for the purposes of implementing energy efficient solutions within the proposal. The primary objective of the team is to reach Tier 3 or 4 for energy efficiency. This would include a Passive House level of envelope performance paired with a geothermal field for heating and cooling. A Passive House feasibility study is currently underway which will furthermore inform the sizing of the geothermal plant.

At this point in time, the design is still progressing and decisions that influence energy performance have not yet been finalized. Therefore, in order to incorporate any initial Site Plan Approval (SPA) application comments from the City, and to fully explore energy efficiency measures in the energy model, the design team has elected to submit the energy model during the second SPA-submission.

4.4 Downtown Water Strategy

The Downtown Water Strategy seeks to address challenges associated with infrastructure capacity and constrains imposed by groundwater infiltration and wet weather flows. The Water Strategy outlines the following priority actions:

• Water Supply Infrastructure:

- Complete the Toronto Optimization Study to assess water supply system performance, as this relates to major components of the system, and identify any deficiencies to be resolved.
- Complete a plan to upgrade watermains with the potential to increase fire suppression capability to support future growth and implement the plan accordingly. These projects will be considered under Development Charges.

• Wastewater Infrastructure:

- Implement recommendations of the Waterfront Sanitary Servicing Master Plan Environmental Assessment Update to resolve capacity constraints related to the Scott Street Sewage Pumping Station service area within the Downtown.
- Extend programs to find and fix deficiencies in the existing sewer system to reduce the impacts of wet weather flow and to optimize existing sewer capacity.
- Continue to improve hydraulic models to increase their accuracy as opportunities arise.

• Stormwater Infrastructure:

- Complete the Basement Flooding Protection Program studies and, based on the results, schedule specific infrastructure improvements through the Toronto Water Capital Works Program.
- Review the integration of projects identified by the Basement Flooding Protection Program and growth-related projects through the capital works program.

- Assess the feasibility of proposed Ministry of the Environment and Climate Change stormwater controls in high-density development areas, such as Downtown.
- Update the City's Wet Weather Flow Management Guidelines.
- Complete an implementation strategy for the Green Streets Technical Guidelines.

• Water Strategy implementation:

 Complete infrastructure assessments to identify capacity constraints based on future growth, and implement projects to resolve the capacity constraints through the Capital Works Program.

In this respect, a combined Functional Servicing and Stormwater Management Report was prepared by Counterpoint Engineers to provide a site servicing strategy for the proposal that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design. The servicing strategy presented in the report is summarized as follows:

• Water Servicing

o The proposed development is to be serviced by one (1) connection to the existing 300 mmø watermain located on Marlborough Avenue. The water demand requirement of the proposed development for Maximum Day Demand plus Fire Flow is 9,021 L/min. The proposed development results in an increase in Maximum hour and Maximum Day demand. Site specific watermain pressure tests indicate that the existing 250 mmø watermain meets the water demand for the proposed development.

• Foundation Drainage

 Functional Servicing and Stormwater Management Report concludes that the quality limits for discharge to the sanitary sewer will satisfy the limits as listed in Table 1 – Limits for Sanitary and Combined Sewer Discharge.

Sanitary Servicing

 As it relates to servicing, the proposed development is to be serviced by a new sanitary connection to the existing 375mmø concrete sanitary sewer located on Marlborough Avenue. A review of the existing and proposed sanitary sewer system downstream of the site was completed and confirms that no external upgrades to the system are required.

• Stormwater Servicing

- o With regard for stormwater management, the proposed development will be serviced by a new storm connection to the existing 600mmø concrete storm sewer to manage water quantity, quality and water balance.
- o Similar to the Mobility Strategy and Energy Strategy, the priority actions are almost exclusively within the purview of the City; as a result, individual development applications will not be able to directly address the priority actions.

5.0 CONCLUSION

The proposed development will introduce 66 new residential units and new high-quality retail space to the Study Area. In our opinion, the proposed development will contribute to the achievement of complete communities within the existing and planned context of the area. The proposed development represents appropriate growth on an infill site — supported by both provincial and municipal policy — within the established Summerhill area that includes a range of amenities, housing types, excellent transportation and public service facilities. The provision of both residential and retail uses will further contribute to a mix of uses on the site.

The statistical data included in Sections 2.0 and 3.0 demonstrates that the incremental impact of approval of the proposed redevelopment will not fundamentally change the composition of the Study Area. The area is anticipated to continue to evolve as a mixed-use neighbourhood with convenient access to jobs, shopping, services, housing, and transportation options.

This CCA considers the co-ordination of development with infrastructure in the context of the Downtown Secondary Plan's Infrastructure Strategies, as follows:

From a Parks and Public Realm perspective, the proposed development will promote an active street frontage along Yonge Street as well as Marlborough Avenue by improving the pedestrian experience and furthering the objectives of the Downtown Secondary Plan and Parks and Public Realm Strategy, which aim to enhance the unique characteristics of Downtown's most emblematic streets and make them outstanding civic places and connectors.

From a Community Services and Facilities perspective, the area is well-served by existing parks, schools, current and future recreation centres, libraries and human service agencies. Due to the ongoing COVID-19 Pandemic, capacity issues within schools and childcare remain uncertain. These areas may require further consultation with staff through the application process.

From a Mobility perspective, the subject site is very well served by public transit. The subject site is located in close proximity to Rosedale and Summerhill Subway Station on Line 1 Yonge -University as well as a new entrance to Summerhill Station that is planned approximately 150 metres to the east within the development at 5 Scrivener Square. The proposal is also supportive of active transportation objectives and encourages reducing the overall dependency on private vehicles for future residents and users of the site by providing on site bicycle parking.

As it relates to Energy, the proposal is anticipated to achieve Tier 3 and potentially 4 of the Toronto Green Standards. These implementation strategies will continue to be explored in future design stages of the proposal.

With respect to the City's Water Strategy, the proposal will generate greater water demand and produce more waste as compared with the existing building; however, the servicing requirements can be accommodated through onsite measures and within the existing servicing network, as demonstrated by the Stormwater Management and Functional Servicing Report prepared by Counterpoint Engineers.

ATTACHMENT 1

City of Toronto Lot Study Data

Address	Residential Units	Non-Res GFA (SQ.M.)	Res GFA (SQ.M.)	Generalized Use	
2 A CRESCENT RD	0	223	0	Commercial	
6 CRESCENT RD	0	4104.4	0	Commercial	
2 GIBSON AVE	1	0	165.3	Residential	
10 MACPHERSON	1	0	178.1	Residential	
12 MACPHERSON	5	0	1418.1	Residential	
8 MACPHERSON AVE	1	0	71.7	Residential	
10 PRICE STREET	0	3333	0	Commercial	
8 PRICE STREET	0	1316.6	0	Commercial	
9 PRICE STREET	0	452.8	0	Commercial	
2 ROXBOROUGH ST E	37	815.9	5403.4	Mixed-use	
10 SCRIVENER SQ	0	2914	0	Commercial	
1009 YONGE ST	0	201	0	Commercial	
1027 YONGE ST	0	3674.3	0	Commercial	
1046 YONGE ST	29	2220.3	260	Mixed-use	
1058 YONGE ST	0	678.2	0	Commercial	
1062 YONGE ST	Unknown	85.2	69.4	Mixed-use	
1064 YONGE ST	Unknown	95.8	168.8	Mixed-use	
1066 YONGE ST	Unknown	84.4	168.8	Mixed-use	
1068 YONGE ST	Unknown	68.1	56.8	Mixed-use	
1070 YONGE ST	0	222.8	0	Commercial	
1086 YONGE ST	0	1162.8	Commercial		
1091 YONGE ST	0	693.3	Commercial		
1094 YONGE ST	17	354	Mixed-use		
1095 YONGE ST	0	221.5	Commercial		
1097 YONGE ST	Unknown	79.5	Mixed-use		
1097 A YONGE ST	0	213.5	Commercial		
1098 YONGE ST	unknown	101.2	Mixed-use		
1099 YONGE ST	0	209.8	Comercial	Comercial	
1100 YONGE ST	2	108.6	Mixed-use	Mixed-use	
1101 YONGE ST	0	297.3	Commercial	Commercial	
1102 YONGE ST	Unknown	111.4	Mixed-use		
1103 YONGE ST	Unknown	240.9	Mixed-use		
1104 YONGE ST	Unknown	108.6	Mixed-use		
1106 YONGE ST	Unknown	108.6	Mixed-use		
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Address	Residential Units	Non-Res GFA (SQ.M.)	Res GFA (SQ.M.)	Generalized Use
1108 YONGE ST	Unknown	108.6	Mixed-use	
1110 YONGE ST	Unknown	334.3	Mixed-use	
1112 YONGE ST	Unknown	107.5	Mixed-use	
1114 YONGE ST	Unknown	108.6	Mixed-use	
1116 YONGE ST	Unknown	114.4	Mixed-use	
1118 YONGE ST	1	181.1	Mixed-use	
1120 YONGE ST	0	285	Commercial	
1121 YONGE ST	0	485.6	Commercial	
1128 YONGE ST	0	2532.3	Commercial	
1130 YONGE ST	1	111.5	Mixed-use	
1134 YONGE ST	Unknown	68.1	Mixed-use	
1140 YONGE ST	0	1805.3	Commercial	
1148 YONGE ST	0	211.3	Commercial	
1150 YONGE ST	0	434	Commercial	
1154 YONGE ST	0	210.4	Commercial	
1156 YONGE ST	Unknown	79.3	Mixed-use	
1158 YONGE ST	Unknown	138.9	Mixed-use	
1160 YONGE ST	Unknown	70.7	Mixed-use	
1162 YONGE ST	Unknown	70.7	Mixed-use	
1164 YONGE ST	Unknown	71.6	Mixed-use	
1166 YONGE ST	0	185.8	Commercial	
1170 YONGE ST	Unknown	178.6	Mixed-use	
1172 YONGE ST	19	226.3	Mixed-use	
1174 YONGE ST	16	0	Apartment/ Residential	
1176 YONGE ST	0	315.2	Commercial	

