

Planning & Urban Design Rationale

**340-376R Dufferin Street
and 2 Melbourne Avenue**
City of Toronto

Prepared For
Hullmark Sun Life (340 Dufferin)
Ltd., Hullmark Sun life (360
Dufferin) Ltd. & Hullmark Sun Life
(376 Dufferin) Ltd.

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This Planning and Urban Design Rationale report has been prepared in support of an application by Hullmark Sun Life (340 Dufferin) Ltd., Hullmark Sun life (360 Dufferin) Ltd. & Hullmark Sun Life (376 Dufferin) Ltd. to amend the City of Toronto Official Plan and City-wide Zoning By-law 569-2013, as amended, with respect to a 0.76 hectare site municipally known as 340-376R Dufferin Street and 2 Melbourne Avenue.

The requested Official Plan and Zoning By-law Amendments would facilitate the redevelopment of the subject site with a comprehensive mixed-use development comprised of two towers (21 and 25 storeys) and two mid-rise elements (6 and 11 storeys). The proposal includes a total of 658 residential units, including 94 new rental units, in addition to new flexible commercial and flexible studio (live work) space at grade.





1

Introduction



LEGEND

-  GO Line
-  Ontario Line
-  TTC Streetcar
-  West Toronto Railpath Extension
-  Planned GO/RER Station
-  UP Express
-  TTC Bus Route
-  West Toronto Railpath
-  Proposed Pedestrian Bridge

Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Hullmark Sun Life (340 Dufferin) Ltd., Hullmark Sun life (360 Dufferin) Ltd. & Hullmark Sun Life (376 Dufferin) Ltd. to amend the City of Toronto Official Plan and City-wide Zoning By-law 569-2013, as amended, with respect to a 0.76 hectare site municipally known as 340-376R Dufferin Street and 2 Melbourne Avenue, herein referred to as the subject site (see **Figure 1**, Location Map).

The subject site is located in the South Parkdale neighbourhood and is generally located at the intersection of Dufferin Street and Queen Street West, two major streets that traverse the City. It is comprised of the former Dominion Radiator Company factory complex located on the west side of Dufferin Street between Milky Way to the north and Melbourne Avenue to the south. The subject site is currently developed with a number of low-rise non-residential buildings with large footprints that are configured around a central surface parking lot.

The requested Official Plan and Zoning By-law Amendments would facilitate the redevelopment of the subject site with a comprehensive mixed-use development comprised of two towers (21 and 25 storeys) directed towards Dufferin Street and two mid-rise elements (6 and 11 storeys), which are proposed at the northwest and southeast corners of the subject site. The proposal includes a total of 658 residential units, including 94 new rental units, in addition to new flexible commercial space and 13 flexible studio (live work) units at grade.

The redevelopment plan has been prepared using a cultural heritage landscape lens. In this regard, the proposed development includes the retention, restoration and integration of various heritage attributes on the site. The proposal incorporates the retention of the east and a portion of the south elevations at 360 Dufferin Street and the retention of the mixing and core oven buildings at 350 Dufferin Street, as well as the full western elevation of the foundry building at 358 Dufferin Street.

From a planning policy 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, adaptive re-use and intensification within the built-up urban area, particularly in locations which are well-served by municipal infrastructure, including higher-order public transit. In this respect, the proposal will result in a desirable mixed-use intensification project on a major street, immediately adjacent to frequent transit service along Dufferin Street and within a 1- to 2-minute walk of frequent streetcar service along Queen Street West. The subject site is also within walking distance of a planned Smart Track/GO Transit Station (King-Liberty GO) and is approximately one kilometre north of Exhibition GO Station and the planned Exhibition Station on the Ontario Line.

In keeping with the policies set out in the Growth Plan, residential intensification on the subject site will contribute to maximizing the number of potential transit riders within walking distance of the King-Liberty GO transit stop which it will ultimately serve, in addition to existing and planned frequent transit on Dufferin Street, as well as along Queen Street West.

From a land use perspective, the proposal will maintain the non-residential function of the site and will add a mix of new residential and commercial uses to an area that is well-served by existing and future planned transit, optimizing the use of land and infrastructure and promoting transit-oriented development. The proposal will also introduce new flexible non-residential and residential spaces for artists and makers, including 2-storey live-work units and adaptive non-residential units that will create spaces for local artists to thrive in the long-term. Further, the proposal will add new community uses, including a community garden and an accessible courtyard for residents and employees of the area to gather outside.

The subject site is currently designated *Neighbourhoods* in the City of Toronto Official Plan, a land use designation that permits heights up to only four storeys. To that end, the proposed Official Plan Amendment seeks to redesignate the subject site to the *Mixed Use Areas* designation. It is our opinion that the proposed redesignation to *Mixed Use Areas* is appropriate given the site's size and configuration, its location along a major street and its position within a major transit station area, as defined by the Provincial Growth Plan for the Greater Golden Horseshoe. The proposed Official Plan Amendment is in keeping with provincial and municipal policies that promote intensification in locations along transit that optimize the use of existing and planned infrastructure. Further, the size and depth of the subject site is unique relative to the abutting properties within the *Neighbourhood* and can comfortably accommodate both mid-rise and tall building forms that are substantially set back from the adjacent *Neighbourhood*.

From a built form and urban design perspective, the proposal is contextually appropriate and will represent a high-quality architectural addition to the area. The proposal will fit harmoniously with the existing and planned built form context along Dufferin Street and will be compatible with the height and massing of existing and approved development in the surrounding area, which include buildings up-to 21 storeys. The proposal conforms with the built form and massing policies of the Official Plan and is generally in keeping with the relevant urban design guidelines.

The proposal also includes positive contributions to the public realm, including an improved interior courtyard within subject site, expanded sidewalk zone along Dufferin Street and a new pedestrian clearway along Milky Way. New mid-block connections are also proposed to foster connectivity through the site and between surrounding community infrastructure, such as the Melbourne Avenue Parkette to the south and the Parkdale Hub to the west. As well, the adaptive re-use of the core oven and mixing buildings, the rear (west) elevation of the foundry building and the principal (east) elevation of 360 Dufferin Street will conserve and restore the site's unique heritage attributes and contribute to a sense of place while preserving the local memory of the original Dominion Radiator Company factory complex.

In our opinion, the proposed development represents good land use planning and urban design and reflects an important opportunity to redevelop an underutilized site with new flexible commercial, flexible studio (live-work) spaces for artists and new housing options, including purpose-built rental units. The proposed development represents good and appropriate land use planning and urban design and achieves an appropriate balance between a range of diverse planning objectives. The proposed development presents an opportunity to conserve local heritage resources and expand the range of uses on the subject site, while making efficient use of underutilized land with immediate access to a range of transit options, including planned higher-order transit. Accordingly, it is our opinion that the Official Plan Amendment and Rezoning application is appropriate and desirable.

A Site Plan Approval (SPA) application, with all the necessary technical studies, drawings and plans, has been submitted concurrently with the Official Plan Amendment and Zoning By-law Amendment application.



Site & Surroundings

2.1 Subject Site

The subject site is located on the southwest corner of Dufferin Street and Milky Way and occupies the entire block frontage between Milky Way to the north and Melbourne Avenue to the south. It is comprised of a total of five parcels, which are municipally known as 340-376R Dufferin Street and 2 Melbourne Avenue (see **Figure 2**, Aerial Photo). The parcels have a combined area of approximately 7,444 square metres, with a combined frontage of approximately 129 metres along Dufferin Street, 72 metres along Milky Way and 39 metres along Melbourne Avenue. The subject site is irregular in shape; the north end of the subject site is approximately 72 metres deep while the south end has a depth of approximately 40 metres.

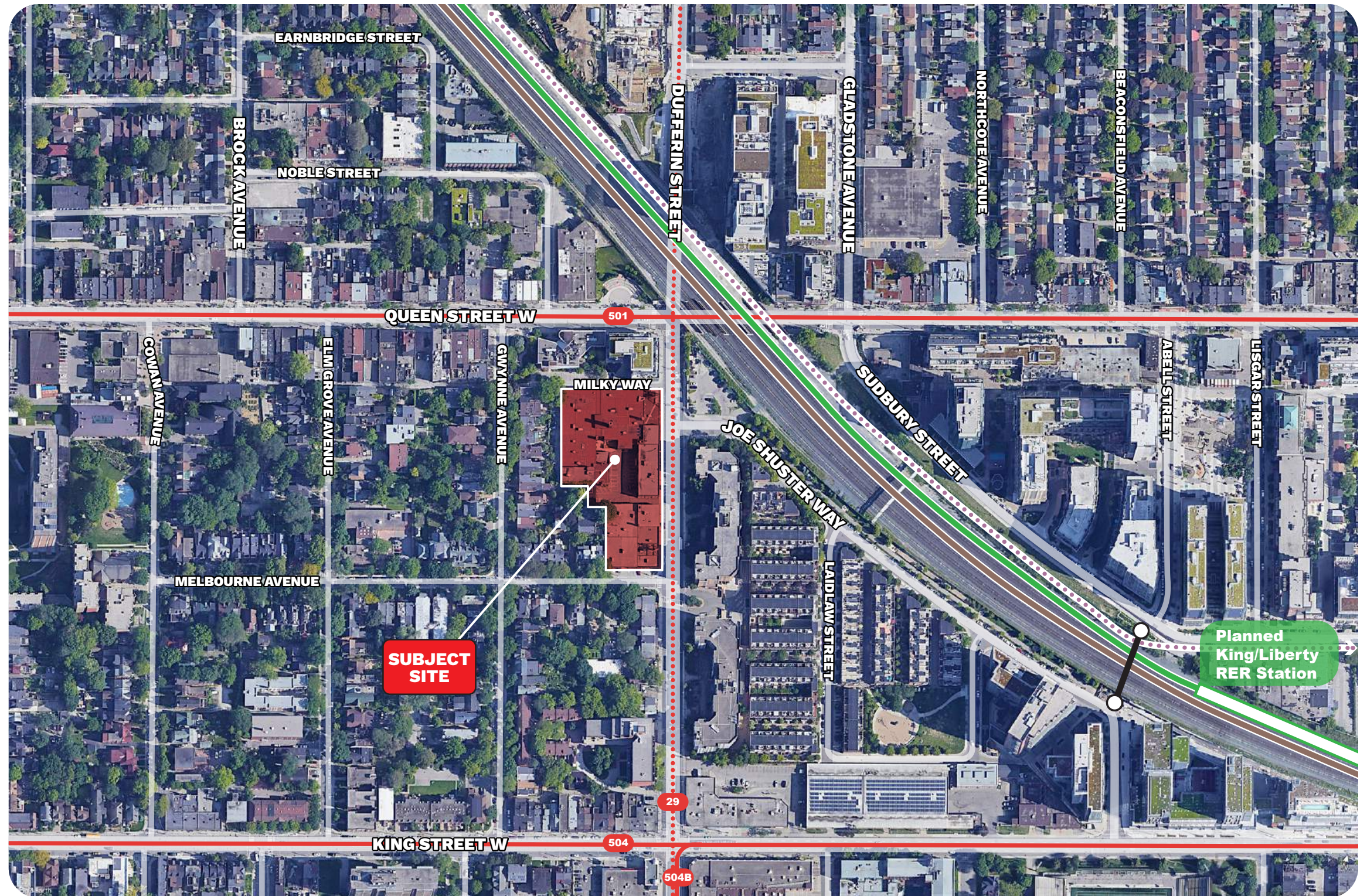
The subject site consists of a series of 1-3 storey buildings that were incrementally built between 1883-1970s. The buildings were formerly used for industrial and manufacturing purposes and have since been re-adapted and leased to various commercial tenants. A description of the properties that comprise the subject site is set out below.



Subject Site from the East Side of Dufferin Street Looking West



View of Interior Surface Parking Lot



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Figure 2 - Aerial Photo - Site Context

2 Melbourne Avenue and 340 Dufferin Street: The properties at 2 Melbourne Avenue and 340 Dufferin Street are located on the northwest corner of Dufferin Street and Melbourne Avenue and currently contains a single-storey flat-roofed former storehouse building. The building is currently occupied by commercial and office uses.

342 Dufferin Street: North of 2 Melbourne Avenue and 340 Dufferin Street, the property at 342 Dufferin Street is currently developed with a 2-storey flat-roofed building that currently contains office uses. The building fronts Dufferin Street and flanks the private east-west driveway leading to the central parking lot area.

350-358 Dufferin Street: The properties at 350-358 Dufferin Street are set back approximately 35 metres from the street, within the interior of the subject site and are occupied by former industrial buildings. Based on the Heritage Impact Assessment prepared by ERA Architects, the buildings were built between 1896-1900, with three distinct, but contiguous volumes:

350 Dufferin Street:

- A single-storey "mixing" building constructed of red brick and featuring a flat roof. The building features Victorian architectural influences in its contrasting brickwork. It includes five segmentally arched openings (3 windows, 2 doors) span the east (principal) elevation, along with three smaller segmentally arched openings that have been bricked in. Buff brick lintels are located over each opening.
- A 2-storey red brick "core oven" building with front (east)-facing gable form and rear flat roof and it features Victorian architectural influences in its contrasting brickwork. The principal (east) elevation features symmetrically arranged openings, including, on the second floor, three segmentally arched windows flanked by two arched windows, each with a buff brick lintel. The size of openings on the first floor east elevation have been altered, including the original large tracked door, which has been partially blocked in and replaced with a conventional steel door.

358 Dufferin Street:

- A double height "foundry" building with flat roof and an exterior remnant chimney (now truncated and capped) and large industrial windows along the west and east elevations. The building is constructed of red brick. Significant masonry repairs have been made at the northwest corner of the building, including replacement of a majority of the north elevation with concrete block.

360 Dufferin Street: The property at 360 Dufferin Street is occupied by a 2-storey red brick office and manufacturing building containing a mix of office and commercial uses. The principal elevation is located along Dufferin Street; however, access can also be gained from the interior surface parking lot.

366-376R Dufferin Street: The properties at 366-370 Dufferin Street are occupied by a stone and stucco 2-storey commercial building.

The buildings contain a total of 7,709 square metres of non-residential gross floor area in the form of various office, service-commercial and studio uses.

The buildings are configured around an internal surface parking area that occupies the balance of the subject site. The surface parking lot currently contains 28 vehicular parking spaces and is located at the centre of the subject site. Access to the surface parking area is provided via a driveway from Dufferin Street, located between the buildings at 342 Dufferin Street to the south and 358-360 Dufferin Street to the north. In addition, there are nine boulevard parking spaces located along Melbourne Avenue at the southern property line of the site which provide parking for the occupants of 340 Dufferin Street. The subject site also includes 22 bicycle parking spaces. Loading is accommodated informally within the parking lot areas.

None of the properties that comprise the subject site are designated under Part IV of the *Ontario Heritage Act* or listed on the City of Toronto Heritage Register.

2.2 Planning History

Minor variance applications for 360-376R Dufferin Street (Files Nos. A1222/TEY and A0284/17TEY) seeking permissions for a retail store and outdoor patio in a craft brewery were refused by the Committee of Adjustment on April 26, 2017. A minor variance application for 370 Dufferin Street (File No. A0616/18TEY) was approved by the Committee of Adjustment on October 24, 2018 to permit a restaurant on the ground floor of the existing building. The approval was conditional on the restaurant being restricted to the ground level and it not exceeding a size of 231 square metres.

On November 4, 2019, the owner filed an Official Plan Amendment and Zoning By-law Amendment application to expand the range of non-residential uses permitted on the subject site and remove certain uses that were incompatible with the surrounding residential context. The application was approved by Toronto City Council on March 9, 2022. The approved Official Plan Amendment introduced new Site and Area Specific Policy 770 (SASP 770) that allows for additional non-residential uses that are compatible with the adjacent residential uses. The approved Zoning By-law Amendment rezoned the subject properties from the Industrial (I1D2) zone of the former City of Toronto Zoning By-law 438-86 and brought the subject site into the EO (Employment Industrial Office) zone of the new City-wide Zoning By-law 569-2013. No physical changes to the existing buildings were proposed or approved through the application.

2.3 Area Context

The subject site is located in the South Parkdale neighbourhood, in proximity to open spaces, shopping areas, cultural attractions, transit, institutions and the *Downtown and Central Waterfront* area. South Parkdale is generally bounded by the Canadian National and Canadian Pacific rail corridor to the north, Atlantic Avenue to the east, Lake Ontario to the south and the Humber river to the west.

Parkdale was incorporated in 1879 as a village in the County of York and was amalgamated with the City of Toronto in 1889. The neighbourhood, as originally developed, was predominantly comprised of large 2- to 3-storey detached and semi-detached Victorian houses to the north and south of Queen Street West, retail and commercial uses along Queen Street West, pockets of industrial uses along the rail corridor, and the Sunnyside amusement park along the shore of Lake Ontario.

However, in the 1950s the neighbourhood became disjointed with the construction of the F.G. Gardiner Expressway, which divided the residential neighbourhood in the north from Lake Ontario to the south. Subsequent development within the area included a number of mid-twentieth century slab-style apartment buildings behind the Queen Street fronting properties, notably along Triller Avenue, Jameson Avenue, West Lodge Avenue and Dunn Avenue, incorporating a high proportion of rental housing. Much of original housing stock has also been converted into rooming houses. Notwithstanding this, large areas of low-rise residential uses and local parks remain to the north and south of the properties fronting Queen Street West, retaining much of the original 19th century low-rise development pattern within the neighbourhood.

Today, Parkdale comprises a vibrant multicultural community, accommodating a range of housing types and tenures, characterized by colourful street art, Victorian and Edwardian-era architecture, and an active commercial strip that lines both sides of Queen Street West. Nonetheless, South Parkdale (south of Queen Street) has been identified as one of the City's 31 Neighbourhood Improvement Areas, where social investment is targeted.

Parkdale Main Street

The northern boundary of the subject site is located approximately 45 metres south of the segment of Queen Street West known as Parkdale Main Street (Dufferin Street to Roncesvalles Avenue). This street serves as the main commercial and cultural street for the Parkdale neighbourhood and offers a wide variety of retail, restaurant and commercial uses and community functions with animated streetscapes and significant pedestrian activity.

The built form along Parkdale Main Street is predominantly characterized by 2- to 4-storey commercial mixed-use buildings containing a range of ground floor retail, restaurant and service uses, with either residential apartments or other commercial spaces located above, creating a strong streetwall along both sides of Queen Street. Many of these buildings were constructed in the late 1800s and early 1900s. There are also several early twentieth century residential apartment buildings and more recently constructed retail plazas along this segment of Queen Street. Throughout this area, the prevailing north-south grid of the surrounding neighbourhoods is disrupted at Queen Street, resulting in a number of T-intersections.

The sidewalks on either side of the street are characteristic of many Toronto main streets, with street trees and recessed main entrances to businesses and apartments. The 501 Queen Streetcar and associated stops service the corridor, intersecting with north-south surface transit routes at Roncesvalles Avenue, Lansdowne Avenue and Dufferin Street. On-street parking and a variety of bicycle parking facilities are also present throughout the area.

Reflecting the distinct, vibrant character of the area and its cultural heritage importance, the Parkdale Main Street has been identified as a proposed Heritage Conservation District (HCD). The City has prepared an HCD Plan for Parkdale Main Street in conjunction with the Queen Street West Planning Study. The HCD Plan was presented to City Council and approved on July 19, 2022.

While none of the properties on the subject site are designated under the *Ontario Heritage Act* or listed on the Heritage Register, the subject site is adjacent to the proposed Parkdale Main Street Heritage Conservation District to the north. The subject site is also adjacent to additional listed properties abutting to the southwest at 1-7 Melbourne Place.

2.4 Development Activity

As set out below, the built environment along Dufferin Street, Queen Street West and other lands within the vicinity of the subject is evolving. The following provides an overview of development applications within the surrounding area.

450 Dufferin Street

On July 19, 2022, City Council approved Official Plan Amendment No. 591, which amends the Official Plan's economic health and Employment Area policies. As part of the Municipal Comprehensive Review, the property at 450 Dufferin Street, located to the north of 440 Dufferin Street, was redesignated from Core Employment Areas to Mixed Use Areas and a new site-specific policy (SASP 794) was introduced, which allows for a new mid-rise, mixed-use and mixed-income development on the site.

1354-1360 Queen Street West and 8 to 14 Brock Avenue

An application for an Official Plan Amendment and Zoning By-law Amendment was submitted on September 29, 2020, to permit redevelopment of the properties with a 9-storey (31-metre) mixed-use building with 9,699 square metres of gross floor area, resulting in a density of 5.24 FSI. The application is currently under review.

6 Noble Street

An application to amend the Zoning By-law was submitted to the City on September 7, 2016 to permit the redevelopment of the property. On May 29, 2017, the application was appealed to the LPAT (now OLT). The development was approved by the OLT on January 28, 2019. Subsequently, an application for Site Plan Approval was submitted to the City on November 26, 2021 for an 8-storey (27.3 metre) mixed-use building containing 9,381 square metres of gross floor area resulting in a density of 6.21 FSI. The SPA application is currently under review.

11 Peel Avenue

On November 1, 2011, an application was submitted to the City to permit the development of the subject lands and amend the existing zoning and official plan designation from Industrial and Employment Areas, respectively. The application was denied by City Council and subsequently appealed to the LPAT (now the Ontario Land Tribunal / OLT) where it was approved on January 15, 2015. The proposal included a 20-storey condominium building with 434 residential units, a major grocery store, townhouses and retail uses. Construction of the development was completed in 2015.

1181 Queen Street West

On July 21, 2017, the LPAT approved a Zoning by-law amendment to permit the development of a 15-storey mixed-use building located at the southeast corner of Queen Street West and Sudbury Street. The development includes 130 residential units, retail at-grade and a total of 11,964.15 square metres of Gross Floor Area, resulting in an FSI of 7.2. A total of 85 parking spaces will be provided underground. The building is currently under construction.

1182 and 1221 King Street West

On December 5, 2017, City Council approved a Zoning By-law Amendment to permit the construction of a 17-storey (58.0 metres plus mechanical penthouse to 63.5 metres) mixed-use building at 1182 King Street West, and a 14-storey (48 metres plus mechanical penthouse to 53.5 metres) mixed-use building at 1221 King Street West. The development is currently under construction. On April 7, 2021, City Council approved a height increase of two storeys, for a total building height of 19-storeys.

155-157 Cowan Avenue

A Zoning By-law Amendment application was submitted to the City on August 16, 2013, to permit the redevelopment of the site by connecting the two existing buildings, adding a fourth storey addition, and completing interior renovations. The new residential building would be comprised of 26 bachelor units, 5 one-bedroom units, and 2 two-bedroom units with 1,536 square metres of gross floor area, resulting in a density of 1.67 FSI. The application is currently under review.

99 Sudbury Street

A Zoning By-law Amendment application was submitted to the City on March 31, 2014, to permit the redevelopment of the site with a 27-storey (87.5 metre) mixed-use building with 25,607 square metres of gross floor area, resulting in a density of 7.3 FSI. The application was refused by City staff and was subsequently appealed to the Ontario Municipal Board (now known as the OLT).

31-33 Gladstone Avenue

A Zoning By-law Amendment application was submitted to the City on May 10, 2018, to permit the redevelopment of the site with a 6-storey (18.3 metre) residential building with 3,267 square metres of gross floor area, resulting in a density of 3.3 FSI. The proposed development will have 28 residential units and 21 parking spaces. The application is currently under review.

2.5 Immediate Surroundings

The built form within the neighbourhood is eclectic and varies between low-rise house-form dwellings and taller building forms, including apartment buildings which range in height between 7 storeys and 20 storeys. The following provides a summary of the various uses that surround the subject site.

Abutting the west side of the subject site (along the north portion of the site) is a private laneway. The laneway is approximately 3.0 metres wide, approximately 69.0 metres long and runs along the rear of the subject site, terminating generally at the mid-way point of the property. The laneway also runs parallel to the rear yards of the residential lots fronting Gwynne Avenue and, in this regard, provides a physical separation between the subject site and the neighbouring residential dwellings on the east side of Gwynne Avenue (87-63 Gwynne Avenue). The laneway provides access to the western side of the subject site and to surface parking pads that serve the residential lots along Gwynne Avenue. The laneway would continue to provide access to the existing rear-lane parking pads and would be improved through the redevelopment.

The residential neighbourhood continues further west and consists of a mix of low-rise residential uses in the form of 2- and 3-storey detached and semi-detached dwellings, rowhouses and multi-unit residential apartment buildings. The neighbourhood consists of largely low-rise residential uses with the exception of a few mid-rise apartment buildings on Elm Grove Avenue, Cowan Avenue and Dunn Avenue and a high-rise apartment building (20 storeys) at 245 Dunn Avenue.

The neighbourhood also includes a range of institutional and community uses, such as the Elm Grove Living Centre nursing home (35 Elm Grove Avenue); the St. John's Polish National Catholic Church (186 Cowan Avenue); the Epiphany and St. Mark Anglican Church and Community Garden (201 Cowan Avenue); the Holy Family Catholic Academy (141 Close Avenue); a community park with a splash pad (Masaryk Park) and the Dunn Avenue Parkette. Further west is Parkdale Collegiate Institute (209 Jameson Avenue) and a number of apartment buildings ranging in height between 5 and 12 storeys fronting both sides of Jameson Avenue.

To the west of the subject site and along the south side of Queen Street West is the Toronto Public Library, the Parkdale Arts & Culture Centre (occupied by Artscape), a Toronto Parking Authority parking lot and the Masaryk-Cowan Community Recreation Centre. The properties are City-owned and form the planned Parkdale Hub, which will deliver wide-ranging social, cultural and economic benefits to the Parkdale community, including, but not limited to, the creation of new non-profit affordable rental housing and the ongoing delivery of Toronto Artscape's cultural hub program, which provides affordable live-work housing for local artists as well as an art gallery and community office space. The Parkdale Hub project is discussed further in Section 4.15 of this report.

To the northwest of the subject site are a mix of low-rise residential dwellings and the approved 7-storey (24.6 metre) residential development at 57 Brock Avenue and the West Lodge Apartment Building complex, comprised of two 16-storey apartment buildings.

Abutting the subject site to the north is Milky Way, a 3.7 metre wide City-owned public right-of-way that functions as a laneway. Milky Way traverses east-west between Dufferin Street to the east and Cowan Avenue to the west and provides access to the rear of the properties along the south side of Queen Street West.

On the north side of Milky Way, at the southwest corner of Queen Street West and Dufferin Street, is a 7-storey mid-rise building (the Q Lofts building at 1205 Queen Street West) with at-grade retail uses. Abutting the mid-rise building to the west is the Parkdale Queen West Community Health Centre. On the north side of Queen Street West is a 2-storey commercial building, the Parkdale Amphitheatre, and the Canadian National and Canadian Pacific rail corridor. Just west of the rail corridor and on the south side of Noble Street, the property at 6 Noble Street is planned for an 8-storey (28-metre) mid-rise mixed-use building; the development was approved by the LPAT (now OLT) on January 28, 2019. Further north, on the north side of the rail corridor and on the west side of Dufferin Street are three recently-constructed mixed use buildings (13, 9 and 10-storeys) at 390-444 Dufferin Street. Further north, the area is characterized by low-rise residential uses.

On the north side of the rail corridor to the northeast of the subject site, the area has recently undergone significant change with the introduction of several mid-to-high-rise mixed-use developments. Within the block bounded by Queen Street West, Gladstone Avenue, Peel Avenue and Dufferin Street are five mixed-use buildings that range in heights between 5 and 20 storeys. At the northwest corner of the block is Pessoa Park (405 Dufferin Street), a new public park with a splash pad, which opened to the public in 2020.

At the northeast corner of Queen Street West and Gladstone Avenue is the Gladstone Hotel (1214 Queen Street West), which is designated as a Part IV heritage building in accordance with the *Heritage Act*. Further west are a handful of 2- and 3-storey mixed-use main street commercial buildings fronting Queen Street West. Behind the Gladstone Hotel is a large grocery store (Fresh Co) located at 22 Northcote Avenue and low-rise residential uses beyond.

Abutting the subject site to the east is Dufferin Street, which is classified as a Major Street on Map 3 of the City of Toronto Official Plan. To the east, at the southeast corner of Dufferin Street and Queen Street West, is a vacant triangular lot that is currently utilized as a surface parking lot. To the south of the parking lot, south of Joe Shuster Way, are two 8-storey slab-style apartment buildings (295 and 345 Dufferin Street). Further east is a townhouse development comprised of 3- and 4-storey townhouse units and Rita Cox Park. East of the railway tracks and south of Queen Street West, are recent high-rise mixed-use developments with heights that range between 6 and 21 storeys.



The Brixton - 410 Dufferin Street

2.6 Transportation Context

Road Network

To the southeast of the subject site, on the south side of Sudbury Street at Lisgar Street, is the planned King-Liberty SmartTrack Station that will utilize the existing GO rail corridor. The Station will provide service between Union and Bloor Stations. The Station will be accessible via two pedestrian bridges between Sudbury Street and Joe Shuster Way, approximately 450 metres (an approximate 5- to 6-minute walk) from the subject site.

To the immediate south of the subject site is Melbourne Avenue. South of Melbourne Avenue and along the west side of Dufferin Street, are 2-storey rowhouse dwellings (324-338 Dufferin Street). Abutting the rowhouses to the west is Melbourne Avenue Parkette. Further south along Dufferin Street are additional low-rise residential dwellings, a surface parking lot and a 7-storey residential apartment building (300 Dufferin Street).

Continuing south, two mixed-use buildings (14-storeys and 17-storeys) are planned at the southwest and northeast corners of King Street West and Dufferin Street at 1221 King Street West and 1182 King Street West respectively. Further south is the King-Dufferin Parkette, a neighbourhood park that features a splash pad and a children's playground. South of the King-Dufferin Parkette is a 14-storey slab-apartment building known as The Lord Dufferin (200 Dufferin Street). The remainder of uses south of King Street West are primarily characterized by mid-to-high rise apartment buildings and low-rise residential uses.

The subject site fronts onto Dufferin Street, an important north-south corridor that spans the length of the City. Dufferin Street extends through the City north from Yorkdale Mall, through the Design District, Little Jamaica, Corso Italia, the Galleria Mall redevelopment node, Dufferin Mall at Bloor Street West, through Queen Street West to Liberty Village, terminating at the CNE and the lake. In this regard, the urban structure along Dufferin Street consists on a variety of built forms from low-rise commercial and residential uses to high-rise mixed-use towers.

The portion of Dufferin Street fronting the subject site is classified in the City of Toronto's Road Classification system as a Minor Arterial road and the segment north of College Street is classified as a Major Arterial road. The segment of Dufferin Street fronting the subject site has a planned right-of-way width of 20 metres, as shown on Map 3, Official Plan (see **Figure 3**). The cross section includes four lanes of vehicular traffic, two lanes in each direction, with on-street parking available on the west side and pedestrian sidewalks on both sides of the street. The central lanes of traffic share the right-of-way with streetcars.

The subject site abuts Milky Way to the north; a 5.0 metre wide City-owned public right-of-way that traverses east-west between Dufferin Street to the east and Cowan Avenue to the west. As mentioned in further detail in Section 3.0 below, the laneway is proposed to be widened to contribute to an ultimate laneway width of 6.0 metres, which will facilitate traffic movement and servicing for the proposed building.



Development at Southwest Corner of King and Dufferin



Right-of-way Widths Associated With Existing Major Streets Legend

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



Figure 3 - Toronto Official Plan, Map 3

Melbourne Avenue, which fronts the subject site to the south, is two-way, two-lane Local Road with an existing right-of-way of approximately 20 metres.

Queen Street West, located approximately 40 metres to the north of the subject site, is another important corridor that spans east-west across the length of the City. The City of Toronto's Road Classification System identifies Queen Street West as a Major Arterial road with an existing and planned right-of-way width of 20 metres. Queen Street West includes four lanes of

vehicular traffic, two lanes in each direction, with on-street parking and pedestrian sidewalks on both sides of the street. Similar to Dufferin Street, the central lanes of traffic share the right-of-way with streetcars.

Transit Network

The subject site has excellent access to public transit services, including planned higher-order transit (see **Figure 4**, TTC Transit Network).

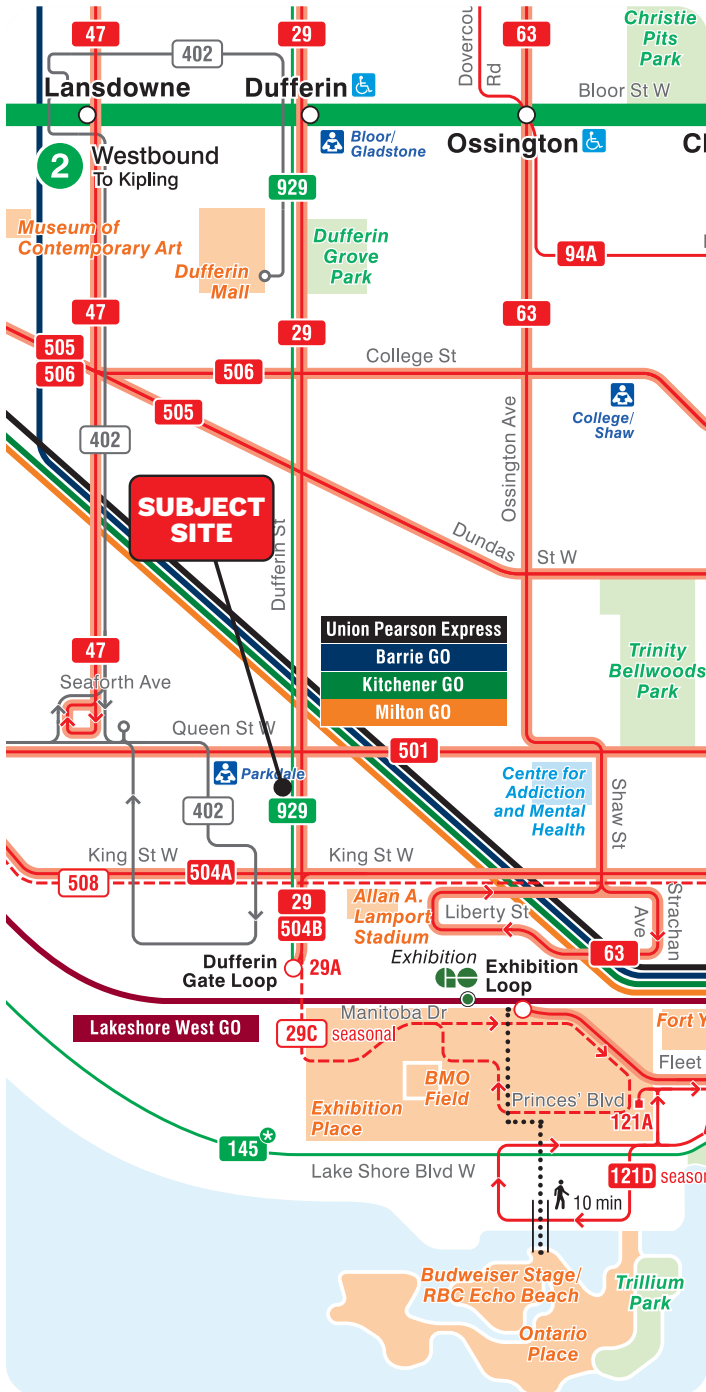
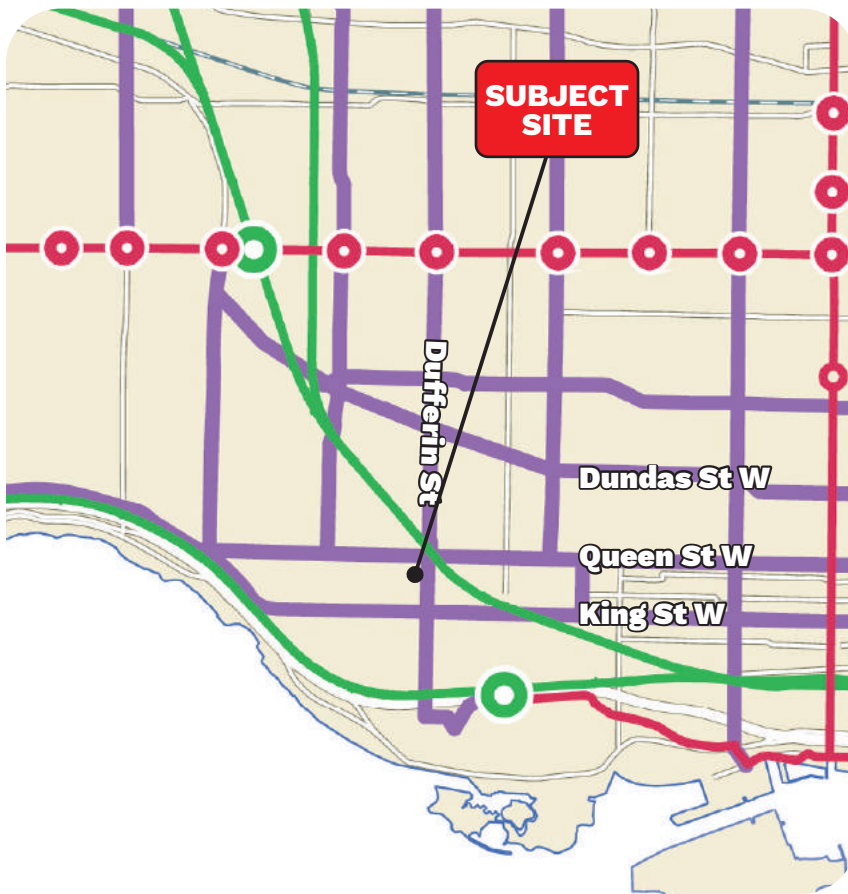


Figure 4 - TTC Transit Network

Dufferin Street is identified as a Transit Priority Segment within the City's Enhanced Surface Transit Network, as shown on Map 5 of the Official Plan (see **Figure 5**). The subject site is directly serviced by the 29 Dufferin bus, which operates between Wilson Station on Line 1 (Yonge-University) and Exhibition Place, generally in a north-south direction. It also serves Dufferin Station on Line 2 (Bloor-Danforth). This route is part of the 10-minute network and operates 10 minutes or better, all day, every day. The closest southbound bus stop is located at the southeast corner of the subject site (the northwest corner of Dufferin Street and Melbourne Avenue) and the closest northbound stop is located on the east side of the street, approximately 65 metres south of the subject site (a 1-2 minute walk).

In addition, the Dufferin corridor, along with other major routes across the City, has been flagged in the TTC's 5-Year Service Plan & 10-Year Outlook as an Enhanced Priority Corridor where the TTC is planning to implement Bus Rapid Transit services.

Queen Street West, located approximately 40 metres to the north of the subject property, is also identified as a Transit Priority Segment within the City's Enhanced Surface Transit Network, as shown on Map 5 of the Official Plan. Along Queen Street West, the subject site is served by eastbound and westbound stops on the 501 Queen streetcar route located on the north and south sides of the intersection of Queen Street West and Dufferin Avenue. The 501 Queen streetcar route operates between Neville Park Loop and Long Branch Loop, generally in an east-west direction. It serves Queen and Osgoode Subway Stations on Line 1 Yonge-University. Both Queen and Osgoode Stations are wheelchair accessible subway stations.



Enhanced Surface Transit Network Legend

Existing

—●— TTC Subway and LRT Lines

—●— GO Rail Lines

Expansion Elements

— Transit Priority Segments

Figure 5 - Toronto Official Plan, Map 5

The subject site is also within walking distance of several transit routes including:

- 402 Parkdale Community bus – serves the Parkdale community with connections to Dufferin Subway Station on Line 2.
- 47 Lansdowne bus – runs generally in a north-south direction from Queen Street West to St. Clair West.
- 501 Queen streetcar route – operates between the Neville Park Loop and the Long Branch Loop, generally in an east-west direction. It serves Queen and Osgoode Stations on Line 1 Yonge-University. Both Queen and Osgoode Stations are accessible subway Station.
- 504 King streetcar route – operates between Dundas West Station and Broadview Station on Line 2 Bloor-Danforth, generally in an east-west direction. It also serves the St Andrew and King Stations on Line 1 Yonge-University. Dundas West, St. Andrew, and Broadview Stations are accessible. The 504 King B eastbound and westbound traverse north and south at the Dufferin Gate Loop just north of Exhibition Place.

Future Transit

In terms of planned transit, Metrolinx and the TTC have collaborated to develop SmartTrack/GO Regional Express Rail (RER) integration options since January 2015, when City Council approved a joint work program. SmartTrack will provide increased transit options in Toronto by making better use of the existing GO corridors and will build upon Metrolinx's RER program, which includes increased service on five existing GO corridors. The City has identified six locations for future SmartTrack transit Stations, including one at King-Liberty on the Kitchener GO line that will provide service between Union and Bloor Stations. The King-Liberty GO Station will be located on King Street West, near Hanna Avenue and Atlantic Avenue, with Station access from King Street West, Joe Shuster Way and Sudbury Street. The planned entrance closest to the subject site is located on Joe Shuster Way, approximately 85 metres north of King Street West. The station entrance is approximately 450 metres walking distance southeast of the subject site resulting in an approximate 5- to 6-minute walk from the future development.

In addition, the subject site is located approximately 1.2 kilometres north of the existing Exhibition GO Station, which currently accommodates GO and VIA Rail services. As part of the Ontario Government Transit-Oriented Communities program, Exhibition Station is planned to operate as a transit hub, connecting to local buses, GO Transit and subway service along the Ontario Line. Based on preliminary information released by Metrolinx, the Station will include an above-ground shared concourse between the Ontario Line and the existing Lakeshore West GO Transit services to provide easy transfer access to transit users.

In April 2019, the Provincial Government released its transit plans for the GTHA, which included a downtown line called the Ontario Line. The Ontario Line runs from Ontario Place / Exhibition to Ontario Science Centre Station on the Eglinton Crosstown LRT line, connecting to Osgoode, Queen and Pape Station.

On October 29, 2019, City Council approved entering into an agreement that would allocate funding to the Ontario Line and directed City staff to engage with the Province on the next stages of detailed design.

The proposed Ontario Line is a 15.5-kilometre rapid transit line that will connect from Ontario Place to the Ontario Science Centre and will provide connections to underserved areas of the City. Fifteen Stations are proposed, with numerous connections to the transit network, including TTC Lines 1, 2 and 5, multiple bus and streetcar routes, and GO Transit rail services. The most southerly Station on the proposed Ontario Line is the Exhibition (Ontario Place), approximately 1.2 kilometres (or a 20-minute walk) from the subject site.

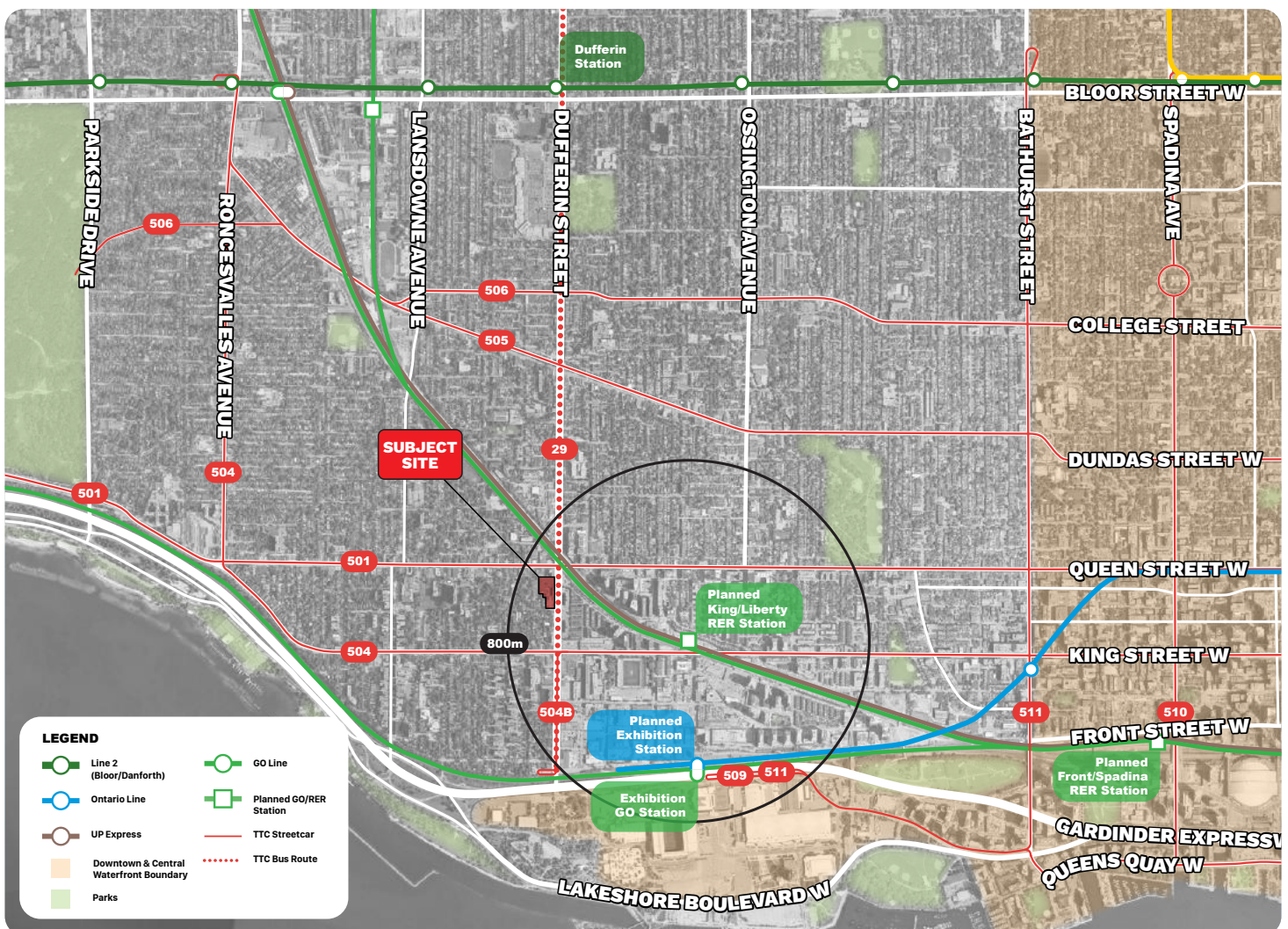


Figure 6 - Aerial Photo, Broader Transit Context

Cycling Network

In addition to the extensive public transit infrastructure improvements planned for the area, the subject site is also served by existing and planned cycling infrastructure.

Existing cycling infrastructure can be found on Brock Avenue and a small section of Dufferin Street at Queen Street West underneath the rail bridge and extending north to Peel Avenue. Both bike lanes travel in a north-south direction.

In terms of planned cycling infrastructure, in 2001, City Council adopted the Toronto Bike Plan, which sets out short and long-term goals for on and off-street cycling infrastructure. The Plan identified an off-road trail connection along the Georgetown/Kitchener GO Transit

rail corridor from north of Dupont Street to Strachan Avenue ("the West Toronto Railpath"). The first phase of the West Toronto Railpath, from Cariboo Avenue to the Dundas Street West Overpass, along the rail corridor was completed in 2008.

In June 2012, the City of Toronto adopted the Bikeway Trails Implementation Plan, which included a recommendation to extend the West Toronto Railpath from Sterling Avenue, along the Kitchener GO rail corridor to just south of Queen Street West at Abell Street, located to the northwest of the subject site. On behalf of the City of Toronto, Metrolinx will be building the West Toronto Railpath Extension, with construction planned to begin in late 2022.

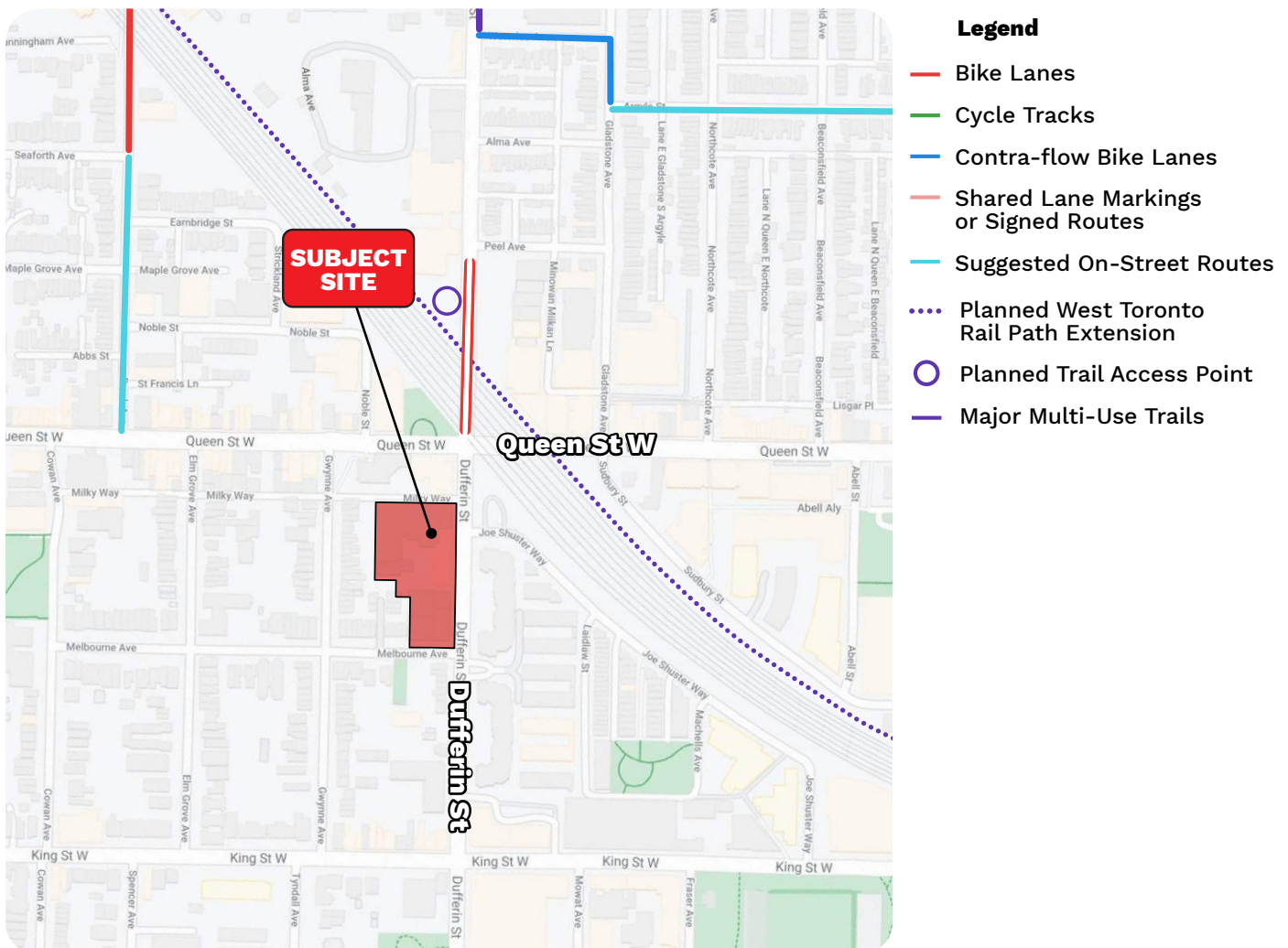


Figure 7 - Cycling Network

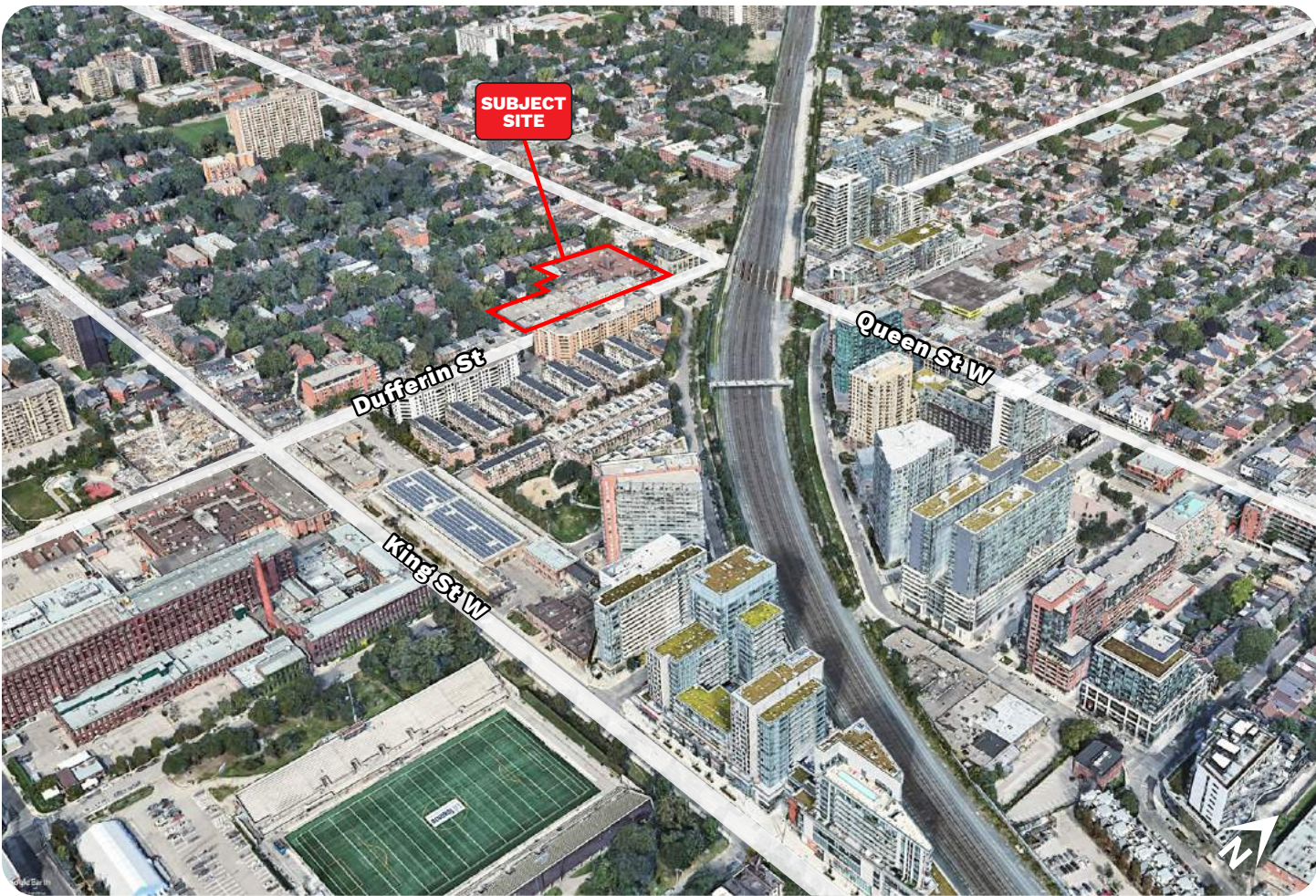


Figure 8 - Oblique Aerial Photo, looking northwest



Proposal

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 application would permit the intensification of the subject site with a high-quality, architecturally distinct mixed-use development. The proposed development is comprised of two tall building elements (21 and 25 storeys) above a series of linked base buildings that are configured around a courtyard and privately-owned publicly-accessible open space (POPS) within the interior of the subject site, which facilitates new mid-block connections and congregation areas. The proposed development would provide a range of non-residential and residential uses, including new commercial and community-based uses, flexible studio (live-work) spaces for artists and small-scale commercial activities space. The proposal also includes a mix of residential unit types, such as live-work units, new rental housing and family-sized residential dwellings.

The proposal incorporates the retention of the east and a portion of the south elevations at 360 Dufferin Street and the retention of the mixing and core oven buildings at 350 Dufferin Street, as well as the full western elevation of the foundry building at 358 Dufferin Street.

The proposed development would make valuable contributions to the public realm along the edges of the property and within the interior of the subject site, including the expansion of the sidewalk zone along Dufferin Street, a new 2,012.7 square metre landscaped courtyard, inclusive of an 87 square metre POPS, within the interior of the property, as well as new mid-block connections along all three of the street frontages. In addition, Milky Way will be widened to 6 metres to meet municipal standards and will facilitate both pedestrian and vehicular access into the site. (see **Figure 9**, Site Plan).

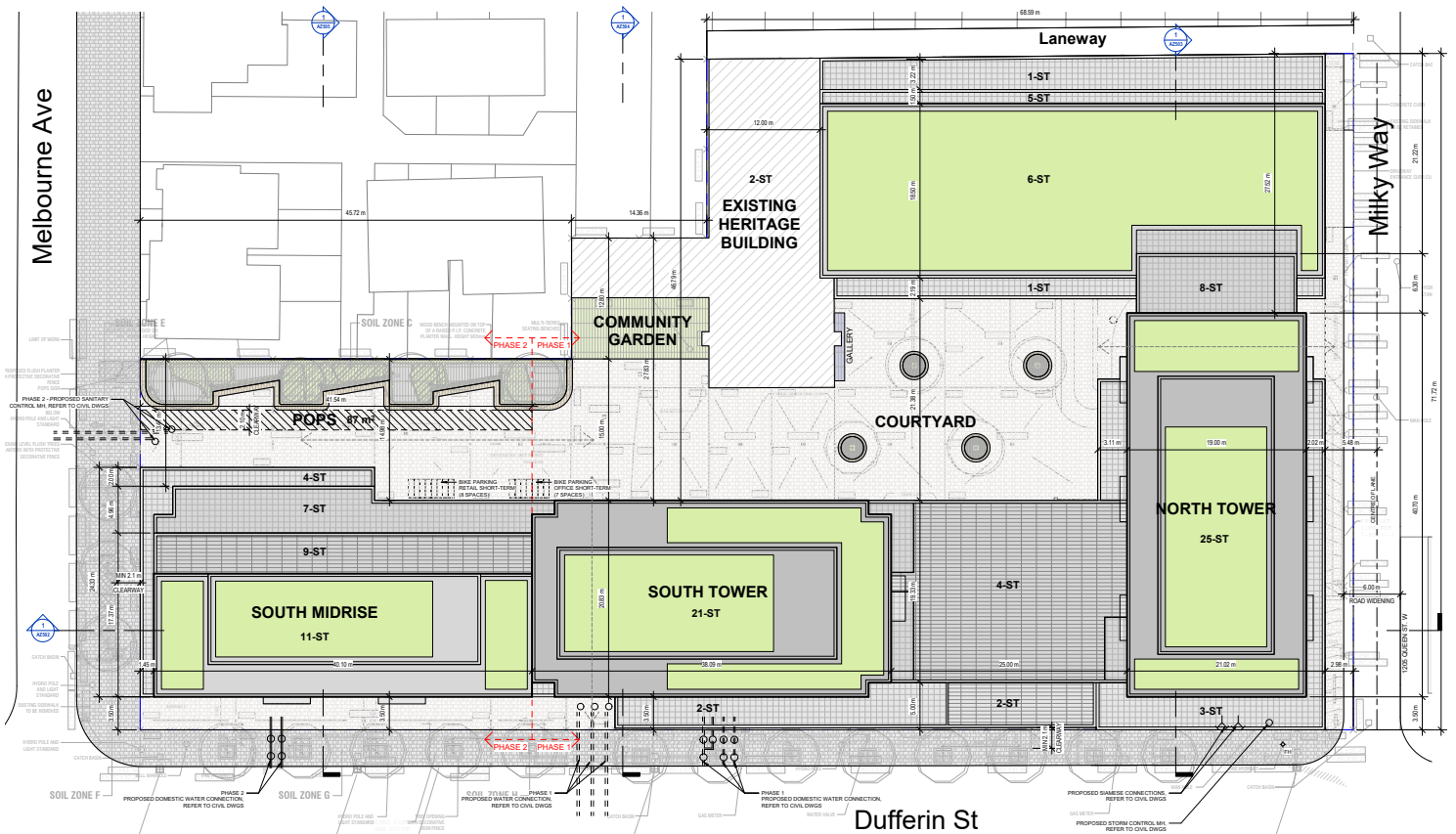


Figure 9 - Site Plan (Prepared by Sweeny&Co Architects)

The development would have a total gross floor area ("GFA") of approximately 44,470 square metres, resulting in a proposed density of 5.97 FSI. The proposal includes approximately 41,020 square metres of new residential GFA and approximately 1,521 square metres of non-residential GFA in the form of new contemporary flexible commercial units on the ground floor within the buildings along the Dufferin Street frontage. The proposal also includes approximately 1,928.92 square metres of flexible studio spaces (live-work and artists' studio/maker spaces) that flank the interior courtyard.



Figure 10 - Aerial View (Prepared by Sweeny&Co Architects)

Proposed Buildings

The proposed buildings have been designed to incorporate a variety of materials, including a mixture of brick, decorative metal paneling, masonry and vision glass, which responds to the existing character of the subject site, the Dufferin Street corridor and Queen Street West.

The proposal employs a variety of building heights and forms, including two tower elements: a 21-storey tower and a 25-storey tower (South Tower and North Tower) and two mid-rise building elements including an 11-storey form to the south and a 6-storey form within the northwest corner of the subject site. The buildings are situated parallel to the abutting streets and are separated to create a mid-block, at-grade, courtyard and POPS that facilitates gathering and permeability through the site.

The forms of the buildings are designed to provide appropriate transition towards Dufferin Street and the lower scale neighbourhood to the south and west and to optimize the site's efficiency. In this regard, the North Tower and the 6-storey mid-rise element combine to frame the public realm along Dufferin Street and Milky

Way, with the mid-rise element forming the western base building form of the North Tower. Similarly, the South Tower and the 11-storey mid-rise element appear will frame Dufferin Street and Melbourne Avenue, with the mid-rise element forming the southern base building form of the South Tower.

The proposal contains a variety of active uses on the ground floor that will activate all three street frontages, as well as the interior courtyard and POPS. The proposal includes a unique mix of flexible uses, including flexible commercial units and flexible studio (live-work) spaces to support local artists and those working in creative industries. The ground floor uses that interface with the POPS will be open to the broader public to foster engagement and enhance a sense of place with community.

The following provides an overview of the mixed-use buildings that are proposed as part of the redevelopment.

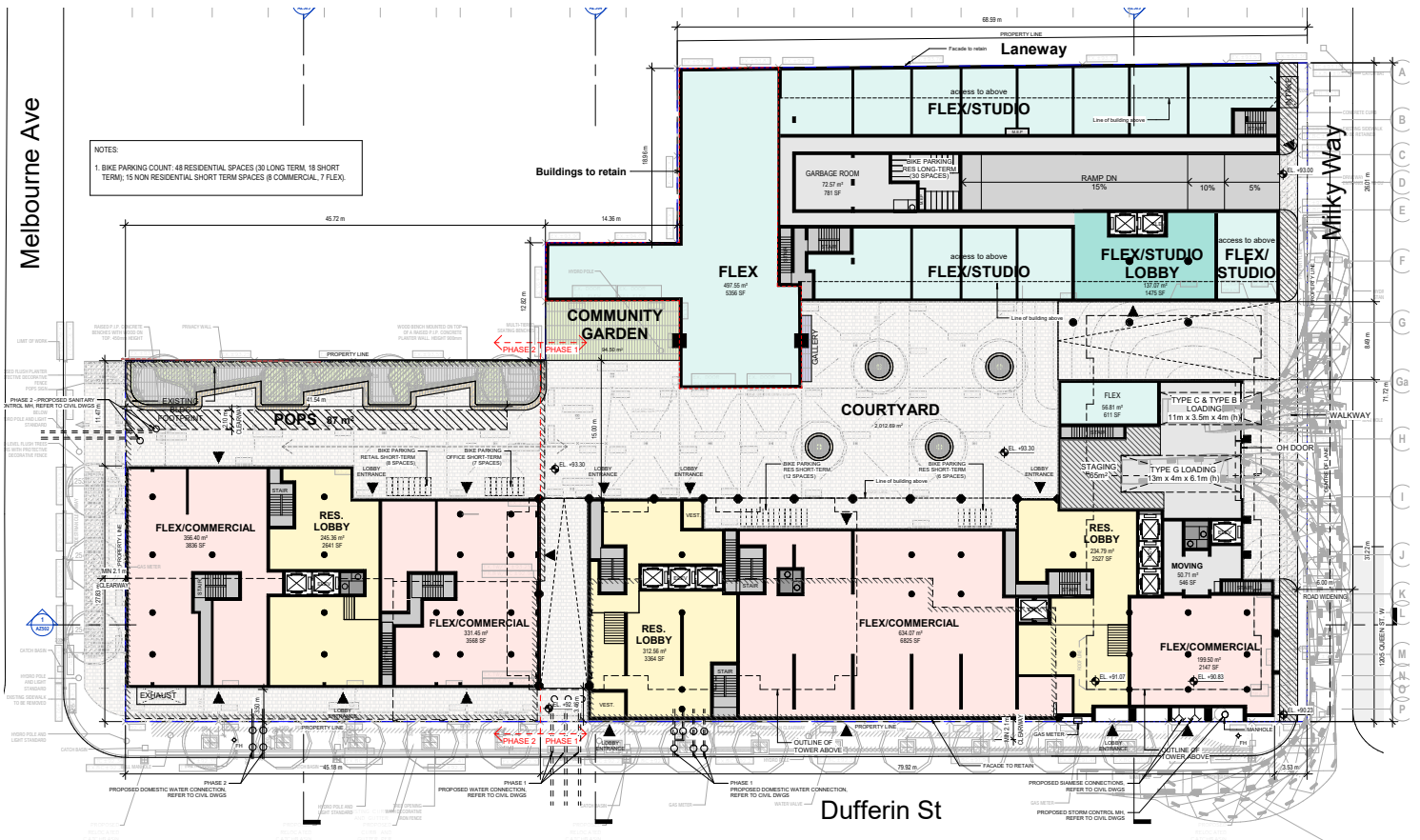


Figure 11 - Ground Level Plan (Prepared by Sweeny&Co Architects)

North Tower

The North Tower is sited at the northeast corner of the subject site and is proposed to be 25 storeys and 81.35 metres in height (86.35 metres to the top of the mechanical penthouse), inclusive of a 3-storey (11.95 metres) base building along the Dufferin Street frontage.

The height of the base building along Dufferin Street aligns with the retained existing building façade of the South Tower and along the east part of Milky Way. At grade, the base building along Dufferin Street is generally built to the east lot line and the entrance points at the northeast corner of the building are slightly inset from the sidewalk. Along Milky Way, which is proposed to be widened, the north façade of the base building is set back 3.53 metres allowing for a new 1.76 metre pedestrian clearway on the south side of the laneway.

The ground floor of the base building is proposed to be comprised of flexible commercial units, the main residential lobby areas and an internalized shared loading and moving area. The residential lobby areas and the primary flexible commercial space are accessible directly from the public sidewalk and from the interior courtyard. Above the ground level, the base building includes interior and exterior amenity areas, as well as residential uses. The base building of the North Tower is clad in a highly articulated masonry frame with deeply inset windows.

The North Tower is oriented in an east-west direction with a floor plate size of 750 square metres (gross construction area). The tower is directed towards Dufferin Street and is well set back from the abutting low-rise neighbourhood. The tower element is set back approximately 27.5 metres from the west lot line, abutting the residential neighbourhood; 7.5 metres from the centreline of Milky Way to the north; 3.5 metres from the east lot line and the face of the base building below and is separated from the South Tower by 25.0 metres. Towards the west, the height of the tower element steps down to 8-storeys, providing a gradual stepping down of height towards the 6-storey mid-rise element (22.2 metres).

The mid-rise building element has been carefully massed to limit impacts on the adjacent *Neighbourhood* to the west. Above the ground floor, the building is stepped back between 3.2 and 3.8 metres from the private laneway to the west and 2.19 metres from the courtyard to the east. An additional 1.5 metre stepback is proposed above Level 5 on the west. The 6-storey building engages the 8-storey component of the North Tower and the retained existing heritage building to the south. The mid-rise element is proposed to contain two-storey flexible studio spaces with residential units above (love-work units).

South Tower

The South Tower is sited generally mid-block between Milky Way to the north and Melbourne Avenue to the south and is directed towards Dufferin Street. At 21-storeys and 68.75 metres (73.75 metres including mechanical penthouse) in height, the South Tower provides transition between the North Tower and the proposed 11-storey mid-rise building element to the south.

Along Dufferin Street, the base building is 4-storeys in height with a defined 2-storey (8.5 metre) streetwall, which is composed of the principal (east) elevation of 360 Dufferin Street, which will be retained in-situ.

The South Tower is oriented in a north-south direction with a floor plate size of 750 square metres (gross construction area). Like the North Tower, the South Tower is directed towards Dufferin Street, away from the adjacent low-rise neighbourhood. The tower is set back between approximately 15.0 and 46.79 metres from the closest lot line within the *Neighbourhoods* to the west, 25.0 metres from the North Tower and 41.55 metres from the south lot line. The 15.0 metre setback condition only applies to the southerly portion of the tower; the majority of the tower would be set back between 27.83 and 46.79 metres from the *Neighbourhood*. Along Dufferin Street, the tower is stepped back between 3.5 and 5.0 metres above the eastern face of the base building below.

Similar to the North Tower, the South Tower steps down to an 11-storey (42.85 metres including mechanical penthouse) mid-rise component to provide a built form transition down towards the neighbourhood. Along the Dufferin Street frontage, the base of the proposed 11-storey mid-rise component is set back 3.5 metres from the east lot line to achieve a significantly expanded sidewalk zone of 6.74 metres. The ground floor of the 11-storey mid-rise component is proposed to contain two flex/commercial units fronting Dufferin Street to the east and the POPS space to the west, as well as a residential lobby which will face both the public sidewalk and the POPS.

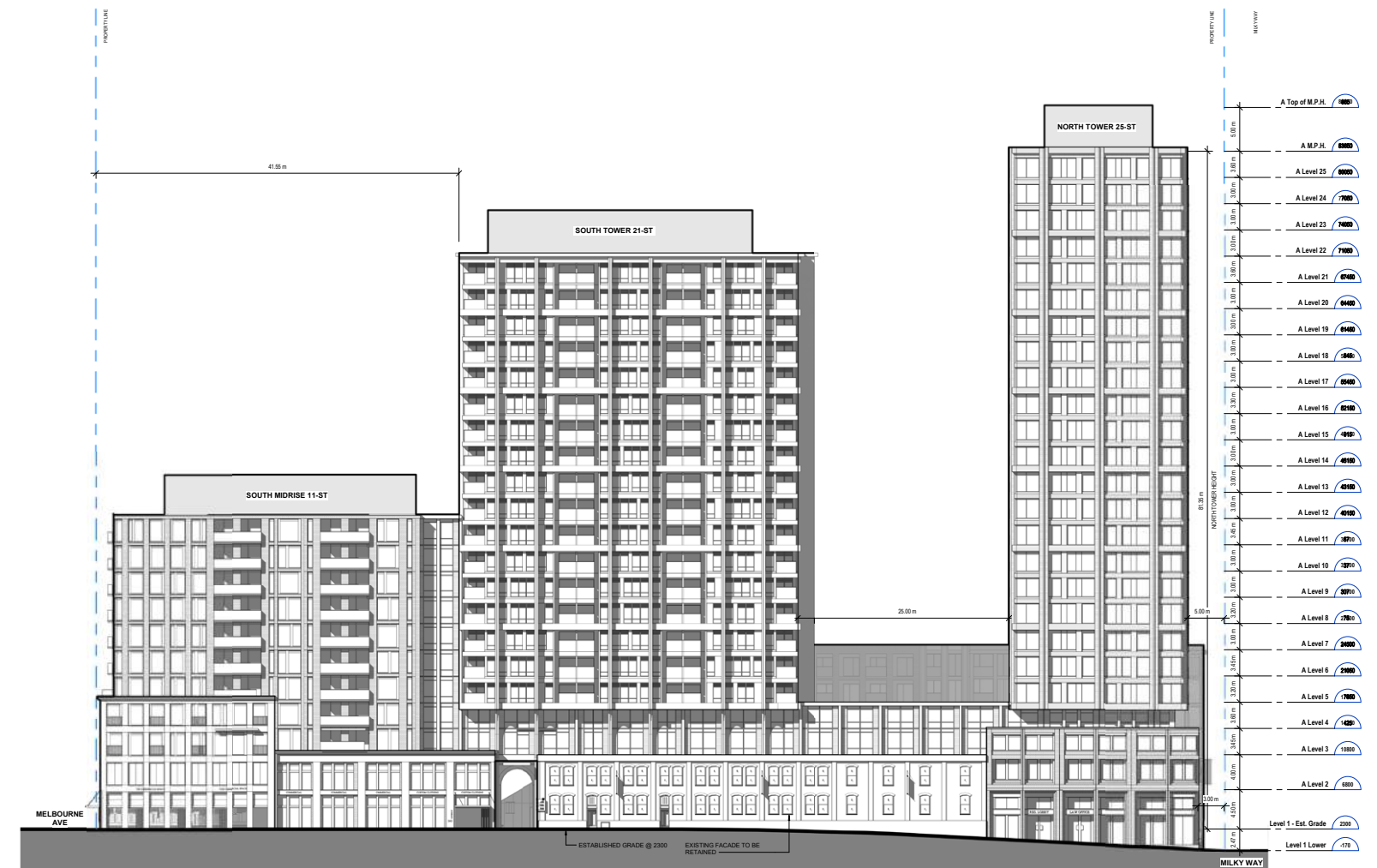


Figure 12 - East Elevation (Prepared by Sweeny&Co Architects)

Public Realm

The proposal will introduce significant improvements to the public realm, including landscaped open spaces and an improved pedestrian realm along Dufferin Street, Melbourne Avenue and Milky Way and within the interior of the subject site. The proposal includes approximately 2,012.7 square metres of publicly accessible open space between the buildings, an expanded sidewalk zone along Dufferin Street, a new pedestrian clearway along Milky Way, active uses at grade with direct views onto the street, new street trees and new mid-block connections that will foster convenient pedestrian access through the property.



Figure 13 - View From Courtyard Looking North (Prepared by Sweeny&Co Architects)

The proposed POPS is located at the southwest corner of the site, adjacent to the public sidewalk along Melbourne Avenue and has an area of approximately 87.0 square metres. The POPS leads to the interior courtyard, which is approximately 1,925.7 square metres. Together, these outdoor areas are intended to facilitate new and welcoming pedestrian connections through the subject site and enhance the existing network of parks and open spaces in the neighbourhood. As well, the POPS and courtyard are intended to allow people to gather in an outdoor setting while providing an added amenity to the subject site and surrounding area. The proposed POPS and courtyard will include raised planters, seating areas, new trees, bicycle parking rings and decorative paving that will enhance the streetscape. A new community garden is also proposed. The community garden is situated adjacent to the retained heritage structure at 358 Dufferin Street and is proposed to be protected by a glass enclosure so that it can be enjoyed by the community throughout the year.



Figure 14 - View From Courtyard Looking North West (Prepared by Sweeny&Co Architects)



Figure 15 - View From Milky Way Entrance Looking Southwest (Prepared by Sweeny&Co Architects)



Figure 16 - View From Courtyard Looking South (Prepared by Sweeny&Co Architects)

Pedestrian access to the interior POPS and courtyard will be provided through three walkways, one on each street frontage, to maximize permeability and visibility. The walkways have been designed as arcaded spaces between the POPS/courtyard and ground floor uses to provide weather protection and to create a buffer between the proposed uses.

The proposal will also facilitate a widened sidewalk zone along a portion of the Dufferin Street frontage where the 11-storey mid-rise component interfaces with the street. The existing sidewalk zone along this segment of Dufferin Street has a width of approximately 2.0 metres. The new construction along Dufferin Street is proposed is set back 3.5 metres from the east lot line to achieve a significantly expanded sidewalk zone of 6.74 metres, which will significantly enhance the streetscape and improve pedestrian comfort. New landscaping is also proposed, including 13 new street trees along Dufferin Street.

Along Milky Way, the development is set back a minimum of 5.48 metres from the centreline of the lane, allowing for the introduction of a new 1.97 metre pedestrian clearway and an ultimate laneway width of 6.0 metres.

Along the Melbourne Avenue frontage, the proposal will maintain the existing sidewalk zone and includes three new street trees. The POPS will connect to the public sidewalk and will facilitate a north-south mid-block connection through the subject site and direct access to the interior courtyard and Milky Way.

Improvements to the private laneway to the west are also proposed, including new paving, materiality and lighting. The existing laneway will remain intact and is not proposed to facilitate access into the proposed development. The existing western façade along the east side of the laneway will remain in-situ and will be restored.



Figure 17 - View From Courtyard Looking North West (Prepared by Sweeny&Co Architects)

Celebration of Heritage Resources

The proposal thoughtfully conserves and incorporates the heritage resources on the subject site. In this respect, the proposal will retain the core oven and mixing buildings at 350 Dufferin Street and will facilitate the reinstatement of the original industrial chimneys of the core oven building. The proposal also conserves the rear (west) elevation of the foundry building at 358 Dufferin Street and the original remnant return wall at the northwest corner of the foundry building will be retained in situ to mark the original perimeter of the factory complex along the private laneway to the west. The principal (east) elevation and a 3.5m return wall on the south elevation of 360 Dufferin Street are also proposed to be retained in situ.

The buildings at 350-358 and 360 Dufferin Street are proposed to be partially retained and integrated within the new construction. The full core oven and mixing buildings at 350 Dufferin Street will be retained in situ and utilized for community programming, with the original industrial chimneys of the core oven building rebuilt. A glazed structure, also designed for community programming, will be added in front of the principal elevation of the mixing building at 350 Dufferin Street.

The rear (west) elevation of the foundry building at 358 Dufferin Street and the original remnant return wall at the northwest corner of the foundry building will be retained in situ to mark the original perimeter of the factory complex along the laneway.

The principal (east) elevation and a 3.5m return wall on the south elevation of 360 Dufferin Street will be retained in situ. The remaining building fabric will be removed to accommodate construction access to the Site and excavation for below grade parking. Along Dufferin Street, proposed uses include flexible commercial space at-grade, with residential uses above. Along the western portion of the Site, studio and community space is proposed on floors one and two, with residential on upper floors.

The buildings at 340, 342, 3766-370 and 376R Dufferin Street and 2 Melbourne Avenue are proposed to be removed.



Figure 18 - View Looking North Towards Courtyard (Prepared by Sweeny&Co Architects)

Support for Artists

The proposal includes flexible commercial and flexible studio (live-work units) that will create spaces for local artists to thrive in the long-term. The flexible commercial spaces are proposed within the ground floors of the North and South Towers, as well as the 11-storey mid-rise component. The proposed flexible studio spaces are located on the west side of the courtyard within the lower levels of the 6-storey mid-rise component of the North Tower. These units would have access to the courtyard itself and to the indoor and outdoor amenity spaces located throughout the development. A total of 13 flexible studio (live-work) units are proposed in addition to the 658 residential units.



Akin Projects



Akin Projects

Unit Distribution and Amenity Space

The proposed development includes a mix of rental and condominium units to help meet the demand for more housing within the City and offers a range of larger units throughout the building in order to accommodate households of different sizes, as well as flexible studio units for local artists.

The proposal includes a total of 658 residential units and 13 flexible studio (live-work) units. The proposed unit mix is comprised of 12 studio units (2%), 426 one-bedroom units (64%), 154 two-bedroom units (24%) and 66 three-bedroom units (10%). 13 are proposed to be flexible, live-work units and all of the units within the 11-storey mid-rise element (94 units) would be rental. In this regard, 14% of the proposed unit supply would be purpose-built rental units.

A total of 2,633.4 square metres of residential amenity space is proposed, including 1,991.5 square metres of indoor amenity space and 641.9 square metres of outdoor amenity space, representing an overall ratio of 4.0 square metres of amenity space per unit. The amenity areas are proposed to be located on Levels 2, 3 and 5 of the North Tower and on Level 2 and 10 of the 11-storey mid-rise element. The majority of the indoor and outdoor amenity areas are contiguous, providing both indoor and outdoor amenity on the same levels. The outdoor amenity areas are provided in the form of terraces located that overlook the flanking streets and the interior courtyard and POPS.

Phasing

The development would be completed in two phases. The first phase of the development includes the North and South Towers, together with the 6-storey mid-rise component at the northwest corner of the subject site. The second phase would consist of the construction of the southern 11-storey mid-rise component at the southeast corner of the subject site along Dufferin Street and Melbourne Avenue

Phase 1 is proposed to contain a total GFA of approximately 37,463 square metres, including 34,701 square metres of residential GFA, 834 square metres of flexible commercial space and 1,929 square metres of flexible studio (live-work) space. Phase 1 is proposed to include a total of 564 residential dwelling units. As mentioned above, 13 of the units are proposed to be flexible, live-work units.

Phase 2 is proposed to contain a total GFA of approximately 7,007 square metres, including 6,319 square metres of residential GFA and 688 square metres of retail/commercial space. Phase 2 is proposed to include a total of 94 residential dwelling units, all of which are proposed to be rental in tenure.

Access, Parking and Loading

As noted, the subject site is well served by the municipal road network, having frontage on Dufferin Street, which runs north-south and connects to key eastbound and westbound links including Queen Street West to the north and King Street West to the south. Pedestrian access to the buildings will be provided from the sidewalks on Dufferin Street and the new pedestrian clearway on Milky Way and from entrances through the proposed interior courtyard.

Vehicular access to the subject site is proposed directly from Milky Way, leaving the pedestrian zone on Dufferin Street and Melbourne Avenue free and clear of vehicular movements to and from the subject site. Milky Way is proposed to be widened to contribute to an ultimate laneway width of 6.0 metres, which will facilitate traffic movement and servicing for the proposed building and to meet the contemporary city standard.

The access off of Milky Way leads to an at-grade consolidated loading facility that is internalized within the base building and a parking ramp to two levels of underground parking with 232 parking spaces. The proposal includes 170 parking spaces for residents and 62 parking spaces for visitors and the non-residential uses on the site, which would be shared. All of the proposed resident parking spaces will be fitted with infrastructure to support electric vehicles in accordance with Toronto Green Standard Version 4. In addition, 25% of the non-resident parking spaces will include an energized outlet capable of providing Level 2 charging or higher to the parking space.

As it relates to bicycle parking, the proposal includes a total of 682 bicycle parking spaces, including 593 long-term resident spaces and 66 short-term resident spaces for visitors, as well as 11 bicycle parking spaces for the flex spaces and 12 bicycle parking spaces for the commercial units. The resident bicycle parking spaces are located within secure bicycle storage rooms in the basement level and on Levels 1 and 2 of the 6-storey mid-rise element. The short-term bicycle parking spaces will be provided at-grade within the interior courtyard.

With respect to loading, the proposal includes a total of four loading spaces, including one Type G loading space, one Type B loading space, and two Type C loading spaces. The Type G and Type B loading spaces are provided in a centralized loading facility accessed directly from Milky Way and servicing Phase 1. This will be the primary loading facility for the site, servicing both phases of the development. Service vehicles including refuse and recycling collection will access Milky Way and manoeuvre within the laneway to enter and exit the facility. Two additional Type C loading spaces will be provided underground, within the P1 level, to service the South Tower as part of Phase 1 and the Phase 2 (i.e. the 11-storey mid-rise component). These loading spaces will accommodate deliveries and moving needs for the towers they are located under.

3.2 Key Statistics

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

Table 1 - Project Statistics

Site Area	
Gross	7,444 square metres
Net	7,371 square metres (after Milky Way widening)
Total Gross Floor Area	44,470 square metres
Residential Gross Floor Area	41,019.68 square metres
Flex Space Gross Floor Area	1,928.92 square metres
Commercial/Retail Gross Floor Area	1,521.42 square metres
Density	5.97 FSI
Height	
Phase 1 – North Tower	25 storeys – 81.35 metres (86.35 metres including mechanical penthouse) 3-storey (11.95 metre) base building
Phase 1 – South Tower	21 storeys – 68.75 metres (73.75 metres including mechanical penthouse)
Phase 2 – Mid-Rise	11 storeys – 37.85 metres (42.85 metres including mechanical penthouse)
Total Units	658
Studio	12 (2%) 13 Flexible Studio (live-work units are also proposed)
1-Bedroom	426 (64%)
2-Bedroom	154 (24%)
3-Bedroom	66 (10%)
Total Residential Amenity Space	2,633.4 square metres (4.0 sq. m/unit)
Interior Residential Amenity Space	1,991.5 square metres (3.02 sq. m/unit)
Exterior Residential Amenity Space	641.9 square metres (0.97 sq. m/unit)
Courtyard POPS	2,012.7 square metres (27% of the gross site area)
Courtyard	1,925.7 square metres
POPS	87.0 square metres
Total Bicycle Parking Spaces	682 bicycle parking spaces
Residential Long-Term Bicycle Parking Spaces	593 bicycle parking spaces
Residential Short-Term Bicycle Parking Spaces	66 bicycle parking spaces
Commercial Long-Term Bicycle Parking Spaces	4
Commercial Short-Term Bicycle Parking Spaces	8
Flex Long-Term Bicycle Parking Spaces	4
Flex Short-Term Bicycle Parking Spaces	7
Total Vehicular Parking Spaces	232 parking spaces
Resident Parking Spaces	170 parking spaces
	Phase 1 - 116 parking spaces Phase 2 - 54 parking spaces
Visitor / Commercial Parking Spaces	62 parking spaces
	Phase 1 - 38 parking spaces Phase 2 - 24 parking spaces
Loading	
Phase 1	One shared Type 'B' & Type 'C' and one Type 'G' loading space at grade and one Type 'C' loading space underground
Phase 2	one Type 'C' loading space underground

3.3 Required Approvals

An Official Plan Amendment is required in order to permit the proposed 10-storey building height given that the applicable Neighbourhoods designation permits a maximum height of 4 storeys. The draft Official Plan Amendment submitted in conjunction with the application proposes that this be accomplished through an amendment to SASP 770, which was brought into the Official Plan through the recently approved Official Plan Amendment for the subject site. The proposed Official Plan Amendment seeks to redesignate the subject site from *Neighbourhoods* to *Mixed Use Areas*, consistent with the existing land use designation applying to the adjacent lands immediately to the north.

In addition, the proposal requires an amendment to the new City-wide Zoning By-law 569-2013, as amended, in order to increase the permitted height and density, and to revise other development regulations as necessary to permit the proposed development.

A Site Plan Approval application is being submitted concurrently with the Official Plan Amendment and Zoning By-law Amendment application.



Policy & Regulatory Context

4.1 Overview

As set out below, it is our opinion that the proposed development is supportive of the policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote a range of housing options and a mix of uses, as well as the optimization and efficient use of land and infrastructure within built-up areas, particularly in areas that are well served by municipal infrastructure, including higher-order public transit.

4.2 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 the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

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

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to employment, Policy 1.3.1(a) provides that planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs. In this regard, the proposed development provides for approximately 1,929 square metres of flex/studio spaces and flex/commercial spaces and approximately 1,521 square metres of commercial GFA while permitting residential intensification on the site. Potential types of tenants for the proposed flex/studio spaces and commercial units include clothing manufacturing studio, personal art studio, print and framing studio, jewellery making studio, yoga and meditation studio, floral shop, shoe repair shop, bike repair shop, wood working shop, hardware store, butcher shop, as well as physiotherapy and psychology clinics.

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, permitting and 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.

With respect to public spaces, parks and open space, Policy 1.5.1 states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity, and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, public spaces and open spaces.

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 main streets; and 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, none of the properties that comprise the subject site are listed on the City of Toronto Heritage Register or designated under Part IV of the *Ontario Heritage Act*. However, the subject site is "adjacent" to the properties at 1-7 Melbourne Place, which are developed with residential dwellings that are listed on the City of Toronto Heritage Register. In addition, the subject site is located "adjacent" to the proposed Parkdale Main Street Heritage Conservation District to the north, which is not in force (discussed in detail in Section 4.9 below).

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.

4.3 Growth Plan for the Greater Golden Horseshoe (2020)

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. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

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

The Growth Plan provides a framework for implementing the Province’s vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. Under the *Planning Act*, all decisions with respect to land use planning matters shall conform to the Growth Plan. 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;

- supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households; and
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

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 transit-supportive 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. Lands along major roads, arterials, or other areas with existing or planned "frequent transit" service may also be identified as strategic growth areas.

In this respect, the subject site is situated on a Minor Arterial road (Dufferin Street), is in an area with existing and planned "frequent transit" and falls within the definition of a "major transit Station area".

The Growth Plan further defines "frequent transit" as "a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week".

In this respect, the subject site is adjacent to existing frequent transit service, i.e. the 29 Dufferin Bus route and the 929 Dufferin Express Bus route, which offer service every 10 minutes or less every day. Moreover, the subject site is located approximately 40 metres south of Queen Street West and the 501 Queen streetcar route, which operates every 10 minutes or less every day.

The subject site is also located in an area with planned "frequent transit" and falls within the definition of a "major transit Station area". A "major transit Station area" is defined by the Growth Plan as "the area including and around any existing or planned higher order transit Station or stop within a settlement area [...] *Major transit Station areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit Station, representing about a 10-minute walk". In turn, "higher order transit" is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, including heavy rail (such as subways and inter-city rail), light rail and buses in dedicated rights-of-way.

In this regard, this segment of Dufferin Street is identified as a Priority Bus corridor in the Metrolinx 2041 Regional Transportation Plan, which is discussed in greater detail in Section 4.4 of this report. The subject site is also located approximately 450 metres radius distance from the planned King-Liberty SmartTrack Station on the Kitchener GO line between Union and

Bloor GO Stations. While it is recognized that the City has not yet completed its 2019 Growth Plan conformity exercise and has not yet delineated the boundaries of "major transit Station areas" associated with GO Transit line and Ontario Line, the Growth Plan provides direction regarding how boundaries are to be delineated and requires that, prior to the completion of the conformity exercise, municipalities must still consider the impact of the decision as it relates to the applicable Growth Plan policies (see below).

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.

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

Policy 2.2.1(4) 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.

The Growth Plan includes a number of policies applying to "major transit Station areas". In particular, Policy 2.2.4(2) requires the City of Toronto to delineate the boundaries of "major transit Station areas" on 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 priority transit corridors and subway lines be planned for a minimum density target of 200 residents and jobs combined per hectare.

With regard to targets, Policy 5.2.5(1) provides that the minimum intensification and density targets are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the PPS or any other provincial plan.

Policy 2.2.4(5), added by the 2019 Growth Plan, allows municipalities to delineate the boundaries of "major transit Station areas" and identify minimum density targets for "major transit Station areas" in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the *Planning Act*.

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.

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

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through, 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.

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

The timely implementation of the 2019 Growth Plan policies 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 upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise)... Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.” (Our emphasis.)

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 and, specifically, the requested Official Plan Amendment and Zoning By-law Amendments conform with the Growth Plan and, in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in “strategic growth areas”, including “major transit Station areas” and along major roads served by “frequent transit”.

4.4 Metrolinx 2041 Regional Transportation Plan

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

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area’s transportation systems. As a result, it uses the 2017 Growth Plan’s planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP provides a vision statement that “the GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.” In pursuit of this vision, the 2041 RTP outlines three goals:

- Strong Connections – connecting people to the places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities;
- Complete Travel Experiences – designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travellers; and
- Sustainable and Healthy Communities – investing in transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.

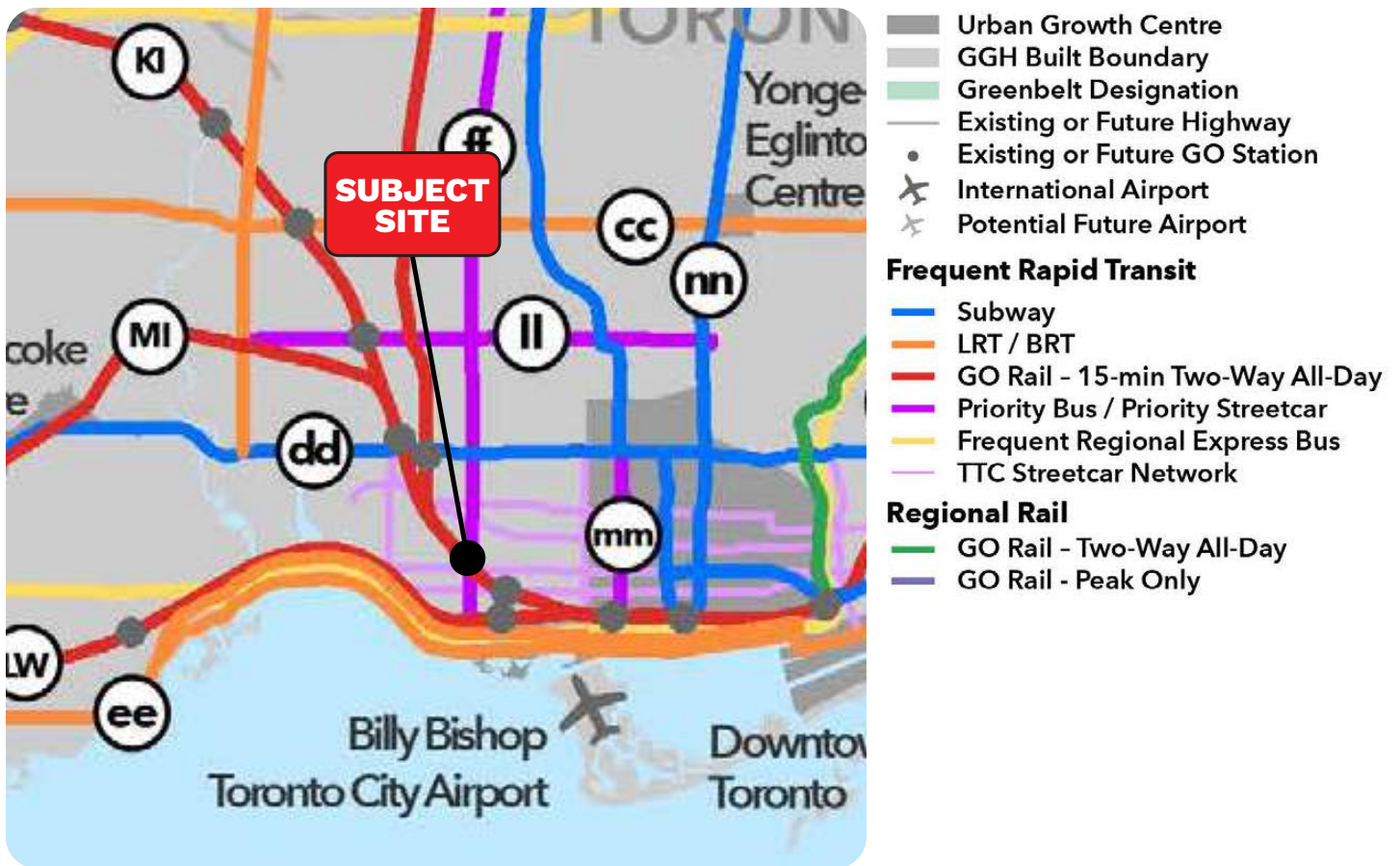


Figure 19 - 2041 RTP Map 6: Complete 2041 Frequent Rapid Transit Network

The 2041 RTP then sets out a path to achieve this vision and goals by establishing five strategies, each with different priority actions:

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

The subject site will benefit from Strategy 2, which aims to implement a comprehensive and integrated Frequent Rapid Transit Network by 2041. This strategy proposes several additional BRT, LRT, Priority Bus, subway and RER projects, in addition to existing and planned projects to form an integrated network. The RTP notes that gaps in connectivity will need to be addressed through service integration, and that the Frequent Rapid Transit Network will focus on providing a consistent and seamless traveller experience.

As shown on Map 6 of the 2041 RTP, Dufferin Street between Exhibition GO to the south and Wilson Station to the north is identified as a Priority Bus corridor, which forms part of the 2041 Frequent Rapid Transit Network (see **Figure 19**). The 2041 RTP defines the Frequent Rapid Transit Network as “a seamless and reliable network of transit services running at least every 10-15 minutes all-day, every day.” The subject site is adjacent to this planned Priority Bus corridor.

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto (the "Plan") was adopted on November 26, 2002 and was 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 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 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, the subject site is identified as being adjacent to the Queen Street West Avenue, which extends between Roncesvalles Avenue to the west and Bathurst Street to the east (see **Figure 20**, Urban Structure Map).

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). As amended by OPA 456, 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 capacity can be provided along frequent bus and streetcar routes and at higher-order transit Stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres. The mixed use Avenues will emphasize residential growth ..." (Our emphasis.)

On Map 2 (Urban Structure), the subject site is located in proximity to an identified Avenue extending along Queen Street West from Roncesvalles Avenue in the west to Bathurst Street in the east.

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 that can be met by that 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.

The preamble to Section 2.2.3 (Avenues: Reurbanizing Arterial Corridors) identifies the City's Avenues as important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Further, the preamble provides that each Avenue is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. The framework for new development on each Avenue is to be established by a new zoning by-law and design guidelines, based on consultation with the local community, that will set out the mix of uses, heights, densities and other zoning standards.

Policy 2.2.3(1) provides that the reurbanization of Avenues will be achieved through the preparation of 'Avenue Studies' for particular segments of designated Avenues. In this regard, the Plan notes that there is no "one size fits all" program for reurbanizing the Avenues and that the priorities for future Avenue Studies will be Avenues characterized by one- or 2-storey commercial buildings, vacant and underutilized lands and large areas of surface parking.

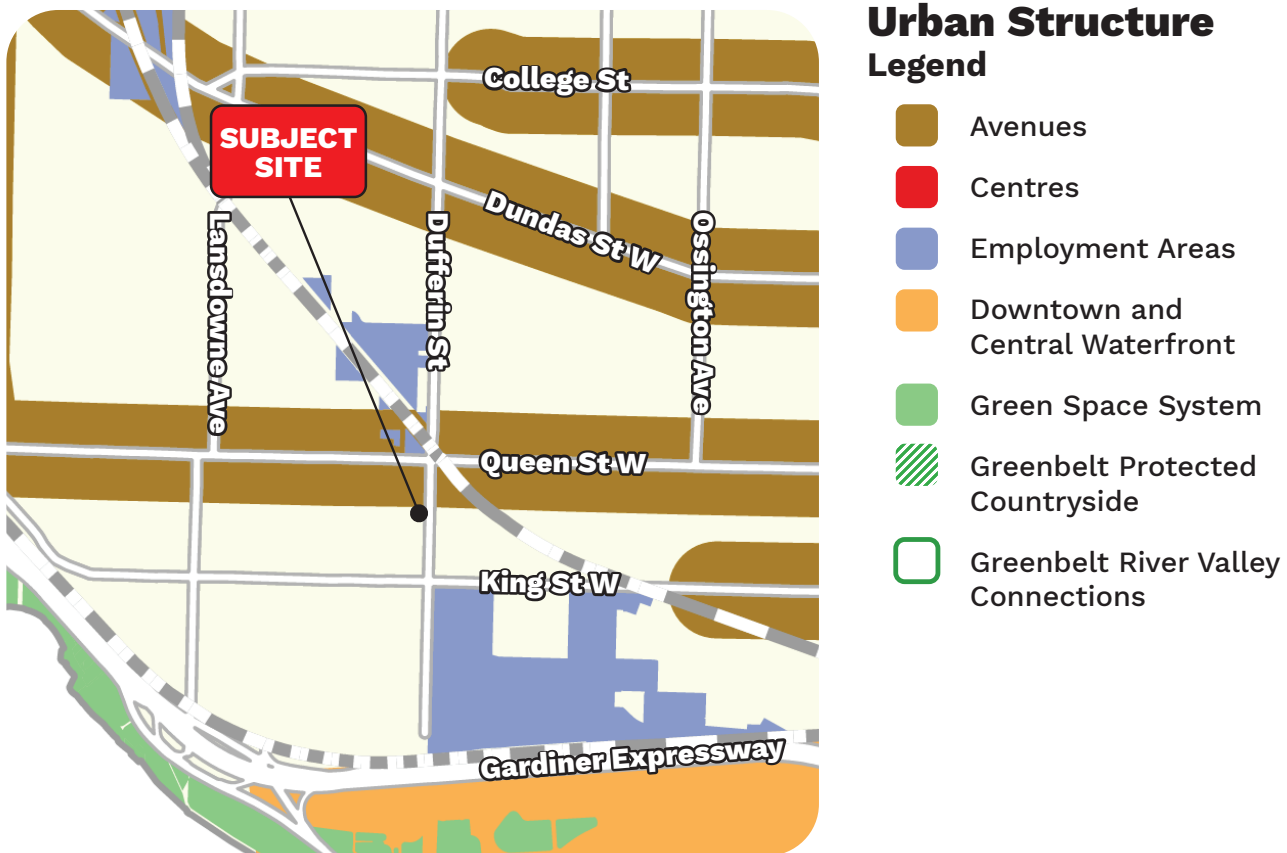


Figure 20 - Toronto Official Plan Map 2 - Urban Structure



As detailed further in Section 4.7 below, the Queen Street West Planning Study, in part, serves as an Avenue Study for Queen Street West, recommending built form parameters which seek to respect the scale and character of Queen Street West, while enabling contextually appropriate growth along the corridor. The Queen Street West Planning Study was informed by the West Queen West Heritage Conservation District Study and culminated into Official Plan Amendment 445 (OPA 445), which introduced Site and Area Specific Policy (SASP 566) for the lands generally fronting Queen Street West between Roncesvalles Avenue and Bathurst Street. OPA 445 was adopted by Toronto City Council on September 30, 2020 and was subsequently appealed to the Ontario Land Tribunal (formerly the Local Planning Appeal Tribunal). OPA 445 remains under appeal and is not in force.

While the subject site is located outside of the boundary of SASP 566 and the West Queen West Heritage Conservation District, the proposed policy framework is relevant given the subject site's adjacency to the boundary of the proposed SASP and Heritage Conservation District Study Area.

Transportation Policies

From a transportation perspective, Map 4 (Higher Order Transit Corridors), as amended by OPA 456, identifies the planned King-Liberty GO Station as an "Expansion Element". The route of the planned Ontario Line subway to the south is also identified as an "Expansion Element", with the "Alignment to be Determined" (see **Figure 21**, Official Plan Map 4 – Higher Order Transit Corridors). Policy 2.2(7)(c) explains that the intent is to implement higher-order transit services in the corridors identified on Map 4, according to the established priorities, as funding becomes available and the Environmental Assessment and business case analysis processes are completed.

In addition, Map 5 (Enhanced Surface Transit Network) identifies Dufferin Street and Queen Street West as "Transit Priority Segments" (see **Figure 22**, Official Plan Map 5 – Enhanced Surface Transit Network). Policy 2.2(8)(a) indicates that the intent is to introduce transit priority guidelines and measures such as transit signal priority and partially or fully exclusive transit lanes.

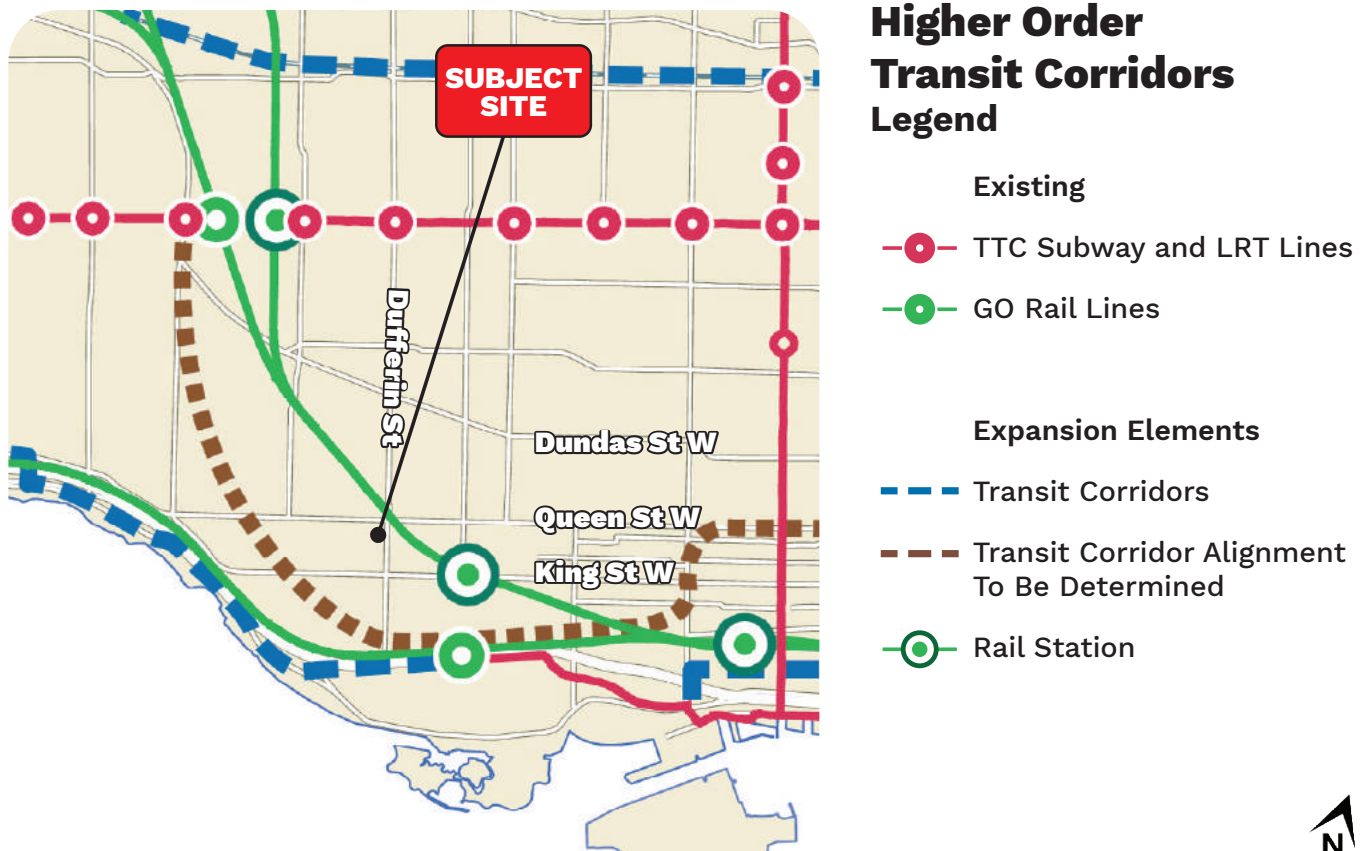


Figure 21 - Toronto Official Plan Map 4 - Higher Order Transit Corridors

Higher Order Transit Corridors Legend

- Existing**
- TTC Subway and LRT Lines
- GO Rail Lines
- Expansion Elements**
- — Transit Corridors
- — Transit Corridor Alignment To Be Determined
- Rail Station

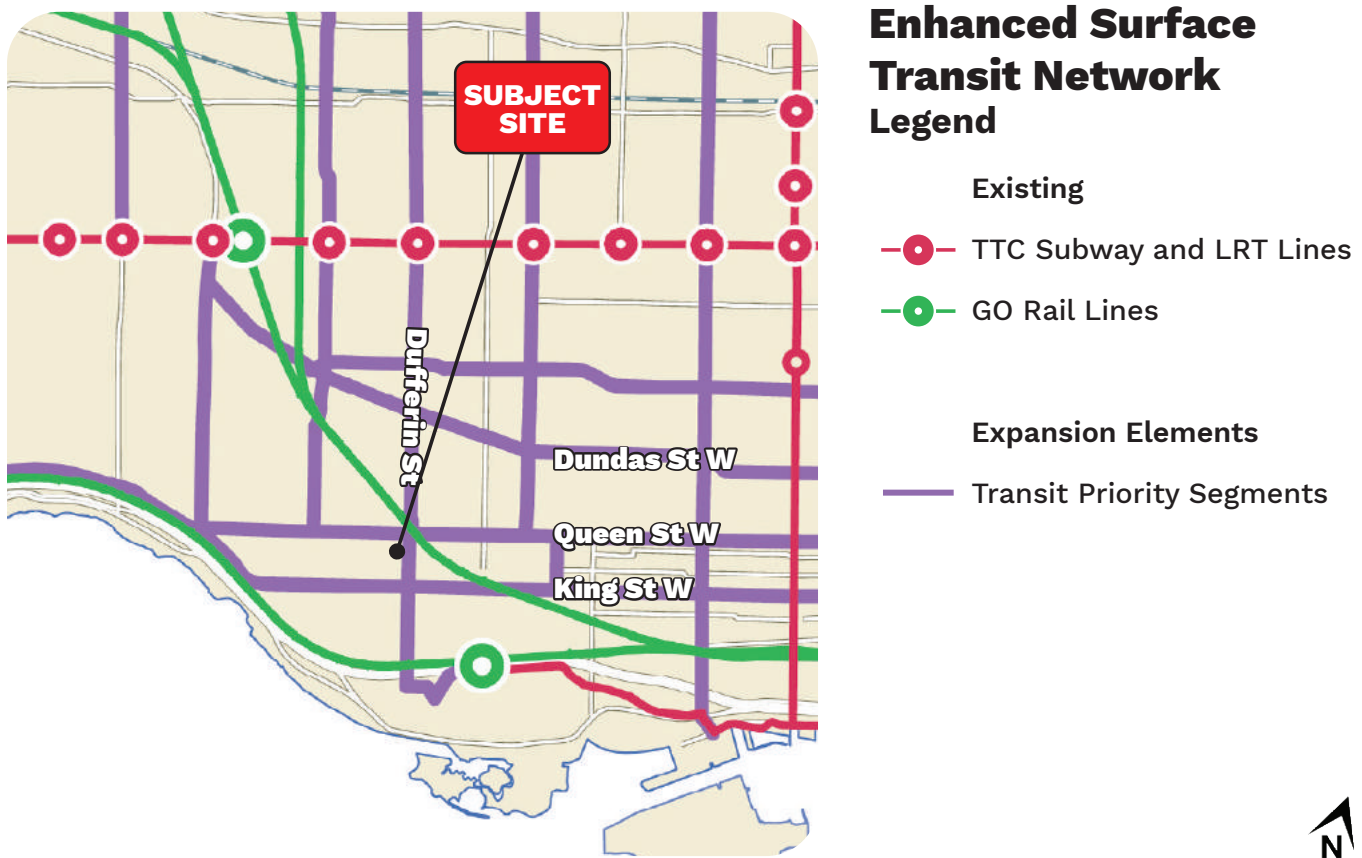


Figure 22 - Toronto Official Plan Map 5 – Enhanced Surface Transit Network

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 inter-regional 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(8) further provides that, for sites in areas well served by transit (such as locations around higher-order 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.

Land Use Designation Policies

Land Use Plan (Map 18) designates the subject site as *Neighbourhoods*, along with the low-rise residential lands to the west and south. The lands directly to the north, northwest and northeast along the Queen Street West corridor are designated *Mixed Use Areas*. Further to the north, along the north side of Queen Street West, are lands within the *General Employment Areas* designation with additional *Mixed Use Areas* and *Core Employment Areas* beyond the rail corridor. The lands to the east and southeast are designated *Regeneration Areas* on both sides of the rail corridor and subject to the Garrison North Secondary Plan (see **Figure 23**, Official Plan Map 18 – Land Use Plan).

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.

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. Parks, low scale local institutions, home occupations, cultural and recreational facilities, and small-scale retail, service, and office uses are also provided for in *Neighbourhoods*.

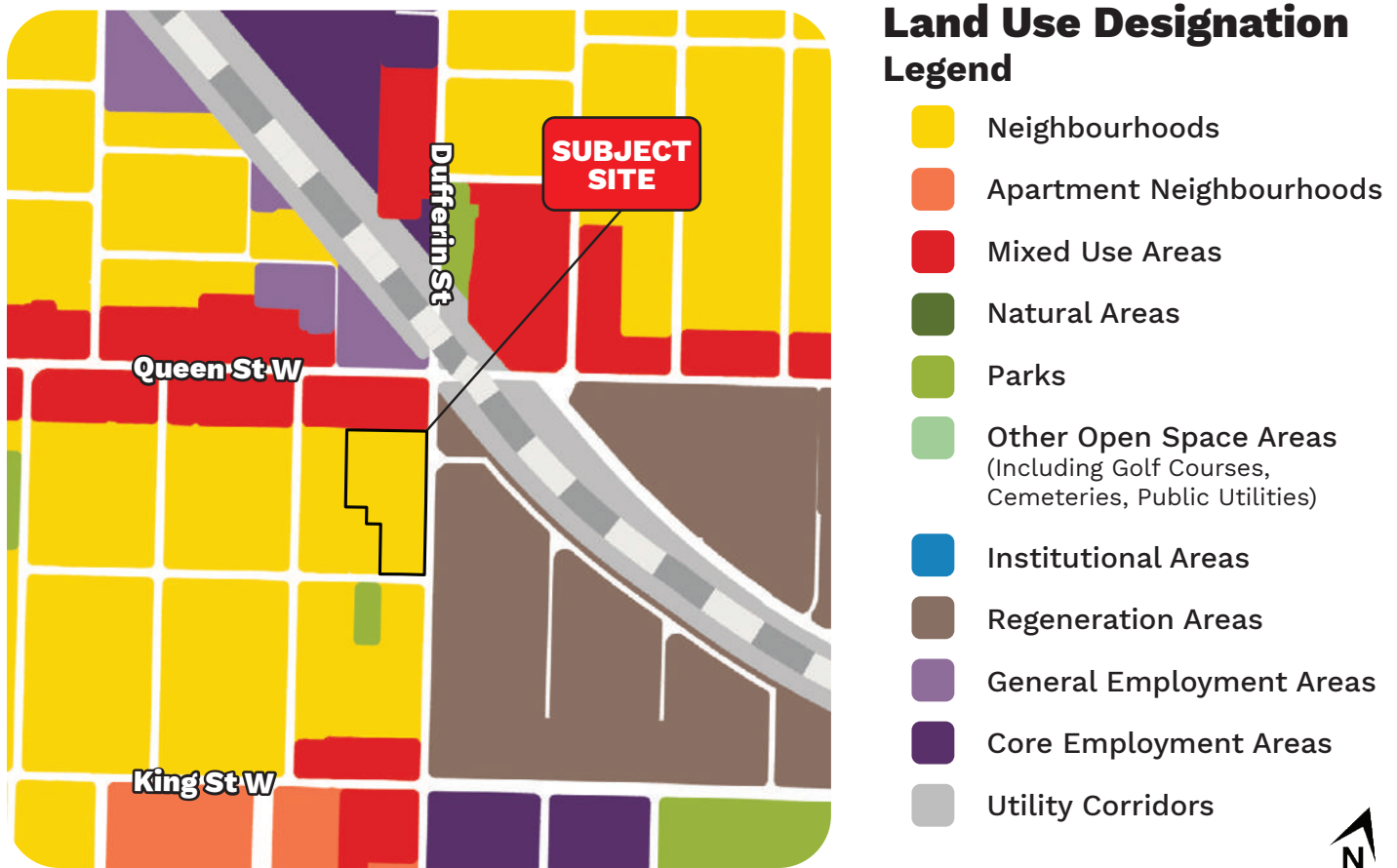


Figure 23 - Toronto Official Plan Map 18 – Land Use Plan

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;*
- h. continuation of special landscape or built-form 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.
- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
 - providing new jobs and homes for Toronto's growing population on underutilized lands, creating and sustaining employment opportunities for all Torontonians;
 - locating and massing new buildings to provide a transition between areas of different development intensity and scale as necessary to achieve the objectives of the Plan, through means such as providing setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
 - locating and massing new buildings to adequately limit shadows on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
 - locating and massing new buildings to frame the edges of streets and parks with good proportion and to maintain sunlight and comfortable wind conditions for pedestrians;
 - providing an attractive, comfortable and safe pedestrian environment;
 - 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 in every significant multi-unit residential development.

The proposed Official Plan Amendment would redesignate the site to *Mixed Use Areas*, consistent with the land use designation to the immediate north, in order to permit the proposed development. The proposal seeks to amend the existing site and area specific policy that applies to the subject site.

In contrast, the proposed *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses. 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, 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.”

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

Policy 2.3.1(3) provides that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will be compatible with those *Neighbourhoods*; provide a gradual transition of scale and density, as necessary to achieve the objectives of this 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*.

Policy 2.3.1(4) provides, that where significant intensification is proposed adjacent to a *Neighbourhood*, Council will determine whether or not a Secondary Plan, area specific policy or area specific zoning by-law will be created. In this instance, the site is located adjacent to a *Neighbourhood* to the west and is subject to an existing site and area specific policy (SASP 770). As mentioned previously, the proposed Official Plan Amendment seeks to amend the existing SASP to permit the proposed development.

Public Realm Policies

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

Section 3.1.1, as amended by Official Plan Amendment No. 479 (approved on September 11, 2020), sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) indicates that the public realm is comprised of all public and private spaces to which the public has access. Policy 3.1.1(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(2) states that the public realm will, among other things, provide the organizing framework and setting for development; foster complete, well-connected walkable communities that meet the daily needs of people and support a mix of activities; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) provides that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations, contribute to a high quality of life for people of all ages and abilities, and anticipate growth and changing needs.

Policy 3.1.1(6) 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 by balancing the needs, priorities and safety of all users and uses within the right-of-way, including pedestrians, cyclists and motorists, together with ensuring space for street furniture and green infrastructure; improving the quality and convenience of active transportation options; and serving as community destinations and public gathering places.

Policy 3.1.1(10) states that lanes provide an important function as off-street access for vehicles, parking and servicing. As part of the public realm, lanes will be public and opportunities for lane enhancements should be identified as part of the development approval process. Where appropriate, lanes should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.

Policy 3.1.1(12) provides that interior concourses, plazas, pedestrian mews, and mid-block connections will be designed to complement and extend the role of the public streets, parks and open spaces as the main place for civic life and pedestrian activity and should be designed for users of all ages and abilities.

Policy 3.1.1(13) states that the design of sidewalks and boulevards will provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

- the provision of well-designed and co-ordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving;
- the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity; and
- the provision of unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

Policy 3.1.1(14) indicates that design measures that promote pedestrian safety and security will be applied to streetscapes, lanes, parks and other public and private open spaces. Policy 3.1.1(16) states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority of all development.

Policy 3.1.1(18) provides that parks and open spaces will be located and designed to connect and extend, wherever possible, to existing parks, natural areas and other open spaces, as well as to consider opportunities for future expansion of the park or open space onto adjacent sites with redevelopment potential. Parks and publicly accessible open spaces such as POPS should be made prominent, visible, functional and accessible by locating parks on appropriate public street frontages to establish direct visual and physical access (Policy 3.1.1(19)).

Policy 3.1.1(20) recognizes the contribution of POPS to the public realm and directs that POPS provided through development will:

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

Built Form Policies

The Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately-developed built form.

In putting forward policies to guide built form, the Plan states that the scale and massing of buildings should be conceived not only in terms of individual building sites and programs, but also in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the city. The Plan recognizes that, as intensification occurs, there is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas of Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

Section 3.1.2, as amended by Official Plan Amendment No. 480 (approved on September 11, 2020, with modifications), sets out principles that speak to the relationship between the location and organization of development, its massing and the interface between the building and the public realm.

Policy 3.1.2(1) directs that development will be located and organized to fit with its existing and planned context and to frame and support adjacent streets, lanes, parks and open spaces. Relevant criteria include:

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

Policy 3.1.2(3) requires development to protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.2(4) requires development to locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties by, among other things:

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

Policy 3.1.2(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edge of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by: providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.2(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In this regard, Policy 3.1.2(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

Where development includes, or is adjacent to, a park or open space, Policy 3.1.2(8) indicates that buildings should be designed to provide good transition in scale to parks or open spaces to provide access to direct sunlight and daylight.

Policy 3.1.2(9) directs that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the facade to:

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

Policy 3.1.2(10) requires that development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:

- improvements to adjacent boulevards and sidewalks including sustainable design elements, which may include landscaping, permeable paving materials and street furniture;
- co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(11) encourages new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.2(13) provides that outdoor amenity spaces should:

- be located at or above grade;
- have access to daylight and access to direct sunlight, where possible;
- provide comfortable wind, shadow and noise conditions;
- be located away from and physically separated from loading and servicing areas;
- have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
- accommodate existing and mature tree growth; and
- promote use in all seasons.

Section 3.1.3 of the Official Plan recognizes that Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. The Official Plan further notes that three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development.

The Official Plan states that tall buildings are the most intensive form of growth and come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

Policy 3.1.3(8) states that tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole. For the base portion, Policy 3.1.3(9) provides that it should respect and reinforce good street proportion and pedestrian scale, and be lined with active, grade-related uses.

For the tower portion, Policy 3.1.3(10) directs that it should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;
- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.

Policy 3.1.3(11) indicates that the objectives in Policy 3.1.3(10) should be achieved by:

- stepping back the tower from the base building;
- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floor plates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.

Policy 3.1.3(12) directs that the top portion of a tall building should be designed to: integrate rooftop mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

Heritage Policies

Heritage conservation policies are included in Section 3.1.5 of the Official Plan. 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) provides that proposed development 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. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

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". Policy 3.1.5(14) states that potential and existing properties of cultural heritage value will be identified and included in area planning studies.

The subject site is considered adjacent to the listed properties located to the immediate west at 1-7 Melbourne Place and is adjacent to the proposed Parkdale Main Street Heritage Conservation District to the immediate north.

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.

Policy 3.1.5(30) provides that potential heritage conservation districts will be identified and evaluated.

As stated previously, the subject site is located outside but adjacent to the Parkdale Main Street Heritage Conservation District. The Parkdale Main Street Heritage Conservation District Plan was approved by City Council on July 19, 2022; however, it is not in force as there are ongoing appeals against OPA 445 (SASP 566). A Heritage Conservation District cannot come into force until all appeals have been resolved or dismissed.

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

Section 3.2.1 of the Official Plan includes the housing policies. The preamble states that:

“The current production of ownership housing, especially condominium apartments, is in abundant supply. What is needed is a healthier balance among high rise ownership housing and other forms of housing, including purpose-built rental housing, affordable rental housing and affordable low-rise ownership housing for larger households with children and multi-family households. Policies, incentives and assistance are needed in order to respond to the City’s unmet housing needs, especially mid-range and affordable rental housing.” (our emphasis)

It goes on to say that four areas need to be addressed, including stimulating production of new private sector rental housing supply, and that all levels of government need to do all they can to create a business environment in which private rental housing, especially at affordable and mid-range rents, is an attractive investment.

The 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.

Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.

As previously explained in Section 3.0 above, the proposed development is composed of a mix of condominium and rental units. Of the 658 residential units, 94 (14%) are proposed to be rental in tenure.

There are no residential units currently on the subject site.

Retail Policies

The Official Plan includes policies which promote a strong and diverse retail sector by permitting a broad range of shopping opportunities for local residents and employees in a variety of settings, supporting specialty retailing opportunities that attract tourists and supporting retail opportunities in a form that promotes pedestrian and transit use (Policy 3.5.3(1)).

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*. This policy is relevant with respect to the interpretation and application of the guidelines discussed in Sections 4.12 to 4.14 below.

As well, given that the proposal involves an Official Plan Amendment, Policy 5.3.1(3) is relevant. It states that amendments to the Official Plan that are not consistent with its intent will be discouraged, and that Council must be satisfied that any development permitted under an Official Plan Amendment is compatible with its physical context and will not affect nearby *Neighbourhoods* or *Apartment Neighbourhoods* in “a manner contrary to the neighbourhood protection policies of this Plan”. To

that end, the policy states that, when considering a site specific amendment to the Official Plan, consideration shall be given as to whether the application should be evaluated within the immediate planning context or whether a broader review and possible area specific policy or general policy change are required. The proposal's adherence to this policy is discussed in Section 5.0 below.

4.6 Official Plan Amendment No. 569 (Site and Area Specific Policy 770)

As described in Section 2.2, the site was recently subject to an Official Plan Amendment and Zoning By-law Amendment application, which was submitted in 2019 to expand the range of permitted employment uses on the subject site. The application was approved by City Council on March 9, 2022 and resulted in Official Plan Amendment 569, which introduced Site and Area Specific Policy 770 (SASP 770). An implementing Zoning By-law Amendment (site-specific Zoning By-law 160-2022) was also approved and is discussed in greater detail below in Section 4.9.

SASP 770 expands the non-residential uses permitted on the subject site in the context of the existing *Neighbourhoods* designation. The specific uses permitted by SASP 770 include small-scale retail, service, restaurants, and offices, provided that they are compatible with the area and do not adversely impact adjacent residential *Neighbourhood*.

4.7 Proposed Official Plan Amendment No. 445 (Site and Area Specific Policy 566)

The subject site is adjacent to the southern boundary of Site and Area Specific Policy 566 (SASP 566), which applies to lands generally fronting Queen Street West between Roncesvalles Avenue and Bathurst Street. SASP 566 was introduced through Official Plan Amendment 445, which was adopted by City Council on September 30, 2020 and was subsequently appealed by several parties to the Ontario Land Tribunal (formerly the Local Planning Appeal Tribunal). To that end, SASP 566 is not in full force and effect.

The OPA and SASP are the result of the Queen Street West Planning Study, which commenced in 2013. This Study, in part, served as an Avenue Study for Queen Street West, recommending built form parameters which seek to respect the scale and character of Queen Street West, while enabling contextually appropriate growth along the corridor. The Study was completed in tandem with the West Queen West Heritage Conservation District (HCD) Study, outlined in Section 4.9 below.

While the subject site is located outside the boundary of SASP 566, the policy framework is relevant given the subject site's proximity to the Queen Street West *Avenue* and in understanding the planned context of the area. Because the subject site is outside of the bounds of SASP 566, the policy framework does not directly apply.

Although SASP 566 is under appeal and not yet in force, it outlines the City's intention for future planning along the Queen Street West corridor. SASP 566 outlines that the policies are intended to:

- support opportunities for contextually appropriate growth and change while conserving and enhancing the cultural heritage value of Queen Street West;
- guide public and private investment in public spaces;
- inform City decision-making on transportation improvements; and
- encourage sustainable choices in development of new buildings and additions, and the reuse of existing buildings.

The subject site is located just outside of the Parkdale Main Street area as defined by SASP 566, which extends from Roncesvalles Avenue to Dufferin Street. The portion of SASP 566 between Dufferin Street and Bathurst Street is referred to as the West Queen West area.

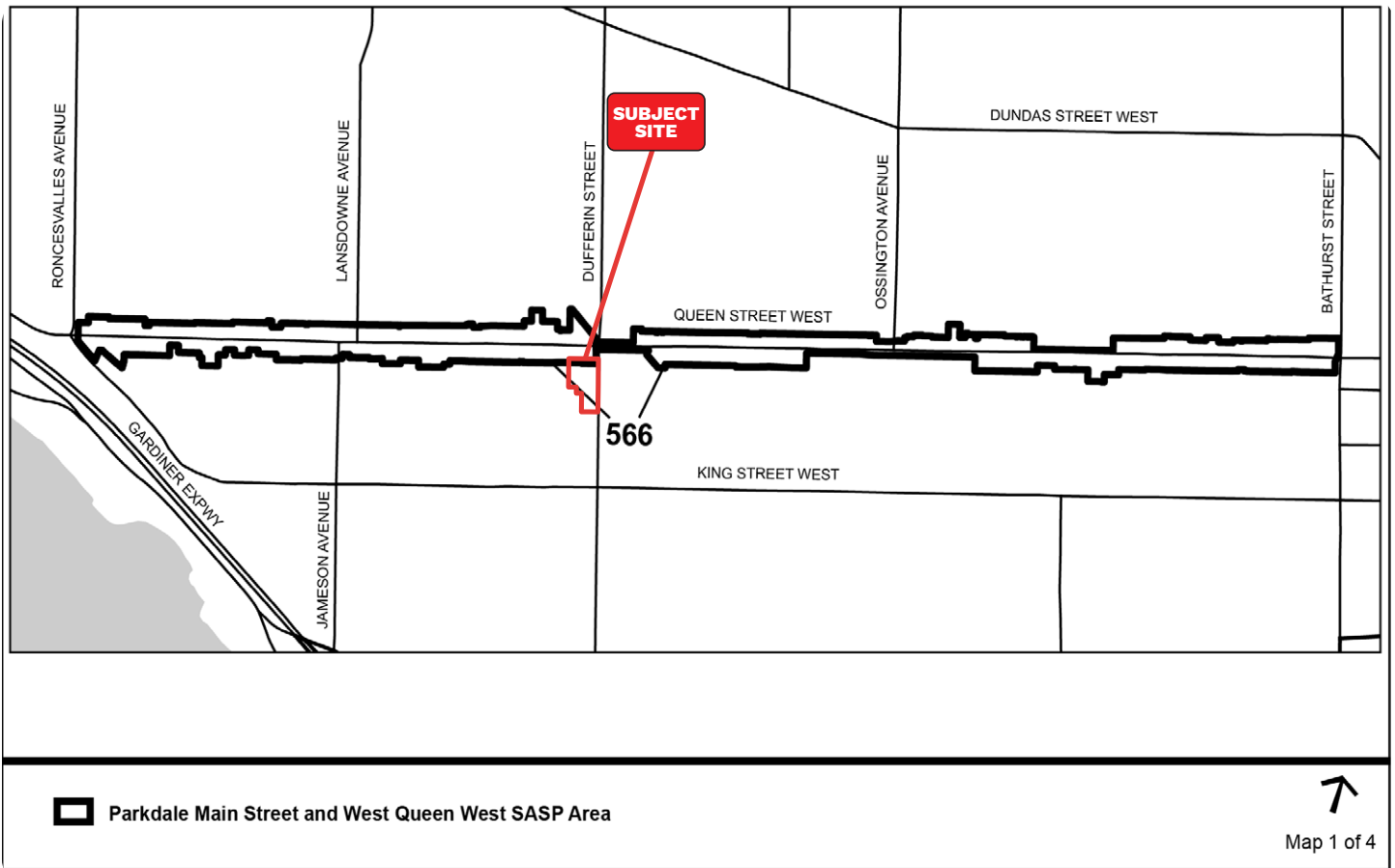


Figure 24 - Map of SASP 566

Built Form

Draft Policy 6.1 outlines built form principles that are intended to guide future development in a manner that is sensitive to, and in keeping with, the local context. Draft Policy 6.1 states that gentle and context-sensitive growth will be encouraged where new development and additions will, among other things, conserve cultural heritage values and heritage attributes of existing buildings and provide animated uses on the ground floor that contribute to a vibrant street life.

Draft Policy 6.3 provides that the maximum overall height of any new building is 6 storeys, or 20 metres, to the top of the roof slab. Draft Policy 6.4 further directs that new development will be designed to fit with the lower-scale streetwall character of Queen Street by providing setbacks and stepbacks at certain heights along the Queen Street West frontage.

Draft Policy 6.6 includes development standards for new development and additions to existing buildings to manage the transition of new development to the adjacent low-rise *Neighbourhoods*. The draft policies propose a 9.0 metre rear setback from adjacent *Neighbourhoods* properties, inclusive of any public laneway, and an additional 3.0 metre stepback above a height of 16.5 metres.

Heritage

Section 12 of the draft SASP states that the conservation and enhancement of the historic character of Queen Street West is a primary objective of the SASP. Draft Policy 12.1 indicates that development proposed on, or adjacent to, a designated heritage property or a property listed on the City's Heritage Register will require additional consideration and design solutions to conserve the cultural heritage values, heritage attributes and character of these properties.

The subject site is adjacent to listed properties located to the immediate west at 1-7 Melbourne Place. The subject site is adjacent to the proposed Parkdale Main Street Heritage Conservation District to the north. The Parkdale Main Street Heritage Conservation District Plan was approved by City Council on July 19, 2022; however, it is not in force.

4.8 Draft Official Plan Amendment 570: Protected Major Transit Station Areas

In June 2020, the City Planning Division initiated a Growth Plan Conformity exercise and Municipal Comprehensive Review ("MCR") which includes the delineation of approximately 180 potential Major Transit Station Areas (MTSAs) to meet Provincial minimum intensification requirements. A subset of Major Transit Station Areas (MTSAs) will be identified as Protected Major Transit Station Areas (PMTSAs), where the Council-approved inclusionary zoning policy framework can be implemented.

Draft Official Plan Amendment 570 ("OPA 570") was brought forward for consideration by Planning and Housing Committee on March 25, 2022. Draft OPA 570 was subsequently approved by City Council on July 19, 2022.

Draft Official Plan Amendment 570 would introduce Site and Area Specific Policies for 57 "protected major transit station areas".

While the subject site falls within the parameters of a major transit station area as defined by the Growth Plan, the subject site is adjacent to the proposed SASP 687, which applies to the King-Liberty Protected Major Transit Station Area. Proposed SASP 687 provides that existing and new development is planned for a minimum population and employment target of 250 residents and jobs combined per hectare, with a minimum density of between 1.5 and 2.0 FSI specified for the lands on the east side of Dufferin Street.

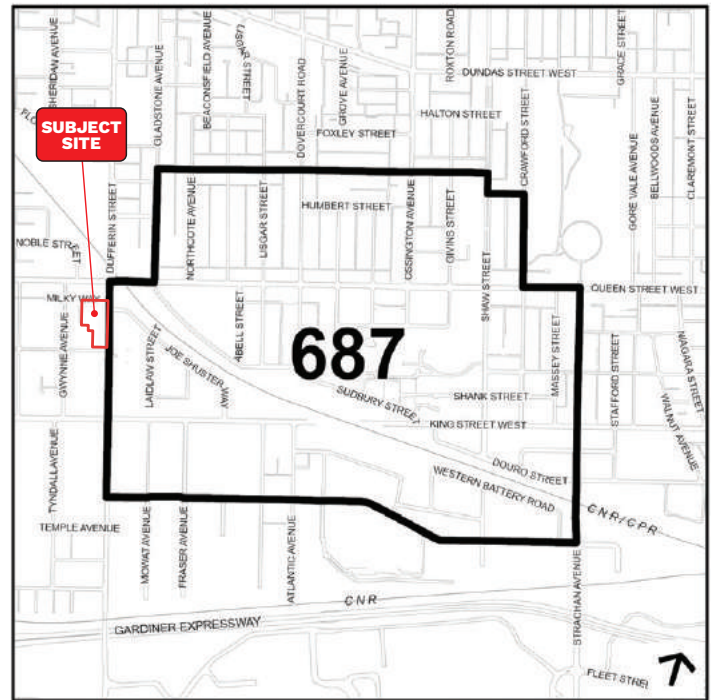


Figure 25 - King-Liberty Protected Major Transit Station Area

4.9 West Queen West Heritage Conservation District Study

In conjunction with the Queen Street West Planning Study, City staff initiated a study of Queen Street West between Roncesvalles Avenue and Bathurst Street to evaluate and consider the corridor's potential for designation under Part V of the *Ontario Heritage Act* as a Heritage Conservation District (HCD). The West Queen West HCD Study was initiated in February 2016 and, following the preliminary evaluation, the Study Area was divided into two sub-areas: West Queen West and the Parkdale Main Street. The Study was completed in June 2017 and recommended that the City proceed with the preparation of two HCD Plans, one for each of the two sub-areas.

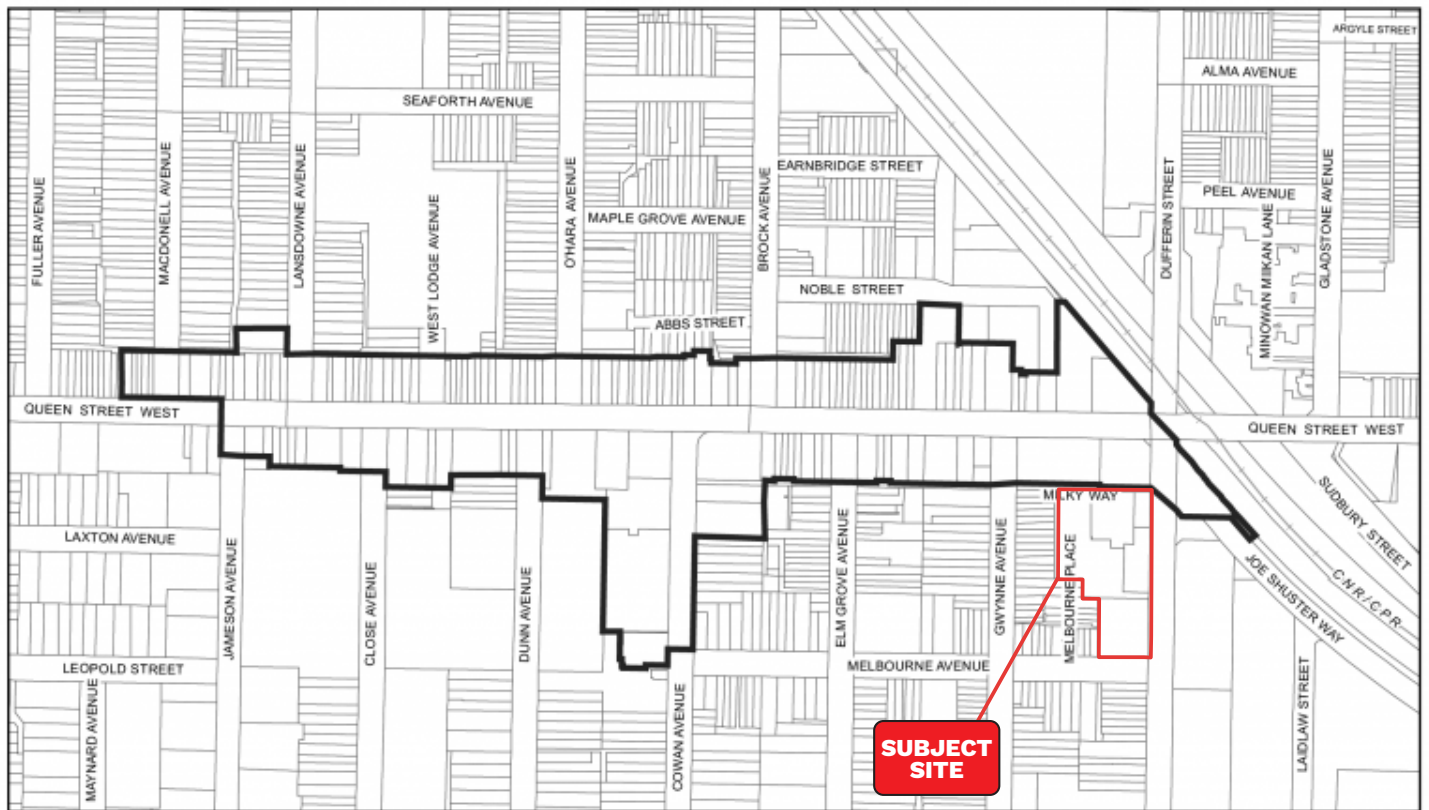
The subject site is located immediately outside of the proposed Parkdale Main Street HCD, which encompasses the western portion of the overall Study Area and includes the lands generally west of Dufferin Street to Macdonell Avenue/Jameson Avenue (see **Figure 25**).

The findings of the HCD Study outline that the area's cultural heritage value lies in its historical, design, contextual, community and social value as the historic centre of the Village of Parkdale, prior to and following its amalgamation into the City of Toronto. The Study also found that the Parkdale Main Street area is unique in its physical character which is made up of a concentration of late nineteenth- and early-twentieth century buildings and highlighted the contextual, social and community importance of its institutions and landmarks, such as the Rhino, the Parkdale Hotel, Parkdale Village Arts Collective and Masaryk Hall.

The HCD Study detailed specific objectives for the proposed Parkdale Main Street HCD Plan which, among other items, include the following:

- conserve, maintain, and enhance the cultural heritage value of the District as expressed through its heritage attributes, contributing properties, public realm, and archaeological resources;
- conserve and enhance the District's contributing properties, Part IV designated properties and listed properties;
- ensure that new development and additions conserve and enhance the cultural heritage value of the District particularly with respect to the historic scale, form and massing of its contributing properties and the public realm;
- encourage high quality architecture in the design of new development, additions and alterations that is complementary to the District's cultural heritage value;
- ensure harmony of materials between new and old, including type, colour, scale, finish and details;
- conserve and enhance the fine-grain built form at grade;
- conserve the size and scale of at-grade retail to acknowledge and support the diversity of shops and retail activity that reflect and support the cultural and economic diversity of the District; and
- conserve, support and enhance the social, cultural and community values of the District.

The Parkdale Main Street Heritage Conservation District Plan was approved by City Council on July 19, 2022; however, it is not in force as there are ongoing appeals against OPA 445 (SASP 566).



Proposed Boundary

Proposed Parkdale Main Street Heritage Conservation District

 Proposed Boundary



Not to Scale
5/26/2017

Figure 26 - Proposed Parkdale Main Street HCD Area

4.10 Zoning

The new City-wide Zoning By-law 569-2013 was enacted by Council May 9, 2013; however, it was subject to numerous appeals to the Local Planning Appeal Tribunal (LPAT), formerly the Ontario Municipal Board. The City-wide Zoning By-law has now been substantially approved by the LPAT and is in force, except for those provisions that remain under appeal. With respect to such provisions, By-law 438-86, as amended, of the former City of Toronto remains in force.

City-Wide Zoning By-law 569-2013

City-wide Zoning By-law 569-2013, as amended by Site Specific Zoning By-law 160-2022, zones the subject site Employment Industrial Office Zone - EO 2.0 (e2.0; o2.0) (x19). This zone permits a wide range of employment, commercial and office uses. Residential uses are not permitted.

Exception 19 (x19) sets out the site-specific provisions introduced by By-law 160-2022, including:

- restrictions on certain non-residential uses to ensure compatibility with the adjacent low-rise residential neighbourhood, including, but not limited to, manufacturing uses, a hotel, open storage, gas Station, etc.;
- permissions for additional uses, including non-profit organization, amusement arcade, day nursery and market garden;
- a base density of 2.0 FSI and a maximum permitted building height of 14.0 metres;
- a total interior floor area of 3,720 square metres for wholesaling;
- a restriction on the amount of retail and personal services to a maximum of 10 percent of the gross floor area of the buildings on the lot;
- permissions for an outdoor patio with an area of 150 square metres within the interior of the lot;
- parking requirements, including: a minimum of 27 vehicular parking spaces and a minimum of 22 short-term bicycle parking spaces.

4.11 Zoning By-law Amendment By-law 125-2022

On December 15, 2021, City Council adopted Zoning Bylaw Amendments to the City-wide Zoning By-law 569-2013, which would remove most requirements for new developments to provide a minimum number of parking spaces. Minimum visitor parking and accessible parking requirements would be maintained.

By-law 125-2022 was subsequently enacted by City Council on February 17, 2022, but has since been appealed and, accordingly, it is not in full force and effect. The recommended amendments to the Zoning By-law would more aggressively implement Official Plan policies related to discouraging auto dependence and encouraging walking, cycling and transit over other modes of passenger travel.

As explained in the Traffic Impact Study prepared by BA Group, dated July 2022, the proposed parking supply for the subject site is consistent with the research that informed the resulting Zoning By-law changes because it is lower than the requirements of the pre-existing City-initiated Zoning By-law and is located within walking distance to higher order transit service, both existing and planned.

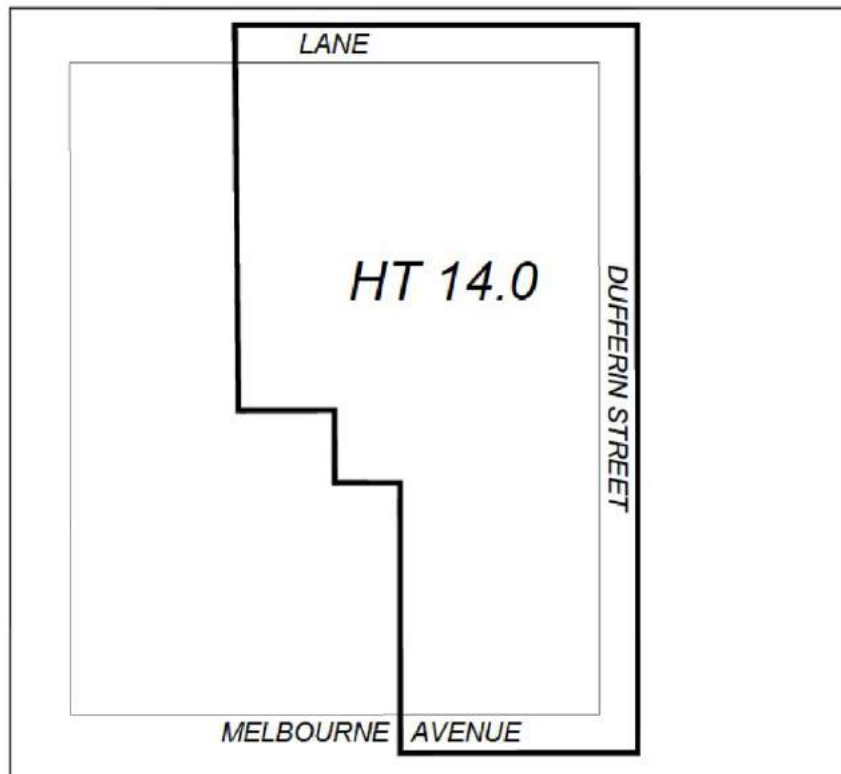


340-376R Dufferin Street and 2 Melbourne Avenue

Diagram 2

File # 19 244664 STE 04 02

Figure 27 - Diagram 2 of Zoning By-law 160-222



340-376R Dufferin Street and 2 Melbourne Avenue

Diagram 4

File # 19 244664 STE 04 02

Figure 28 - Diagram 4 of Zoning By-law 160-222

4.12 Tall Building Design Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (March 2013), which updated and replaced the “Design Criteria for the Review of Tall Building Proposals” (2006) and consolidated the Downtown Tall Building Guidelines, which were originally adopted by Council in July 2012.

As a result, all Downtown Guidelines with city-wide applicability have been integrated into the revised guidelines. Location-specific aspects of the Downtown Tall Building Guidelines (particularly the Downtown Vision and Tall Building Typologies) remain in effect as a consolidated, companion document known as “Downtown Tall Buildings: Vision and Supplementary Design Guidelines”.

The City-Wide Tall Building Design Guidelines are to be used in conjunction with these supplementary guidelines to evaluate all tall building development proposals falling within the Downtown study area boundary. The document specifically notes that the guidelines are “intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively”.

The Tall Building Design Guidelines include sections related to site context, site organization, tall building massing and pedestrian realm. Among other matters, the Guidelines recommend that tower floor plates be limited to 750 square metres and that tall building towers be set back 12.5 metres from side and rear property lines and provide a separation distance of 25 metres between towers on the same site.

The proposed massing and urban design are addressed in relation to the relevant design guidelines in Section 5.5 of this report.

4.13 Growing Up Guidelines

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

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

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

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

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

4.14 Pet Friendly Design Guidelines

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

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

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

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

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

4.15 Parkdale Hub Feasibility Study

As mentioned previously, the City-owned lands to the west of the subject site, comprising the Toronto Public Library Parkdale Branch at 1303 Queen Street West, the Parkdale Arts and Culture Centre at 1313 Queen Street West and the Toronto Parking Authority surface parking lot at 1325 Queen Street West form the proposed Parkdale Community Hub.

On December 17, 2019, City Council directed CreateTO to lead Phase 2 of the Parkdale Hub Project Feasibility Study, which included steps to advance the redevelopment of the lands, including the advancement of a schematic design with a view to initiating a rezoning process for the site. On December 15, 2021, City Council adopted the Parkdale Hub Project – Advancing to Phase 3 report (Phase 3 Report), which recommended CreateTO advance to Phase 3 of the Parkdale Hub project in collaboration with City divisions and agencies, and the local community. Phase 3 will include a City-initiated rezoning process for the Parkdale Hub sites, based on the Demonstration Plan prepared in Phase 2 and ongoing community consultation.

The property at 1313 Queen Street West is currently operated and tenanted by Toronto Artscape Inc., which provides supports for local artists to live, create and earn a sustainable living. As the current tenant and operator of one of the properties, the Phase 3 Report states that the provision of affordable live-work housing for local artists as well as an art gallery and community office space is an essential component of the Parkdale Hub site. On that basis, it is anticipated that the residential sites within the proposed Parkdale Hub will include replacement space for Artscape's "Parkdale Arts and Culture Centre" program, including nine live-work units for artists, an art gallery and community space.

The City's investment in the Parkdale Hub project will deliver wide-ranging social, cultural and economic benefits to the Parkdale community, including:

- The ongoing delivery of Toronto Artscape's cultural hub program, which provides affordable live-work housing for local artists as well as an art gallery and community office space;
- The creation of new non-profit affordable rental housing;
- The revitalization and expansion of the Masaryk-Cowan Community Recreation Centre, to better deliver recreational programming to the community through a more efficient design and the addition of space;
- The reconstruction and expansion of the Parkdale Library Branch to provide increased visibility and accessibility to the third busiest library branch in the city;

- The creation of new inclusive and accessible community space and design elements that will strategically connect programs, services and people; and
- Significant enhancements to the public realm in the heart of the Parkdale neighbourhood, as well as the adaptive re-use of heritage buildings and improved connectivity with the adjacent residential neighbourhood.

The proposal presents an opportunity to develop synergies that will expand the range of housing and makerspace that will benefit local artists and the broader community while creating additional space for art and culture in the neighbourhood.



Legend

- Radiator
 - ◀...▶ Pedestrian Connections
 - Parks & Open Spaces
 - Community Gardens
 - Vacant Lots / Walkways
 - Proposed Parkdale Hub Uses
- 1 Community Space+ Affordable Housing Units (including replacement space for Artscape's cultural hub program)
 - 2 Expanded Parkdale Library + Masaryk-Cowan Community Recreation Centre
 - 3 Community Space+ Affordable Housing Units
- Other Community Uses**
- 4 Parkdale Queen West Community Health Centre
 - 5 Epiphany & St Mark Anglican Church (Flick the Switch Collective)
 - 6 St. John's Cathedral Polish Catholic Church (Mentoring Programs for Children and Youths)
 - 7 Elm Grove Living Centre
 - 8 Parkdale Collegiate Institute
 - 9 Holy Family Parish, Catholic School & Community Centre
 - 10 Proposed Community Space
 - 11 Proposed Maker Spaces (clothing manufacturing; YouTube kitchen studio; personal art studio; print and framing studio; jewellery making; florist; shoe repair; yoga + meditation; physiotherapy; psychology; Bike repair, wood working shop, hardware store, butcher etc.)

Figure 29 - Parkdale Hub

A photograph of two women in a professional setting, possibly a meeting or workshop. They are looking down at a large architectural model or plan on a table. The woman on the left is wearing a striped shirt, and the woman on the right is wearing a light blue button-down shirt. The background is a blurred office environment. The image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

Residential/mixed-use intensification on the subject site is in keeping with the policy framework set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which support intensification in urban areas on sites which are well-served by municipal infrastructure, especially transit. The proposal will redevelop the subject site with a transit-supportive development. It will make efficient use of underutilized land served by existing "frequent transit" and will optimize higher-order transit infrastructure that is planned to be provided at the new King-Liberty GO Station.

The PPS and Growth Plan direct growth to built-up areas that are well served by municipal infrastructure, such as public transit. In particular, the Growth Plan promotes transit-supportive development in "strategic growth areas", which include sites along major arterial roads and in areas with existing and planned frequent transit service. In this regard, Dufferin Street is identified as a major road on Map 3 of the City of Toronto Official Plan and the corridor is served by frequent transit provided by the 29 Dufferin bus route. Queen Street West, located approximately 40 metres to the north of the subject site, is identified as a major arterial road with frequent transit (the 501 Queen Streetcar).

In addition, the subject site forms part of a planned "major transit Station area" as defined by the Growth Plan, being within approximately 230 metres radius distance and 450 metres walking distance (a 5- to 6-minute walk) from the planned King-Liberty GO Station on the Kitchener Line. 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).

Through proposed Official Plan Amendment No. 570, the City is proposing to establish the Protected Major Transit Station Areas associated with the King-Liberty Go Station directly adjacent to the subject site. The Growth Plan indicates that, in circumstances where a municipality must decide on a planning matter before its official plan has been amended to conform with the Growth 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 the Growth Plan which require comprehensive municipal implementation. Given the subject site is within 500-800 metres of the future King-Liberty GO Station, it would be reasonable and appropriate to apply the Growth Plan policies regarding "major transit Station areas" to the subject proposal.

From an Official Plan perspective, the site is located adjacent to the Queen West *Avenue*, which extends between Roncesvalles Avenue in the west to Bathurst Street to the east. One of the key policy directions in Chapter 2 of the Official Plan is integrating land use and transportation. Policy 2.2(2) provides that growth will be directed to specific areas of the City, including *Avenues*, in order to efficiently use infrastructure and services, concentrate jobs and people in areas well served by surface transit and rapid transit stations, and promote mixed use development to increase opportunities to live close to work. Policy 2.4(8) provides for intensified development, with minimum density requirements and limits on parking, on sites such as this that are located along major transit routes.

As it currently exists, the subject site is underutilized given its location and the applicable policy framework. The site is occupied by low-rise commercial buildings and surface parking. Optimizing the use of land and infrastructure on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. Residential/mixed-use intensification on the subject site would support transit ridership and provide the opportunity for residents to live close to work or to commute by multiple transit options, including walking, cycling and public transit.

Although the subject site is designated *Neighbourhoods* in the City of Toronto Official Plan, where significant growth is not anticipated, Policy 2.4(4) 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. 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. As well, it will result in population growth that will contribute to the achievement of forecasts in the Growth Plan and the Official Plan.

From a housing perspective, the proposal will support Provincial and City policy to provide housing options by expanding the range of housing types and densities through residential intensification.

In our opinion, the current use of the site for low-intensity non-residential buildings and surface parking, and the *Neighbourhoods* designation Official Plan represent an underutilization of land and infrastructure within the proximity of higher-order transit and existing and planned frequent transit adjacent to the subject site. The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships.

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 non-renewable resources.

5.2 Land Use

From a land use perspective, this subject site has a unique history of industrial zoning that was not conducive to the existing *Neighbourhoods* designation that applies to the subject site and the adjacent lands to the west and south. This was partially addressed through the previous Official Plan Amendment application. The current application further recognizes the attributes of this site that serve to provide an appropriate mix of land uses along the Dufferin Street frontage, adjacent to frequent transit and the Liberty Village Regeneration Area and planned higher-order transit to the east.

The introduction of new residential uses, including purpose-built rental apartments along with new grade-related retail uses is desirable and appropriate in land use terms. The proposed development will create new homes and jobs on lands that are currently developed with low-rise, underutilized industrial buildings and surface parking. From a city-building perspective, the existence of low-rise uses and surface parking areas along a major street with frequent bus service and within walking distance of the 501 streetcar route and the King-Liberty GO Station represents a significant underutilization of land and infrastructure.

Moreover, the proposed *Mixed Use Areas* designation that is being sought for the subject site is not out of character with the surrounding area, given that lands adjacent to the north are already designated *Mixed Use Areas*, as are lands to the northwest, as well as to the northeast. The lands directly north of the subject site, on the north side of Queen Street West, are designated *General Employment Areas*, while the lands on the east side of Dufferin Street are designated *Regeneration Areas*. The Official Plan provides that *Regeneration Areas* are intended help attract reinvestment and to create new jobs and homes that use existing infrastructure and create and sustain well-paid, stable, safe and fulfilling employment opportunities.

In addition, as is typical of many *Neighbourhoods* in the City, the surrounding *Neighbourhood* includes a range of multi-unit buildings, including apartment block and slab apartment buildings such as the 20-storey apartment building at 245 Dunn Avenue to the west and the 7-storey apartment building to the south (300 Dufferin Street). In these respects, the surrounding area is not reflective of the more homogeneous post-war *Neighbourhoods* that can be found in other parts of the City. The proposal would not be compatible with the character of the surrounding residential *Neighbourhoods* as well as the broader context as described above.

In our opinion, the in-force *Neighbourhoods* designation represents a missed opportunity to intensify a site that can accommodate a significant level of intensification in proximity to planned rapid transit and existing frequent transit options and is large enough to do without resulting in undue built form impacts. The proposed redesignation of the site from *Neighbourhoods* to *Mixed Use Areas* is both appropriate and desirable given: the site's location on a major street; its existing and planned context made up of a mix of mid-rise and tall mixed-use buildings; and the site's size and configuration affording it the ability to limit impacts on adjacent properties through built form transition and separation. In addition, the existing private laneway along the western boundary of the subject site serves to delineate the site from the *Neighbourhoods* and functions as a buffer between the subject site and the neighbouring properties to the west.

Further, the *Neighbourhoods* designation is intended to be a non-growth designation; it neither facilitates nor encourages revitalization and intensification, contrary to the objectives set out in the Growth Plan, as described in Section 5.1 above.

The site is currently occupied by a mix of low-rise commercial buildings. The proposed development will provide grade-related uses that will animate the street frontages. The proposal will add approximately 2,012.7 square metres of new publicly accessible open space between the buildings in the form of a POPS and courtyard that will expand the public realm and create new pedestrian connectivity through the block. The POPS, courtyard and abutting streets will be landscaped with high-quality materials and will assist in providing for an appropriate transition to the residential uses within the *Neighbourhoods* designation to the west.

The proposed development conforms with and promotes the achievement of the Official Plan's housing policies. The proposal will provide for a full range of housing options to ensure that current and future residents can access and maintain adequate and appropriate housing, including rental and family-sized units. In this regard, the proposal contains 658 residential units, including 12 bachelor units, 426 one-bedroom units; 154 two-bedroom units and 66 three-bedroom units. In accordance with the Growing Up Guidelines, 10% of the unit mix is made up of three-bedroom units and 23% of the total unit mix is made up of two-bedroom units, which exceeds the recommended amount of the Guidelines (15% for two-bedrooms).

The provision of 94 purpose-built rental housing units on the subject site and 13 flex-studio units will also contribute to achieving Official Plan Policies 3.2.1(1) and (3), which support a full range of housing in terms of a variety of considerations including tenure. Both policies specifically promote investment in new rental housing.

The proposed unit mix will help expand the range of housing available to current and future residents and will contribute towards creating a healthier balance within the housing market. The live-work units for arts related entrepreneurial space will support the health of the arts sector and contribute to the health and vibrancy of the surrounding neighbourhood.

In our opinion, the proposed mixed-use development and the proposed *Mixed Use Areas* designation, will help achieve the objectives of the PPS, Growth Plan and Official Plan in intensifying areas such as these that are well-served by existing infrastructure, including rapid transit. It would do so while helping to revitalizing the area, attracting high quality residential uses and providing for new homes for Toronto's rapidly growing population, including a significant number of flex/studio and flex/commercial spaces that have been specifically designed to flexibly accommodate users with a range of abilities, particularly local artists.

The redesignation of the subject site from *Neighbourhoods* to *Mixed Use Areas* is appropriate as it will round out the *Mixed Use Areas* designation to Queen Street West and provide for the comprehensive development of the subject site in a manner which is compatible with the residential lands to the west and south and the Liberty Village *Regeneration Areas* to the east.

From a zoning perspective, the subject site has a unique history of industrial zoning that was not conducive to the abutting *Neighbourhood*. This was partially addressed through the former Official Plan Amendment application, which culminated into the applicable SASP 770. The current application further recognizes the attributes of this site that serve to provide an appropriate mix of land uses along the Dufferin Avenue frontage, adjacent to the Liberty Village Regeneration Area, and in close proximity to existing and planned transit.

5.3 Height, Massing and Density

For the reasons noted in Section 5.1 above, it is our opinion that the subject 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 tall buildings given its location on a Major Street, its location in an area with existing and planned frequent transit, its position within a major transit Station area and its relationship to other existing and approved mid-rise and tall 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 Dufferin Street. At a depth of between approximately 40 and 72 metres, the site is much deeper than typical lots along the Dufferin Street corridor and provides for greater opportunity for redevelopment and intensification and a unique development opportunity. The proposal will improve the built form along Dufferin Street, Melbourne Avenue and Milky Way and will facilitate improvements to the public realm along the street frontages and within the interior of the subject site through the removal of the surface parking lot and the introduction of new pedestrian access points from all three street frontages.

In our opinion, the proposed 6, 11, 21 and 25-storey heights will fit harmoniously with other buildings in the area that are completed, under construction, approved or proposed, as shown on **Figure 29**, Area Development Map, including the 9, 10, and 13 storey buildings developed at 440 Dufferin Street, the 20 storey development at 11 Peel Avenue, the 15 storey mixed-use building that is currently under construction at 1181 Queen Street West, the approved 19 storey development at 1182 King Street West, and the approved 14 storey development at 1221 King Street West. In addition, the existing development around the planned King-Liberty GO Station includes existing buildings up-to 21 storeys in height.

Given the range of existing and approved heights within the surrounding area, it is our opinion that the proposed height on the subject site would "fit". In this regard, although previous planning approvals for tall buildings in the surrounding area have also taken into account site-specific considerations (e.g. heritage preservation, private open space, office vs. residential use, etc.), the approved heights in all cases reflected a determination that the resulting heights were appropriate and that they too "fit".

In our opinion, the proposed heights are appropriate for the subject site and responds to the existing and planned context of the Dufferin Street, Queen Street West and King Street corridors. In particular, the proposed 6, 11, 21 and 25-storey heights balance 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, approved and proposed heights in the vicinity.

As well, the Neighbourhood contains an eclectic mix of uses and building types, in particular, a 20-storey slab-style apartment building to the west (245 Dunn Avenue) and a 7-storey mid-rise building along the Dufferin Street frontage to the south (300 Dufferin Street).



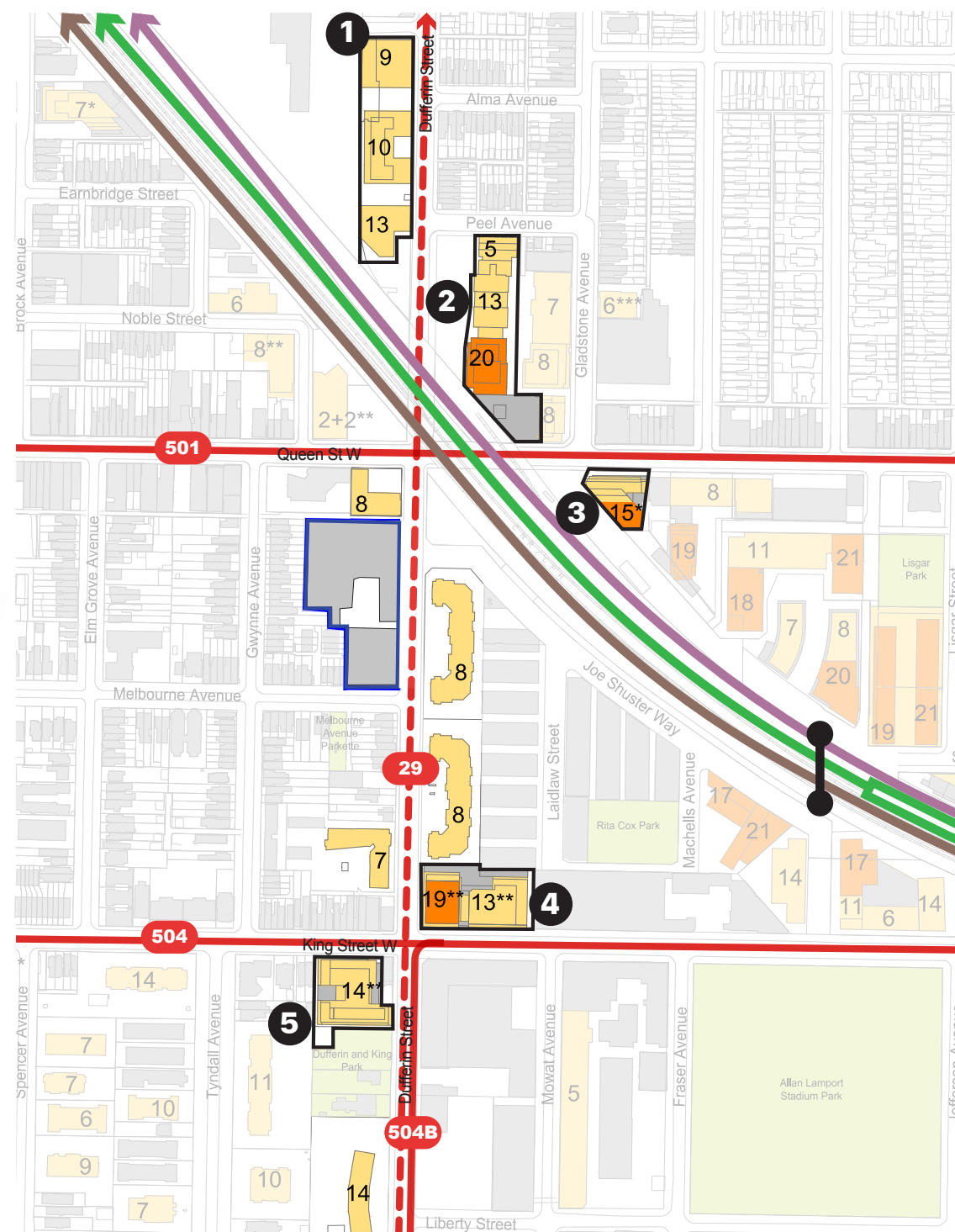
1
440 Dufferin Street
9, 10 and 13 ST
Built



2
11 Peel Avenue
20 ST
Built



3
1181 Queen Street West
15 ST
Under Construction



4
1182 King Street West
19 ST
Approved



5
1221 King Street West
14 ST
Approved

- Subject Site
- # Height in Storeys
- * Under Construction
- ** Approved/Not Yet Built
- *** Proposed
- 1-4 Storeys
- 5-14 Storeys
- 15+ Storeys
- GO Line
- Planned GO/RER Station
- UP Express
- TTC Streetcar
- TTC Bus Route
- West Toronto Railpath Extension
- Proposed Pedestrian Bridge

Figure 30 - Area Development Map

Table 2 - Summary of Nearby Development - Height

Address	Status	Height (storeys)	Metres Top of MPH
38 Joe Shuster Way (The Bridge Condos)	Built	21	n/a
11 Peel Avenue (The Carnaby)	Built	20	70.3
1182 King Street West	Approved (under construction)	17	63.5
1181 Queen Street West	Approved (under construction)	15	54.5
1221 King Street West	Approved (under construction)	14	53.5
440 Dufferin Street (The Brixton)	Approved (OPA and ZBA)	12 10 9	45.3 33.9 36.5
1354-1360 Queen Street West and 8-14 Brock Avenue	Proposed	9	35.8
6 Noble Street	Approved (ZBA)	8	32.2
1375 Queen Street West	Proposed	8	31.5
1521 Queen Street West	Proposed	8	30.9
8-14 Gladstone Avenue (8G Condos)	Built	8	26.4
2 Gladstone Avenue (2G Lofts)	Built	8	24.5
1296-1314 Queen Street West	Proposed	7	26.6
57 Brock Avenue	Approved (ZBA)	7	24.6
20-38 Gladstone Avenue (Twenty Lofts)	Built	7	24.5
1488 Queen Street West	Proposed	6	25.5

As reflected in Table 2, the proposal is not out of keeping with, and is compatible to, the surrounding existing and planned context. The proposal is only slightly taller than the existing 20-storey mixed-use building at 11 Peel Avenue to the north and the 20-storey residential apartment building within the *Neighbourhoods* designation at 245 Dunn Avenue. As well, the proposed height is compatible with the building heights surrounding the planned King-Liberty Go Station and the broader context of existing and approved heights within Liberty Village to the southeast.

Proposed SASP 566 includes built form parameters which seek to guide new development in a manner that respects the scale and character of Queen Street West while enabling contextually appropriate growth along the corridor. It is noted that the proposed policy seeks to limit the heights of new development to 6 storeys and 20 metres, as measured to the top of the roof slab. The subject site presents a unique opportunity to add density in proximity to the Queen Street West *Avenue* and existing and planned transit, while directing higher heights away from Queen Street West.

As demonstrated by the Block Context Plan prepared by Bousfields Inc., the Dufferin Street corridor contains a number of potential "soft sites", which have the potential to accommodate future mid-rise and tall building development. Some of these soft sites include the lands at 450 Dufferin Street to the north, which were recently redesignated from the *Core Employment Areas* designation to *Mixed Use Areas* through Council's approval of Official Plan Amendment 591 (OPA 591) on July 19, 2022. OPA 591 introduced site and area specific policy 794 (SASP 794), permits a mid-rise and mixed-use development along the Dufferin Street frontage. An additional soft site was identified within the undeveloped *Regeneration Areas* to the east of the subject site, which are currently developed with heights of up-to 21-storeys.

Based on the existing 7-storey form within the *Neighbourhoods* to the south at 300 Dufferin Street, the addition of a new 7-storey mid-rise building could potentially be considered and accommodated on the properties on the south side of Melbourne Avenue. Potential new mid-rise development could also be accommodated on the northwest corner of Dufferin Street and King Street West, within the Mixed Use Areas designation. Potential high-rise mixed-use intensification could also be supported on the southeast quadrant of King Street West and Dufferin Street, which is envisioned as a "a healthy and vibrant economic district". Based on the Garrison Common North Secondary Plan, manufacturing operations, business services, media and communication operations, film, video and recording production, cultural and artistic services, fine art production, live/work units and artist studios are encouraged to locate within this area.

From a massing perspective, the proposal has been thoughtfully designed to limit massing impacts on the adjacent *Neighbourhood* through appropriate building placement, scaling, and overall building design. In this regard, the proposal includes a 6-storey (22.2 metre) mid-rise element that steps up-to 8 storeys to the east in order to provide a stepping down of height from the North Tower as the massing moves towards the *Neighbourhood*. The tower element is set back more than 27 metres from the west property line and directed towards the Dufferin Street frontage. The massing of the 6-storey mid-rise base has been sculpted to provide further transition to the low-rise area to the west. In this regard, the height steps down from 6 storeys to 5 storeys and then down to 1-storey along the western edge of the property.

The proposed 11-storey (37.85 metres) mid-rise element performs a similar function, providing a gradual transition in height towards the *Neighbourhoods* designated lands to the south and the proposed South Tower. The 11-storey mid-rise element has been carefully massed to provide a gradual terracing down of height towards the *Neighbourhood* and the interior courtyard. The building steps down from 11 storeys down to 9 storeys and then down to 7 and 4 storeys towards the interior of the site. The South Tower is sited along the Dufferin Street frontage and is set back between 15.0 and 46.79 metres from the (irregular) west lot line and approximately 42 metres from the south lot line to limit massing impacts onto the low-rise areas to the west and south. The 15.0 metre setback is limited to the southerly portion of the tower, the majority of the tower is set back between 27.83 and 46.79 metres from the abutting *Neighbourhood*.

The design incorporates appropriate tower setbacks above the base buildings to limit massing impacts on the street and to create a distinct break in the massing between the proposed new construction and the retained heritage fabric. In this regard, the proposal incorporates 3.5 to 5.0 metre tower setbacks along the Dufferin Street frontage. The setbacks will reinstate the 3-storey streetwall building condition at the corner of Milky Way and Dufferin Street and will ensure the new construction is sympathetic to the retained elements of the existing buildings on the site.

The proposed *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 to 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*, rising to its full height of 21 and 25 storeys at the eastern edge of the subject site.

The massing of the building is broken-up through vertical and horizontal articulation that reflects the surrounding character of the area. Additional details are provided in Section 5.5 below.

With respect to density, it is our opinion that the proposed density of 5.97 FSI is both appropriate and desirable. Firstly, it is important from a planning policy perspective to optimize the use of land and infrastructure on the site given its location within a "strategic growth area". Secondly, it is noted that 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 would fall within the range of densities which have been approved or proposed within the area in the past five years, including:

Table 3 - Summary of Nearby Development – Density

Address	Status	FSI
57 Brock Avenue	Approved (ZBA)	2.55
1296-1314 Queen Street West	Proposed	3.95
1488 Queen Street West	Proposed	4.21
20-38 Gladstone Avenue (Twenty Lofts)	Built	4.23
8-14 Gladstone Avenue (8G Condos)	Built	4.29
1521 Queen Street West	Proposed	4.79
1354-1360 Queen Street West and 8-14 Brock Avenue	Proposed	5.23
440 Dufferin Street (The Brixton)	Approved (OPA and ZBA)	5.19
1375 Queen Street West	Proposed	5.97
2 Gladstone Avenue (2G Lofts)	Built	6.0
11 Peel Avenue (The Carnaby)	Built	6.3
6 Noble Street	Approved (ZBA)	6.28
1182 and 1221 King Street West	Approved (under construction)	7.3
1181 Queen Street West	Approved (under construction)	7.45

The Official Plan does not generally include density limitations, and specifically does not do so in the case of the subject site. Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific design, context and urban structure considerations, rather than on the basis of density numbers.

The proposed development will contribute to mixed-use intensification in a manner that conforms with the urban design and built form policies of the Official Plan. Within a policy context that promotes intensification, as is the case with the subject site, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections of this report, the proposed development has no unacceptable built form impacts, represents good urban design, and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.4 Built Form Impacts

In our opinion, the proposal will have no unacceptable built form impacts on surrounding streets, open spaces or properties and, in particular, on lands designated *Neighbourhoods*. A Block Context Plan was prepared by Bousfields Inc. in order to analyze the existing and planned context within the block and to demonstrate how the proposed development could be accommodated in relation to the existing and planned development activity in the immediate vicinity. In our opinion, the proposal will have no unacceptable built form impacts on surrounding streets, open spaces or properties.

Light, View and Privacy

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

For mid-rise buildings, a minimum main window separation distance of 11 metres is typically recommended (i.e. a minimum window setback of 5.5 metres from side and rear lot lines) in the CR and MCR zoning and in the Mid-Rise Building Guidelines. For tall buildings, a minimum setback of 12.5 metres is recommended from side and rear lot lines, as well as a 3.0 metre setback from street lines in both the Downtown Tall Building Setback By-laws and in the City-wide Tall Building Design Guidelines.

In assessing LVP impacts, it is important to note the locations of windows on abutting properties that may be impacted by the proposal. The existing dwellings on the east side of Melbourne Place have east facing windows that would face towards the proposed POPS and courtyard. No new development is proposed against Melbourne Place. The proposal includes high-quality landscaping against that lot line, the linear POPS, and a community garden in a low-rise greenhouse structure within the existing building to be retained. The proposal will incorporate a new privacy wall along the western edge of the POPS to limit any privacy issues in relation to the windows and rear yards of the dwellings fronting Melbourne Place. The existing building that extends to the property line would be demolished and the new development will be substantially set back from the residential dwellings. Specifically, the 11-storey mid-rise element is set back between 11.5 and 15 metres from the western lot line.

It is noted that the dwellings fronting the east side of Gwynne Avenue also contain east facing windows that look towards the private laneway along the western lot line of the subject site. The proposal includes the retention of the existing façade of the Foundry building that currently exists on this portion of the site. West facing windows are proposed above the retained portion; however, the majority of the windows will be at an elevation that clears the roofline of the dwellings along Gwynne Avenue and, as a result, will not and, in this regard, would not cause any LVP concerns.

To the north, the majority of the southern façade of the Q Lofts development (1205 Queen Street West) incorporates a blank wall along Milky Way with a narrow sliver of secondary windows and primary south facing windows towards the east and west ends of the site. The primary south-facing windows of the Q Lofts building towards the west are set back 12.0 metres from the southern lot line. The primary south-facing windows to the east are built to the lot line and would interface with the windows proposed within the base building of the North Tower, which are set back 5.5 metres from the centreline of Milky Way (post widening). The setback results in an overall separation distance of approximately 10.9 between the proposed windows and the existing south-facing windows of the Q Lofts, While the resulting separation distance is slightly less than 11.0 metres, the proposed facing condition is limited to just two of the units within Levels 3 and 4 of the base building. The windows within the levels below will provide sunlight into the proposed flex/commercial space on the ground floor and the indoor amenity space on Level 2.

As it relates to the proposed towers, both tower elements are substantially set back from the *Neighbourhood*. The North Tower achieves a separation distance of 27 metres from the west lot line and the South Tower is set back between 15 and 46.79 metres. The 15.0 metre setback condition only applies to the southerly portion of the tower; the majority of the tower would be set back between 27.83 and 46.79 metres from the *Neighbourhood* due to the irregular lot line. The neighbouring low-rise neighbourhood is further separated by the intervening private laneway, which functions as a buffer between the proposal and the existing neighbourhood. To the east and south, all of the units within the mid-rise and tower elements would have an adequate separation distance condition by virtue of the 20 metre right-of-ways of Dufferin Street and Melbourne Avenue.

With respect to the separation distance between the towers themselves, the proposed towers would achieve a minimum separation distance of 25 metres, meeting the 25.0 metre separation distance recommended in the Tall Building Design Guidelines.

Within the context of the parameters outlined above, the siting of both the base and tower elements would result in contextually appropriate setbacks and separation distances and acceptable LVP conditions.

Sky View Impacts

In our opinion, the proposed tower setbacks and floor plate size would not have an unacceptable impact on sky view from the public realm (i.e. from Dufferin Street, Melbourne Avenue and Milky Way). The base buildings and mid-rise elements will define the scale along the streets and will provide an appropriate transition in height. Above the base building, the towers are substantially set back above and are limited to a 750 square metre floor plate and would not have unacceptable sky view impacts.

Shadow Impact

Official Plan Policy 3.1.2(5) requires that development be located and massed to ensure access to direct sunlight and daylight on the public realm and Policy 4.5(2)(d) requires buildings in *Mixed Use Areas* to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*. Policy 3.1.3(10) further provides that the tower portions of a tall buildings should be designed to limit shadow impacts on the public realm and surrounding properties and maximize access to sunlight and sky view from the public realm.

In order to address these policies, a shadow study has been prepared by Sweeney and Co. Architects Inc. to assess the shadow impacts of the proposed development at the spring/fall equinoxes (March/September 21st) between 9:18 a.m. and 6:18 p.m. The study illustrates shadows based on the as-of-right massing permitted by the Zoning By-law and the incremental shadows created from the proposed development.

The shadow study demonstrates that the majority of the shadows that result from the proposed development are directed to the north and northeast and largely fall on the *Mixed Use Areas* and the *General Employment Areas* designated lands to the north, the *Mixed Use Areas* to the northeast, the rail corridor to the north and east and the *Regeneration Areas* to the east.

With respect to the adjacent *Neighbourhoods* to the west, the shadow study demonstrates that, at the spring and fall equinoxes, there would be some minor incremental shadow impacts on the rear yards of the properties on the east side of Gwynne Avenue and portions of the front and side yards of some of the properties on the west side of the street. Minor incremental shadowing also occurs on portions of the rear yards of two properties fronting Melbourne Avenue. The incremental shadowing on the *Neighbourhood* is limited to these areas and is restricted to the hours of 9:18-11:18 a.m. Further, the as-of-right permissions would result in incremental shadowing on approximately half of the properties that would be impacted by the new construction. At 11:18 a.m. the shadow is limited to a narrow sliver along the east side of the rear yards along the east side of Gwynne Avenue. There are no shadow impacts resulting from the proposed development on the *Neighbourhood* after 11:18 a.m.

There are no incremental shadow impacts proposed as it relates to the *Neighbourhoods* designated lands to the south of the subject site and north of Queen Street West.

With respect to shadowing on nearby sidewalks, the shadow study shows that, on March 21st and September 21st, the buildings will cast a shadow on Queen Street West from 9:18 a.m. to 3:18 p.m. At 3:18 p.m. the shadow is limited to a small area on the south side of Queen Street West on the east side of the railway. As a result of the slender floor plate of the towers, the shadows on Queen Street West are limited to portions of the sidewalks and the shadows move quickly throughout the morning and early afternoon. There are no incremental shadow impacts resulting from the proposal for the remainder of the day.

Along Dufferin Street the shadow study demonstrates that the proposal would cast shadows on both sides of the street from 2:18 p.m. onwards. It is worth noting that the existing buildings casts shadows onto the west side of the street beginning at 2:18 p.m. and create shadowing on the east side of the street from 5:18 p.m. onwards.

Policy 3.2.3(3) of the Official Plan requires that the effects of new development on parks and open spaces, including additional shadows, be minimized as necessary to preserve their utility. The closest park to the subject site is Melbourne Avenue Parkette, located on the south side of Melbourne Avenue. As demonstrated by the shadow study, and as mentioned earlier, the shadows resulting from the proposal would be directed to the north and northeast; therefore, the proposal would not result in any incremental shadowing on Melbourne Avenue Parkette.

With respect to the Parkdale Amphitheatre, which encompasses a hardscaped open space at the northwest corner of Dufferin Street and Queen Street West, the shadow study shows that the proposal would result in minor incremental shadowing on the south side of the space between 11:18 a.m. and 1:18 p.m. on March and September 21st. It is noted that the Parkdale Amphitheatre is not an identified park in the Official Plan and falls within the *General Employment Areas* designation.

Finally, the shadow study demonstrates that Pessoa Park, which is designated *Parks* on the Land Use map and located approximately 130 metres north of the subject site, would not be impacted by any incremental shadowing by the proposal during any of the times studied.

As stated in the Heritage Impact Assessment prepared by ERA Architects (ERA), the proposed development will cast some net new morning shadows on the adjacent listed properties at 1-7 Melbourne Place. As reported by ERA, these shadows are not significant as they will not alter the appearance of heritage attributes or change the viability of a natural feature or plantings.

Wind Impact

Official Plan Policies 3.1.2(1)(f) and 4.5(2)(e) requires new development to maintain comfortable wind conditions at the street and adjacent open spaces.

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineers as part of this application. The purpose of the report is to assess wind conditions for the proposed development. The report concludes that the future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. Exceptions include the covered walkway separating Phases 1 and 2, as well as several internally facing commercial and lobby entrance.

The Level 3 amenity terrace will experience wind conditions comfortable for sitting or more sedentary activities during the summer months without the need for mitigation. The Level 5 and Level 11 amenity terraces will require mitigation measures to ensure comfortable conditions year-round. To ensure comfortable and suitable conditions year-round on both the Level 5 and Level 11 amenity terraces, mitigation measures such as raising the perimeter guard or extending a canopy or pergola structure are recommended. Appropriate mitigation measures are further discussed in in Section 5.2 of the Pedestrian Level Wind Study.

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience conditions that could be considered unsafe.

5.5 Urban Design

From an urban design perspective, the proposed development represents a carefully designed and architecturally distinct addition to the Dufferin Street corridor, in conformity with the built form policies of the Official Plan and generally in keeping with the Tall Building Design Guidelines. In this respect, the proposal will intensify an underutilized property that is currently developed with low-rise commercial buildings and a large surface parking area with an urban form of development that will enhance the pedestrian realm and streetscape along Dufferin Avenue and facilitate new and inviting pedestrian connections through the subject site.

The proposal will also conserve the heritage value of the existing structures and will facilitate significant streetscape improvements along Dufferin Street with the introduction of active and accessible at-grade commercial space, an expanded sidewalk zone, and new mid-block pedestrian walkways that connect to a central courtyard and POPS. The interior courtyard will also feature active uses at grade that will facilitate spill over onto Dufferin Street. A comprehensive landscaping program will also be implemented across the subject site.

Official Plan

In our opinion, proposed design conforms with the applicable public realm and built form policies of the Official Plan and conforms with the criteria for development in *Mixed Use Areas* in particular Policies 3.1.1(1), 3.1.1(2), 3.1.1(3), 3.1.1(6), 3.1.1(10), 3.1.1(12), 3.1.1(13), 3.1.1(14), 3.1.1(16), 3.1.1(18), 3.1.1(19), 3.1.1(20), 3.1.2(1), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.2(6), 3.1.2(7), 3.1.2(8), 3.1.2(9), 3.1.2(10), 3.1.2(11), 3.1.2(13), 3.1.3(8), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(12) and 4.5(2). In this regard, the development will:

- 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 non-residential uses at grade with views onto the adjacent streets and the interior courtyard and POPS;

Tall Building Design Guidelines

As noted above, the proposed buildings include a mix of mid-rise and tall building forms. The mid-rise elements read as the base of the towers; therefore, it is our opinion that the design of the proposed development should be evaluated based on the relevant guidelines of the Tall Building Design Guidelines, as set out below.

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

- The proposed 21- and 25-storey towers (73.75 metres and 86.35 metres, including mechanical penthouse) will fit within the existing and emerging context around the King-Liberty Go Station and along the Dufferin Street corridor (see Section 5.3 above).
- The existing and emerging context in the vicinity of the subject site includes high-rise towers up-to 21 storeys in height and the tallest height has been directed towards the eastern portion of the site towards Dufferin Street.
- Setbacks have been provided to ensure an appropriate transition through physical separation, affording ample sunlight and sky views for streets, as well as existing and proposed parks and open spaces.
- The proposed towers provide for over 20 metres of separation from the adjacent Neighbourhood designated lands to the west, with the exception of a small corner of the southerly tower, which is set back 15 metres. In our opinion, the proposal provides for appropriate transition to adjacent lower scale areas.

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

- In our opinion, shadowing will be adequately limited on streets, parks and open spaces, including along Dufferin Street, Queen Street West, the Parkdale Amphitheatre and the new public park to the north (Pessoa Park). See Section 5.4 above for further details.
- Sunlight access and sky view along the surrounding streets and from the interior courtyard POPS will be protected by the slender floor plates of the towers, which are limited to 750 square metres (gross construction area).

- make significant contributions to the public realm through the widening of the sidewalk zone along Dufferin Street and expand the public realm through a series of midblock connections that offer permeability and views to the heritage attributes within the interior of the site;
- conserve and reinforce the interior courtyard as the "heart" of the development and maintain the historic massing around the courtyard and the perimeter of the block form;
- locate the main residential lobby and retail/commercial entrances so that they are clearly visible and accessible from the public realm, including the abutting sidewalks and the interior courtyard;
- achieve appropriate transitions in scale and provide a compatible relationship to adjacent *Neighbourhoods* to the west and south through the application of setbacks, stepbacks and stepping down of heights;
- remove the existing surface parking area and provide all parking underground;
- incorporate appropriate setbacks and stepbacks to limit massing impacts on the streets, interior courtyard and POPS and neighbouring properties and to define an appropriate streetwall height along Dufferin Street that celebrates the property's historical past;
- locate and screen loading and garbage storage areas and the parking ramp within the building and out of view from the public realm;
- adequately limit shadow and uncomfortable wind conditions on neighbouring streets and properties;
- both the POPS and the courtyard would be treated with a mix of hard and soft landscaping, including decorative pavers and lighting, new trees;
- 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; and
- provide high-quality indoor and outdoor amenity space for residents of the new development.

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

- The base buildings are oriented parallel to the street frontages and facades will frame the proposed POPS and courtyard, which will include high-quality landscaping and active uses around the periphery within the base buildings.

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

- The retail/commercial entrances front directly onto Dufferin Street and internally within the courtyard.
- The entrances to the POPS and courtyard areas from Dufferin Street, Melbourne Avenue and Milky Way are marked by decorative signage, lighting and architectural details such as archways.
- The main residential building entrances are clearly defined and accessible from the public sidewalks on Dufferin Street, the new pedestrian clearway along Milky Way and from the interior courtyard POPS, which will facilitate dual access/egress from the buildings.

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

- All building services, including loading, parking and garbage storage will be located internally within the base buildings and will be screened from public view.
- Vehicular access to the buildings is proposed via Milky Way, limiting vehicular impacts on the public realm along Dufferin Street and Melbourne Avenue, as well as adverse impacts on the POPS and courtyard.

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

- Overall, the proposal includes approximately 2,012.7 square metres of publicly accessible open space, which equates to approximately 27% of the gross area of the subject site.
- The proposal includes two types of publicly accessible open space area in the form of an 87 square metre POPS and a 1,925.7 square metre courtyard with a community garden. The POPS and courtyard are integrated and together they provide an open space link between Melbourne Avenue and Milky Way.
- Access to the courtyard POPS is also provided through a break in the massing of the base buildings between the South Tower and the 11-storey mid-rise component.
- Along the Dufferin Street frontage, the base of the proposed 11-storey mid-rise component is set back 3.5 metres from the east lot line to achieve a significantly expanded sidewalk zone of 6.74 metres. The existing sidewalk along this segment of Dufferin Street has a width of approximately 2.0 metres. The expanded sidewalk zone will enhance the streetscape and improve pedestrian comfort.
- The North Tower incorporates inset entrance points to maximize the sidewalk zone.
- Along Milky Way the proposal will introduce a new 1.76 metre pedestrian clearway through the widening of the laneway.

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

- In addition to the courtyard and POPS, the proposal includes approximately 642 square metres of private outdoor common amenity space throughout the development to serve the residents of the buildings. A large proportion of the residential units will have access to additional outdoor amenity space in the form of private balconies, located throughout the buildings where feasible. Taking those spaces into account, the development will be very well served by open spaces of various types.

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

- The base buildings have been massed and scaled to fit within the surrounding built form context, with heights that range between 2 storeys (8.5 metres) and 4 storeys (15.5 metres) along Dufferin Street and 6-storeys (22.2 metres) along Milky Way; these base building heights reinforce and respect the scale of Dufferin Street, which has a right-of-way width of approximately 20 metres, the existing built form fabric along Queen Street West to the north and creates a compatible relationship with the central POPS and courtyard.
- The height of the base buildings would fit harmoniously within the context of the neighbouring buildings, namely the 4-storey base building of the adjacent 8-storey mid-rise building abutting to the north.

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

- The base buildings contain flexible commercial and flexible studio (live-work) spaces directed towards Dufferin Street and the centralized POPS and courtyard that will animate the adjacent public streets and facilitate an inviting and active pedestrian environment.

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

- The first floor height throughout the development will be a minimum of 4.5 metres, meeting the minimum height.

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

- The base buildings has been designed to incorporate a variety of materials, including a mixture of brick, decorative metal paneling, masonry and vision glass, which responds to the existing character of the subject site, the Dufferin Street corridor and Queen Street West.

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

- The residential lobbies are located on Dufferin Street and are accessible from the interior courtyard.

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

- The towers are slender and have a floor plate sizes that are limited to 750 square metres (gross construction area).
- Based on the analysis in Sections 5.3 and 5.4, it is our opinion that the built form impacts of the proposed towers and base buildings been appropriately mitigated.

Guideline 3.2.2 – Tower Placement: Place towers away from streets, parks, open space and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm. Step back the tower, including balconies, 3 metres or greater from the face of the base building along all street, park and open space frontages. As an option within the setback, up to one third of a point tower frontage along a street or open space may extend straight down to the ground.

- The towers incorporate numerous setbacks that meet and exceed the 3.0 metres recommended by this guideline in order to differentiate the base elements from the towers and reduce the towers' visual and physical impact on the street and the proposed courtyard and POPS.
- In this regard, the towers provide for 3.5 to 5.0 metre setbacks towards Dufferin Street.
- Along Milky Way, the North Tower stepsback 2.0 metres from the base element below.
- Within the interior of the site, the North Tower stepsback 3.11 metres from the north end of the courtyard.

Guideline 3.2.3 – Tower Separation: Set back tall building

towers 12.5 metres or more from the side and rear property lines or the centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or more, measured from the exterior walls of the buildings, excluding balconies.

- The tower elements meet the separation distance recommended by this Guideline as they are separated from each other by 25 metres. See Section 5.4 above and the Block Context Plan prepared by Bousfields Inc. and included at **Appendix B** for additional details.

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

- The towers are well articulated with stepbacks, balconies and architectural treatments and varying materiality in order to add interest to the elevations.

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

- Balconies are provided throughout the base buildings and the tower elements to maximize usability and comfort, while being sensitive to the impact on the proposed building mass.

Guideline 3.3 – Tower Top: Design the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds and the management of artificial sky glow.

- The mechanical penthouse components are limited to will be incorporated into the roofline by extending the design, pattern and materials used in the tower below.

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

- An internal courtyard and POPS is proposed between the base of the towers and between Melbourne Avenue and Milky Way. The POPS will include high-quality landscaping, including new shade trees, decorative paving and seating areas.
- New tree plantings are also proposed within the public realm along Melbourne Avenue and Dufferin Street; the proposal would add approximately 16 new street trees along south and east lot lines.

Guideline 4.2 – Sidewalk Zone: Provide adequate

space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements and activities related to the uses at grade.

- The proposal will significantly enhance the streetscape by establishing comfortable sidewalk zones, which vary across the site.
- Along Melbourne Avenue the proposal would achieve a minimum sidewalk zone of approximately 6.5 metres.
- Along Dufferin Street the ground floor of the Phase 2 building (11 storey mid-rise) is set back 3.5 metres from the east lot line to achieve a sidewalk zone of 6.74 metres and where the built form follows the existing building footprints the proposal achieves a sidewalk zone of approximately 3.7 metres.
- Along Milky Way the proposal will introduce a new 1.76 metre pedestrian clearway that will facilitate access into the courtyard directly from the laneway.
- Additional pedestrian movement will be facilitated by the break in the massing along Dufferin Street and by the centralized courtyard and POPS, which connects directly to Melbourne Avenue and Milky Way and ranges between approximately 6.0 metres and 21.0 metres in width.

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

- Wind effects are addressed in Section 5.4 above.

Guideline 4.4 – Pedestrian Weather Protection: Ensure weather protection elements, such as overhangs and canopies, are well integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.

- This guideline has been addressed through the qualitative wind assessment (see Section 5.4 above).

5.6 Heritage

ERA Architects Inc. were retained to prepare a Heritage Impact Assessment (HIA) to evaluate the impact of the proposed development in relation to recognized cultural heritage resources adjacent to the subject site. The HIA evaluates the impact of the proposed redevelopment in relation to cultural heritage resources on and adjacent to the subject site.

As described in the HIA, the property is not included on the City of Toronto's Heritage Register; however, the subject site is located adjacent to a pair of 1889-1891 'residential terrace buildings', which are listed on the City's Heritage Register. The subject site is also adjacent to the proposed Parkdale Main Street Heritage Conservation District (HCD), which is not yet in force.

ERA Architects Inc. has prepared a Cultural Heritage Evaluation Report ("CHER") (July 2022) in conjunction with the HIA. ERA found the subject site carries value as a representative turn-of-the-century factory complex, with Victorian architectural influences.

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:

- Conserve and reinforce the prominence of the interior courtyard as the "heart" of the development;
- Maintain the historic massing around the courtyard and the perimeter block form;
- Conserve high-integrity building elements that communicate the site's cultural heritage value:
 - 360 Dufferin Street: retention of east and partial (3.5m) south elevations; and
 - 350-358 Dufferin Street: retention of the mixing and core oven buildings (350 Dufferin Street) and the full west elevation of the foundry building (358 Dufferin Street).
- Reconstruct remnant chimneys at 350 Dufferin Street;
- Introduce sympathetic new construction on the site that:
 - Reinstates three-storey massing at the corner of Milky Way lane and Dufferin Street, to interpret the original massing of 366-370 Dufferin Street; and
 - Provides stepbacks above retained heritage elevations at 358 and 360 Dufferin Street; and
- Commemorate and interpret the industrial history of the Site through landscape and public art interventions.

Furthermore, a Conservation Plan will be prepared as part of the site plan approval process. The Conservation Plan will include details on the construction-related 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 the subject site will have no unacceptable impacts on the cultural heritage value of the subject site or adjacent properties.

5.7 Transportation and Servicing

An Urban Transportation Considerations report has been prepared BA Consulting Group Ltd (July 2022) in support of the application. The report was prepared to provide an overview of the key transportation related aspects of the proposed development. The report concludes that the proposed development can be accommodated by the existing transportation network.

The Urban Transportation Considerations Report outlines the following key issues, findings and conclusions:

- Transit: The subject site has excellent accessibility to public transit and is within 250 metres of several TTC Routes including: 501 Queen Streetcar, 504 King Streetcar, 29 Dufferin Bus and 929 Dufferin Express Bus. Several transit improvements are planned for the area that will further enhance transit accessibility, including the enhanced GO Transit (SmartTrack Stations Program) service and the future Ontario Line.
- TDM: A comprehensive Transportation Demand Management Plan is proposed for the subject site, which includes Bike Share Stations, contributions to the cycling network, on-site bicycle repair station, and lower vehicle parking supply rates.
- Parking: The proposed development provides a total of 232 parking spaces of which 170 are for resident and 62 are for residential visitors and commercial/retail users. This is considered appropriate.
- Loading: The proposed development will incorporate a total of four loading spaces, including 1 Type 'G', 1 Type 'B' and 2 Type 'C' loading spaces. This exceeds the requirements outlined in Zoning By-law 569-2013

- **Bicycle Parking:** The proposed development meets the bicycle parking requirements outlined in By-law 569-2013. This includes a total of 682 bicycle parking spaces of which 601 are long-term bicycle parking spaces and 81 are short-term bicycle parking spaces.
- **Traffic Operation Analysis:** All signalized and unsignalized intersections and site driveways operate within their theoretical capacity during all future horizon years, indicating that the proposed road network can successfully accommodate the proposed development as planned.

A Site Servicing and Stage 2 Stormwater Management Report has been prepared by R.V. Anderson Associates Limited (July 2022) in support of the application. The purpose of this report is to provide information on how the proposed site servicing and stormwater management system will address the City of Toronto requirements, as outlined below:

- **Sanitary:** The proposed sanitary servicing for the development will be broken into two phases including Phase 1, which will have three 200mm sanitary services to the 600mm combined sewer on Dufferin Street. Phase 2 of the proposed development will have two 150mm sanitary services to the 375mm sanitary sewer on Melbourne Avenue. It is currently anticipated that each phase will be design with separate sanitary plumbing systems to capture and convey sanitary flows. There will be a net-reduction in total flows to the combined sewer system, since all existing uncontrolled storm drainage that drains out to the combined sewer system, will instead have controlled discharge out to the 1650mm storm sewer from the redeveloped site. This will result in a net decrease of flows of about 128.45 L/s. Hence, a further downstream analysis of the combined sewer system is not required.
- **Water:** The proposed water distribution for the development will include three 150mm domestic water services to the 300mm watermain on Dufferin Street for Phase 1, and two 150mm domestic water services to the 300mm watermain on Dufferin Street for Phase 2. The development will be serviced by one 200mm fire service, which will be installed in a "h" configuration in accordance with City standards and will include one of the Phase 1 domestic services branching off this fire service. A fire flow plus Max day water demand of 375 L/s has been estimated for the proposed development, and a hydrant flow test indicated the existing municipal watermain system has a capacity of 440.40 L/s, which should be sufficient to support the proposed development.

- **Storm:** The proposed storm servicing for the development proposal will include one 250mm storm service connection to the existing 1,600mm storm sewer located on Dufferin Street. The service will convey a maximum controlled discharge of less than 91.2 L/s from the proposed stormwater management system on the site. A 300m³ detention tank with a 155mm orifice place will provide the required detention volume for that discharge rate. The implementation of rainwater harvesting for reuse as irrigation and/or toilet flushing will serve to meet the City's water balance target and limit the total average annual runoff volume to 49% of the annual average rainfall to match pre-development conditions. Effectively 99% of the proposed site receives a TSS efficiency removal rate of 80% and, as a result, the clean nature of roof runoff and the filtered at grade surfaces will serve to meet the City's 80% TSS removal water quality requirement.

5.8 Community Services and Facilities

A Community Services and Facilities Study ("CS&F Study") was prepared by Bousfields Inc. in order to provide a review of the key community services and facilities that are available to residents in the vicinity of the subject site, and to identify any service gaps based on current capacities, neighbourhood demographics and taking into account nearby development activity. Key services within the area include publicly funded schools, child care facilities, public libraries, community recreation centres and human services. The CS&F Study concludes that the Study Area contains a broad range of community services and facilities from all of the key service sectors that were surveyed. The CS&F Study is provided in its entirety in **Appendix A** to this report.



Conclusion

The applicable policy framework supports the intensification proposed for the subject site given its location on a Major Street, as identified on Map 3 of the Official Plan, its proximity to a designated *Avenue*, its adjacency to frequent bus and streetcar service and its location within a planned major transit station area, within 450 metres of the planned King-Liberty Go Station, the future bus rapid transit infrastructure along Dufferin Street, the existing and emerging mid-rise and tall context along Dufferin Street and the existing heritage resources on-site to be conserved.

From a land use planning perspective, there are a number of planning considerations that support the mixed-use intensification of the subject site. The proposed redevelopment will appropriately intensify an underutilized site, significantly improve the streetscape along Dufferin Street, and provide an architecturally distinctive development that respects the surrounding context, while contributing to the character of the area. In addition, the proposal will add additional new housing options to the area, including rental housing units and live-work spaces for makers and artists within Parkdale and the broader community.

From a built form and urban design perspective, the proposal represents an appropriate design response to its context. 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 includes mid-rise and tall building forms and incorporates multiple setbacks and stepbacks to provide for an appropriate transition towards the adjacent *Neighbourhood* and to limit massing impacts on the streets. The new buildings will be a high-quality addition to the area and will implement the built-form policies of the Official Plan. As well, the building design has been appropriately informed by the City's Tall Building Design guidelines and achieves several of the recommended design standards.

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 subject site for 6, 11, 21 and 25-storey mixed-use buildings represents good planning, is consistent with the Provincial Policy Statement, conforms to the 2019 Growth Plan for the Greater Golden Horseshoe and conforms to the general policies directions of the Toronto Official Plan, all of which promote intensification of underutilized sites within built-up areas, particularly in locations which are well served by existing municipal infrastructure, particularly 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 application.

Appendix A



**Community
Services &
Facilities
Study**

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1

Introduction

1.1 Overview

This Community Services and Facilities ("CS&F") Study was prepared by Bousfields Inc. on behalf of Hullmark Sun Life (340 Dufferin) Ltd., Hullmark Sun life (360 Dufferin) Ltd. & Hullmark Sun Life (376 Dufferin) Ltd., the owner of the lands municipally known as 340-376R Dufferin Street and 2 Melbourne Avenue. This CS&F Study was prepared in conjunction with a Planning and Urban Design Rationale report prepared by Bousfields Inc., dated August 2022, in support of a proposed Official Plan Amendment and Zoning By-law Amendment application.

The Official Plan Amendment and Rezoning application would permit the redevelopment of the subject site with a comprehensive mixed-use development comprised of two towers (21 and 25 storeys) directed towards Dufferin Street and two mid-rise elements (6 and 11 storeys), which are proposed at the northwest and southeast corners of the subject site. The proposal includes a total of 658 residential units, including 94 new purpose-built rental units, in addition to new flexible commercial space at grade and significant public realm improvements.

The proposal will add approximately 2,012 square metres of new publicly accessible open space between the buildings in the form of a POPS and courtyard that will expand the public realm and create new pedestrian connectivity through the block. The POPS, courtyard and abutting streets will be landscaped with high-quality materials and will assist in providing for an appropriate transition to the residential uses within the *Neighbourhoods* designation to the west.

The proposal will also introduce new flexible non-residential and residential spaces for artists and makers, including 2-storey live-work units and adaptive non-residential units that will create spaces for local artists to thrive in the long-term. Further, the proposal will add new community uses, including a community garden and an accessible courtyard for residents and employees of the area to gather outside.

This CS&F Study was prepared to provide a review of the key community services and facilities that are available to residents in the vicinity of the development site at 340-376R Dufferin Street and 2 Melbourne Avenue in the City of Toronto (the "subject site"). Key services include publicly funded schools, child care facilities, public libraries, community recreation centres, cultural and community agencies and human service organizations.

The purpose of this Study is to identify the range of existing CS&F resources that are available within the Study Area, as defined in Section 1.2 below, to evaluate the ability of these resources to accommodate growth, to identify any existing priorities and to determine the demands for new services resulting from the development proposal for the subject site.

The subject site consists of a series of 1 to 3 storey buildings which were formerly used for industrial and manufacturing purposes and have since been readapted and leased to various commercial tenants. A description of the properties that comprise the subject site is set out below:

2 Melbourne Avenue and 340 Dufferin Street: The properties at 2 Melbourne Avenue and 340 Dufferin Street are located on the northwest corner of Dufferin Street and Melbourne Avenue and currently contains a single-storey flat-roofed former storehouse building. The building is currently occupied by commercial and office uses.

342 Dufferin Street: North of 2 Melbourne Avenue and 340 Dufferin Street, the property at 342 Dufferin Street is currently developed with a 2-storey flat-roofed building that currently contains office uses. The building fronts Dufferin Street and flanks the private east-west driveway leading to the central parking lot area.

350-358 Dufferin Street: The properties at 350-358 Dufferin Street are set back approximately 35 metres from the street, within the interior of the subject site and are occupied by former industrial buildings. Based on the Heritage Impact Assessment prepared by ERA Architects, the buildings were built between 1896-1900, with three distinct, but contiguous volumes:

350 Dufferin Street:

- A single-storey "mixing" building constructed of red brick and featuring a flat roof. The building features Victorian architectural influences in its contrasting brickwork. It includes five segmentally arched openings (3 windows, 2 doors) span the east (principal) elevation, along with three smaller segmentally arched openings that have been bricked in. Buff brick lintels are located over each opening.
- A 2-storey red brick "core oven" building with front (east)-facing gable form and rear flat roof and it features Victorian architectural influences in its contrasting brickwork. The principal (east) elevation features symmetrically arranged openings, including, on the second floor, three segmentally arched windows flanked by two arched windows, each with a buff brick lintel. The size of openings on the first floor east elevation have been altered, including the original large tracked door, which has been partially blocked in and replaced with a conventional steel door.

358 Dufferin Street:

- A double height "foundry" building with flat roof and an exterior remnant chimney (now truncated and capped) and large industrial windows along the west and east elevations. The building is constructed of red brick. Significant masonry repairs have been made at the northwest corner of the building, including replacement of a majority of the north elevation with concrete block.

360 Dufferin Street: The property at 360 Dufferin Street is occupied by a 2-storey red brick office and manufacturing building containing a mix of office and commercial uses. The principal elevation is located along Dufferin Street; however, access can also be gained from the interior surface parking lot.

366-376R Dufferin Street: The properties at 366-370 Dufferin Street are occupied by a stone and stucco 2-storey commercial building.

The buildings contain a total of 7,709 square metres of non-residential gross floor area in the form of various office, service-commercial and studio uses.

The buildings are configured around an internal surface parking area which occupies the balance of the subject site. It currently contains 28 vehicular parking spaces and is located at the centre of the subject site. Access to the surface parking area is provided via a driveway from Dufferin Street, located between the buildings at 342 Dufferin Street to the south and 358-360 Dufferin Street to the north.

1.2 Study Area

The Study Area, as provided by staff in the City's Strategic Initiatives Policy & Analysis ("SIPA") division is generally defined by Bloor Street West / College Street to the north, Dovercourt Road / Atlantic Avenue to the east, Lake Ontario to the south, and Parkside Drive to the west (See **Figure A1**).

As specified in the Terms of Reference for this CS&F Study provided by SIPA staff, the demographic section analysis (Section 2.0) of this report is based only on the South Parkdale (#85) neighbourhood (see **Figure A2**).



Figure A1 - Study Area

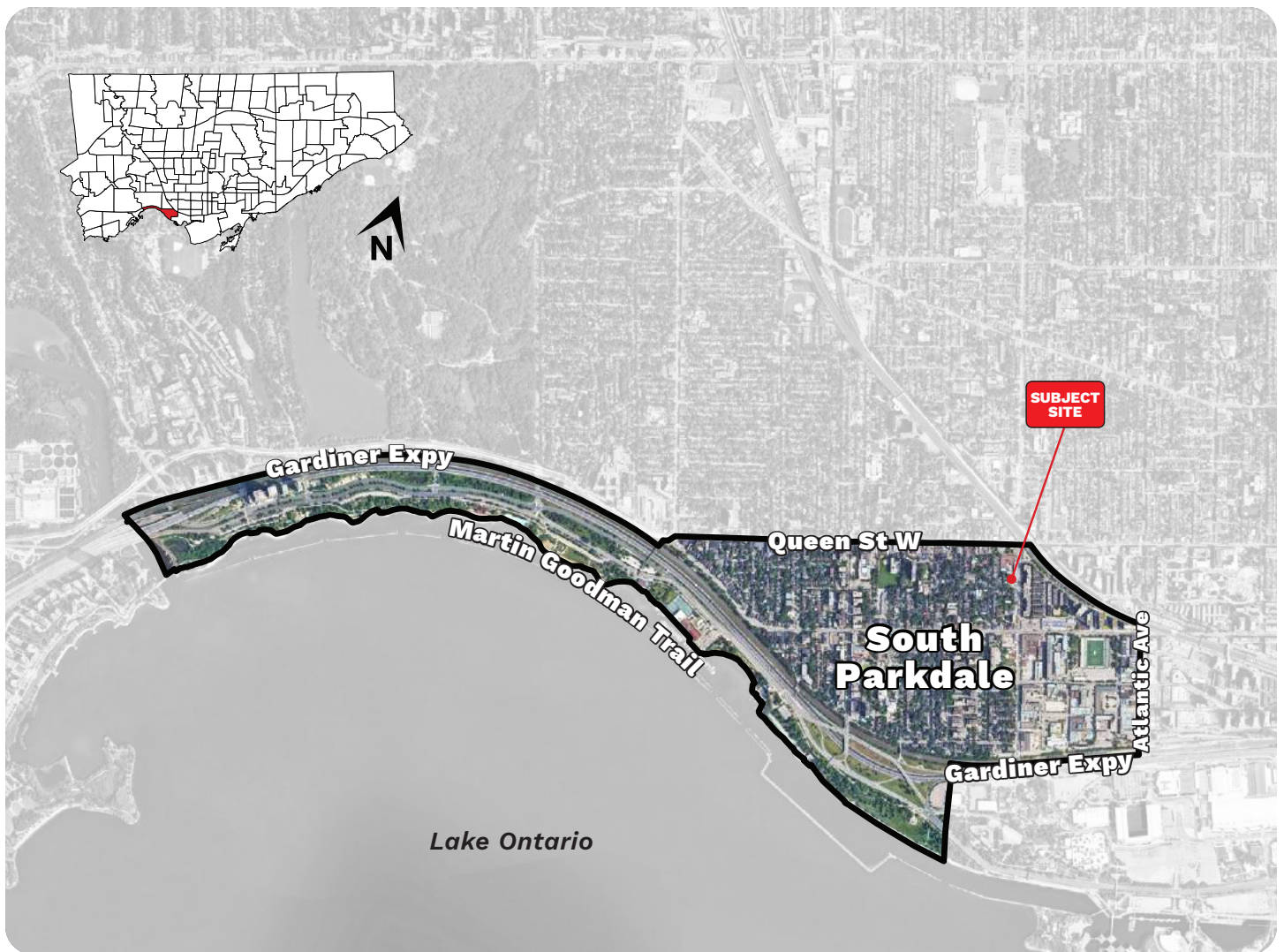


Figure A2 - South Parkdale Neighbourhood

1.3 Methodolgy

This CS&F Study includes an inventory of key publicly funded services and facilities in the Study Area including schools, child care facilities, community centres, parks and libraries, as well as details on other organizations that provide services to the public, including human (social) services. This information has been collected from a variety of sources including the City of Toronto’s website and other online resources. Data on enrolment, capacity, service boundaries and types of programs has been included where available. Direct outreach to representatives of key sections, including schools has been completed in order to ensure up-to-date and accurate information.

The demographic profile in Section 2.0 is based on the Neighbourhood Profile South Parkdale as prepared by the City of Toronto’s Social Development, Finance & Administration department. This profile includes data from the 2011 and 2016 Census, and the 2011 National Household Survey (“NHS”) as provided by Statistics Canada. Due to methodological issues with the NHS, data from this year should be considered approximate and is provided for informational purposes only.



2

Demographic Profile

2.1 Demographic Study Area

The subject site is located at the south-west corner of Dufferin Street and Milky Way Lane in the South Parkdale neighbourhood (see **Figure A2**). As directed by City SIPA staff, the following demographic profile represents data from the South Parkdale and neighbourhood in comparison to the broader City of Toronto. This data is sourced from the Neighbourhood Profiles for each of these neighbourhoods, and the City, as prepared by the City of Toronto using data from 2011 and 2016 Census and the 2011 NHS.

2.2 Population

Table A1 provides an overview of the population and age distribution of the Demographic Study Area and the City of Toronto in 2011 and in 2016. As illustrated in this table, between 2011 and 2016, the population of the South Parkdale neighbourhood decreased by approximately 585 residents which represents a 2.79 percent decrease in population.

In terms of age distribution, the South Parkdale neighbourhood in 2016 had a significantly larger proportion of Working Age residents, and smaller proportions of residents in each of the other age groups. Between 2011 and 2016, the age distribution of the South Parkdale neighbourhood remained relatively stagnant, with a slight increase in Working Age residents.

Table A1 - Population by Age Group (2011 and 2016 Census)

Age Group	South Parkdale (2011)	City of Toronto (2011)	South Parkdale (2016)	City of Toronto (2016)
Children (0-14)	2,560 (12%)	400,860 (15%)	2,070 (10%)	398,135 (15%)
Youth (15-24)	2,410 (11%)	333,510 (13%)	2,225 (11%)	340,270 (12%)
Working Age (25-64)	14,045 (66%)	1,503,260 (58%)	14,270 (69%)	1,566,225 (57%)
Seniors (65+)	2,220 (10%)	377,440 (14%)	2,085 (10%)	426,945 (16%)
TOTAL	21,235	2,615,070	20,650	2,731,575

2.3 Housing and Family Size

In terms of family composition, **Table A2** below illustrates the family size composition of the of the South Parkdale neighbourhood. Between 2011 and 2016, the South Parkdale neighbourhood remained relatively stable with a slight shift towards smaller family sizes in 2016. In 2011 and 2016, the South Parkdale neighbourhood had significantly more 2 person households than the City as a whole.

Table A2 - Census Families by Family Size (2011 and 2016 Census)

Category	South Parkdale (2011)	City of Toronto (2011)	South Parkdale (2016)	City of Toronto (2016)
2 persons	2,425 (56%)	321,190 (47%)	2,690 (60%)	344,110 (48%)
3 persons	1,000 (23%)	170,160 (25%)	990 (22%)	174,600 (24%)
4 persons	650 (15%)	141,160 (20%)	610 (14%)	143,250 (20%)
5 or more persons	290 (7%)	57,340 (8%)	200 (4%)	56,795 (8%)

As illustrated in **Table A3**, the majority of the dwellings in the South Parkdale neighbourhood in 2016 were overwhelmingly located in apartments of all heights with the least common dwelling type located in duplexes. The housing breakdown remained relatively consistent from 2011, with a slight decrease in row houses. The South Parkdale neighbourhood saw a minimal increase in apartment buildings with more than five storeys. The percentage of single-detached homes, semi-detached homes, duplexes and apartments with less than 5-storeys remained unchanged between 2011 and 2016. Compared to Toronto as a whole, the South Parkdale neighbourhood has had a consistently lower proportion of dwellings single-detached homes.

Table A3 - Dwelling by Structure Type (2011 and 2016 Census)

Dwelling Category	South Parkdale (2011)	City of Toronto (2011)	South Parkdale (2016)	City of Toronto (2016)
Single-detached House	2%	26%	2%	24%
Semi-detached House	1%	7%	1%	6%
Row House	5%	6%	3%	6%
Duplex	2%	4%	2%	4%
Apartment, <5 Storeys	29%	16%	29%	15%
Apartment, 5+ Storeys	61%	41%	63%	44%

Based on the total population of the South Parkdale neighbourhood divided by the number of private households, the average household size in 2016 was 1.8 persons per household. This household size is generally smaller than the average for the City as a whole in 2016 (2.42 persons per household) and smaller than the household size in the South Parkdale neighbourhood in 2011 (2.0 persons per household).

Table A4 - Table 4 – Renter Status (2016 Census)

Dwelling Category	South Parkdale (2016)	City of Toronto (2016)
Renter households	9,860 (87%)	47%
Owner households	1,530 (13%)	53%

The data outlined above is only available in the 2016 census data, and as a result, cannot be compared to previous years. The 2016 data indicates that the South Parkdale neighbourhood is largely inhabited by renters with 87% of residents renting their homes opposed to owning. This is a large contrast when compared to the City of Toronto as a whole where only 47% of residents rent their homes.

2.4 Household Income

In terms of income levels, **Table 5** outlines the percentage of private households in the Demographic Study Area within each income bracket. For these purposes, "household" refers to a person or group of persons who occupy the same dwelling. It may consist of a family with or without other non-family members. It is noted household income levels were not accurately captured in the 2011 National Household Survey and are presented in **Table A5** for informational, not comparative purposes.

According to this data, the income level distribution of the population in the South Parkdale neighbourhood is generally lower than the broader City of Toronto, with some minor departures. In particular, the proportion of the population in the South Parkdale neighbourhood earning less than \$79,999 was greater than the City-wide value in both 2011 and 2016.

Table A5 - Household Income Levels (2011 and 2016 Census)

Income Level	South Parkdale (2011)	City of Toronto (2011)	South Parkdale (2016)	City of Toronto (2016)
Under \$20,000	30%	16%	24%	13%
\$20,000 to \$49,999	42%	32%	35%	25%
\$50,000 to \$79,999	17%	23%	20%	21%
\$80,000 to \$124,999	8%	17%	14%	19%
\$125,000 or more	3%	12%	7%	22%

2.5 Summary

The following conclusions can be drawn from the analysis of the demographic information provided in this section:

- The population of the South Parkdale neighbourhood decreased between 2011 and 2016 (approximately 2.79 percent), and had a higher range of Working Age residents than the City as a whole;
- Family composition in the South Parkdale neighbourhood between 2011 and 2016 remained relatively stable with a slight shift towards smaller family sizes in 2016 (2 persons per household);
- In both 2011 and 2016, over 75 percent of dwellings in the South Parkdale neighbourhood were located within apartment buildings of all heights. Compared to the broader City, the South Parkdale neighbourhood had a significantly lower percentage of single-detached houses;
- In 2016, the South Parkdale neighbourhood had a smaller average household size compared to the City as a whole (1.8 compared to 2.42). The average household size from the South Parkdale neighbourhood had somewhat decreased from 2011 (2.0 persons per household);
- Compared to the City of Toronto as a whole, in 2016, the South Parkdale neighbourhood had a higher proportion of lower income residents (earning less than \$79,999) (79 percent compared to 59 percent);



3

Nearby Developments

3.1 Near-By Development Applications

As of July 2022, there were 38 active or recently approved development applications within the Study Area. The details of each of these applications is provided in **Table A6**, including the address of each site, status of the application, type of use, tenure (if residential) gross floor area, the number of units, projected population yield, a breakdown of units by the by number of bedrooms (i.e. unit mix) and the value of any Section 37 benefits secured if the project has been approved or is under construction/completed. A map identifying the location of each of these applications is provided at the end of **Section 5** (see **Figure A4**).

Table A6 - Nearby Development Applications

Address	Status	Section 37	GFA (sq.m)	Tenure	Unit Count	Unit Mix	Estimated Population
Subject Site	Submitted	T.B.C	44,470	Rental and Condo	658	ST – 12 1 bed – 426 2 bed – 154 3 bed - 66	1,136
1439 Bloor St W	SPA Under Review	No	11,857.00	Rental	169	ST - 1 1 bed - 136 2 bed - 14 3 bed+ - 18	277
57 Brock Avenue	Approved	No	8,566.00	Condo	103	1 bed - 42 2 bed - 34 3 bed+ - 5 Townhouse - 16	277
155 Cowan Ave	Under Review	No	1,536.00	Rental	4	ST - 26 1 bed - 5 2 bed - 2	195
90 Croatia St	OMB Approved	T.B.C	165,436.00	Condo	2,162	ST - 145 1 bed - 1,116 2 bed - 664 3 bed+ - 237	37
466 Dovercourt Rd	Council Approved	No	3,658.50	Condo	30	1 bed - 21 2 bed - 6 3 bed+ - 3	3,837
440 Dufferin St	Built	\$300,000	35,575.00	Rental	358	ST - 20 1 bed - 194 2 bed - 109 3 bed+ - 35	51
646 Dufferin St	Appeal Received	\$125,000 T.B.C	8,541.00	Condo	87	ST - 2 1 bed - 31 2 bed - 43 3 bed+ - 11	629
900 Dufferin St	Appeal Received	T.B.C	102,440.00	Rental	1,135	ST - 117 1 bed - 452 2 bed - 461 3 bed - 105	170
1334 Dundas St W	Under Construction or Built	No	704.00	Condo	1	3 bed+ - 1	2,043
1494 Dundas St W	Zoning Approved	\$125,000	4,330.00	Condo	45	1 bed - 4 2 bed - 39 3 bed+ - 2	3

Address	Status	Section 37	GFA (sq.m)	Tenure	Unit Count	Unit Mix	Estimated Population
1744 Dundas St W	Approved	No	1,350.20	Condo	19	1 bed - 4 2 bed - 15	94
2280 Dundas St W	Under Review		265,493.00	Rental and Condo	2,606	Unknown	37
160 Dunn Ave	Approved	No	35,255.90	N/A	507	Unknown	-
29 Florence St	Built		4,032.00	Condo	36	2 bed - 24 3 bed+ - 12	-
31 Gladstone Ave	Under Review		3,267.00	Condo	28	1 bed - 12 2 bed - 16 3 bed+ - 2	88
110 Havelock St	Under Review	No	1,414.70	Rental	11	1 bed - 3 2 bed - 1 3 bed - 7	57
1182 and 1221 King Street West	Approved	\$2,100,000	56,190.00	Condo	749	1 bed - 580 2 bed - 89 3 bed+ - 80	28
1267 King St W	Council Approved	No	362.62	Rental	10	ST - 9 1 bed - 1	1,247
6 Noble St	OMB Appeal		9,354.00	Condo	101	1 bed - 45 2 bed - 32 3 bed+ - 24	10
104 Northcote Ave	Approved	No	TBD	Condo	2	1 bed - 1 2 bed - 1	205
11 Peel Ave	Approved	\$0.00	37,288.00	Condo	434	ST - 2 1 bed - 218 2 bed - 194 3 bed+ - 20	4
72 Perth Ave	Council Approved	No	8,807.00	Rental	105	1 bed - 43 2 bed - 52 3 bed+ - 10	777
1093 Queen St W	Approved	No	10,344.00	Condo	131	1 bed - 85 2 bed - 44 3 bed+ - 2	200
1181 Queen St W	Under Construction or Built	\$550,000	12,298.00	Condo	122	1 bed - 52 2 bed - 58 3 bed+ - 12	218
1488 Queen St W	Council Approved	No	2,740	Condo	29	ST - 2 1 bed - 12 2 bed - 12 3 bed+ - 3	232
1521 Queen St W	Under Review	\$1,000,000	5,923.34	Rental	78	ST - 7 1 bed - 40 2 bed - 26 3 bed+ - 5	53

Address	Status	Section 37	GFA (sq.m)	Tenure	Unit Count	Unit Mix	Estimated Population
1375 Queen St W	Under Review	No	3,994.00	Rental	46	1 bed - 34 2 bed - 7 3 bed+ - 5	133
138 St. Helen's Ave	Under Construction or Built	No	9,083.00	Condo	86	ST - 3 1 bed - 38 2 bed - 40 3 bed+ - 5	78
158 Sterling Rd	Approved	\$800,000	5,753.00	Freehold	32	3 bed+ - 32	156
99 Sudbury St	OMB Appeal	T.B.C	27,974.00	Condo	209	ST - 21 1 bed - 117 2 bed - 71	99
41 Wabash Ave	Approved	No	3,188.00	Condo	15	2 bed - 4 3 bed+ - 11	334
1319 Bloor St W	Council Approved	T.B.C	60,438.00	Condo	799	ST - 54 1 bed - 344 2 bed - 321 3 bed+ - 80	43
1405 Bloor St W	Under Review	T.B.C	21,384.00	Condo	296	ST - 49 1 bed - 197 2 bed - 43 3 bed+ - 37	1,458
1423 Bloor St W	Council Approved	\$1,835,000	14,634	Condo	197	ST - 47 1 bed - 78 2 bed - 52 3 bed+ - 20	530
1354 Queen St W	Under Review	T.B.C	9,699.00	Condo	117	1 bed - 81 2 bed - 23 3 bed+ - 13	327
2-6 Howard Park Ave	Under Review	No	8,130.00	Condo	128	ST - 60 1 bed - 44 2 bed - 11 3 bed+ - 13	202
7 Laxton Ave	Under Review	No	1,000.00	Rental	14	ST - 1 1 bed - 8 2 bed - 3 3 bed+ - 2	185
2 Temple Ave	Under Review	No	19,696.00	Condo	251	ST - 14 1 bed - 131 2 bed - 100 3 bed+ - 28	25

The population projections above were determined using a rate of persons per unit type as set out in the City of Toronto's Design Criteria for Sewers and Watermains. These rates are as follows: 3.1 person per unit ("ppu") for 3-bedroom apartment units, 2.1 ppu for 2-bedroom apartment units, and 1.4 ppu for 1-bedroom or bachelor apartment units. Where unit mixes are not available or undetermined, the average household size for the City of Toronto (2.42) would be applied.

Based on these persons per unit rates, the Proposal for the subject site is estimated to yield approximately 1,136 persons. In our opinion, this is a reasonable estimate considering the proposed unit mix.

It should be noted that the population projection increase from the developments detailed in **Table A6** would occur incrementally as these developments are at different points in the review process and will be constructed with different timelines in response to the market demands and other factors. **Table A7** provides a breakdown of the population increase by the status of the developments listed above.

Table A7 - Table 7 - Estimated Population Increase by Development Status (Excluding the subject site)

Development Status	# of Projects	# of Units	Estimated Population
Proposed (Application Submitted)	14	1,892	3,185
Approved	16	4,276	7,679
Appealed	3	1,445	2,582
Under Construction or Built	5	603	1,107
Total	38	8,216	14,553

As demonstrated in **Table A7**, the estimated population resulting from the developments in the Study Area is 19,611 residents, the majority of which are associated with developments that are proposed or appealed, rather than approved.

Additionally, shown in **Table A6** are Section 37 bonusing contributions. Common community benefits that saw monetary contributions for improvements include parks and playgrounds, public art and artists studios, public realm improvements, and child care.

4

Community Services & Facilities



4.1 Schools

Table A8 outlines the capacities, enrolments and utilization rates for schools within the catchment areas for both the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB). Contact with the School Boards was made in March 2022. In addition to school data, staff provided the yield factor/pupil yield figures for the proposed development based on approximately 660 units.

Table A8 - TDSB and TCDSB Capacity and Enrolment

	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Public Elementary School				
Alexander Muir/Gladstone Ave Junior and Senior Public School (JK-8) 78 Seaforth Avenue	568	508	89%	0
TOTAL	568	508	89%	0
Public Secondary School				
Parkdale Collegiate (9-12) 209 Jameson Avenue	798	616	77%	0
TOTAL	798	616	77%	0
Catholic Elementary School				
Holy Family (JK-8) 141 Close Avenue	711	174	24.5%	0
TOTAL	711	174	24.5%	0
Catholic Secondary School				
St. Mary Catholic Academy (9-12, Mixed Gender) 66 Dufferin Park Avenue	714	768	107.6%	0
Bishop Marrocco/Thomas Merton (9-12, Mixed Gender) 1515 Bloor Street West	1,158	701	59.6%	0
Loretto College (9-12, Female Gender) 151 Rosemount Avenue	567	424	74.8%	0
Chaminade (9-12, Male Gender) 490 Queens Drive	531	906	170.6%	5
TOTAL	2,970	2,788	93.9%	5

Pupil Yield

Pupil yield of the proposed development – TDSB

- Elementary: 31 students (figure supplied by TDSB)
- Secondary: 8 students (figure supplied by TDSB)

Based on the pupil yield figures provided by TDSB, the 27 projected elementary school students generated from the Proposal could be accommodated at Alexander Muir/Gladstone Avenue Junior and Senior Public School, as the school is currently operating below capacity with a utilization rate of 89 percent. Parkdale Collegiate Institute is operating below capacity and can accommodate the anticipated eight (8) secondary students that will arise from the proposed development.

Pupil yield of the proposed development – TCDSB

- Elementary: 27 students (figure supplied by TCDSB)
- Secondary: 4 students (figure supplied by TCDSB)

Based on the pupil yield figures provided by TCDSB, the 27 projected Catholic elementary school students generated from the Proposal could be accommodated at Holy Family, as it is currently operating well below capacity with a utilization rate of 25 percent. The projected four (4) Catholic secondary student may be accommodated at Bishop Marrocco/Thomas Merton (mixed gender) or Loretto College (female only) as they are both currently operating below capacity with a utilization rates of 60 percent and 75 percent, respectively.

In light of the conclusions drawn from the above analysis, it is important to note that it has not been determined if potential students from this development will attend the schools listed in **Table A8**. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend school. However, it would appear at this time that there is sufficient capacity in both the TDSB and TCDSB schools.

4.2 Child Care Services

Table A9 provides a listing of City of Toronto child care services within the Study Area. There are currently 14 child care facilities within the Study Area, 11 of which provided subsidized spaces if available. As per direction received from the City of Toronto on May 17, 2022, child care centres no longer need to be contacted to determine vacancies. Instead child care needs will be informed by the City of Toronto Children’s Services identification of priority child care areas.

Table A9 - Enrolment within Study Area

Facility	Capacity					Total
	Fee Subsidy Available	Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-School (2.5 years to 5 years)	School Age (6 to 12 years)	
Alexander Muir Gladstone Jr YMCA 108 Gladstone Avenue	Y	10	15	24	112	161
Bonaventure Child Care Centre 295 Dufferin Street	Y	10	25	32	-	67
Ferncliff Daycare and After School Group 128 Fern Avenue	Y	-	-	32	132	164
Holy Family Childcare Centre – Queen Victoria 141 Close Avenue	Y	-	-	-	38	38
Kids & Company King and Highline 1100 King Street West	N	20	30	24	-	74
My School Co-op Nursery School 116 Fermanagh Avenue	N	-	-	22	-	22
*Ola Day Care Inc. 2211 Dundas Street West	N	-	-	64	-	64

Facility	Capacity					Total
	Fee Subsidy Available	Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-School (2.5 years to 5 years)	School Age (6 to 12 years)	
Parkdale Childcare Centre <i>78 Seaforth Avenue</i>	N	-	15	21	-	36
Parkdale Early Learning Centre - CDI	Y	-	15	22	86	123
Queen Victoria Child Care Centre <i>100 Close Avenue</i>	Y	10	15	24	-	49
Rowanwood Daycare <i>1275 Dundas Street West</i>	Y	-	15	24	155	194
Shirley Street Jr YMCA <i>38 Shirley Street</i>	Y	-	15	32	56	103
St. Vincent Sunshine <i>116 Fermanagh Avenue</i>	N	-	-	-	50	50
Sunflower House <i>162 Dunn Avenue</i>	Y	10	10	24	-	44
Brock Early Learning Centre <i>93 Margueretta St</i>	Y	-	15	32	86	133
Bumble Bee Garden Child Care Ltd <i>1275 Dundas St W</i>	N	-	5	8	-	13
Candy Factory Swallows Day Care <i>1411 Bloor St W</i>	Y	10	25	40	-	75
Denisa Childcare <i>1065 College St</i>	N	-	12	15	-	27
High Park Gardens Montessori School <i>35 High Park Gardens</i>	N	-	15	-	26	41
Howard Park Children's Centre <i>30 Marmaduke St</i>	Y	-	-	-	185	185

Facility	Capacity					Total
	Fee Subsidy Available	Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-School (2.5 years to 5 years)	School Age (6 to 12 years)	
Kids Zone Daycare Inc. 123 Glendale Ave	N	-	15	36	-	51
Kids Zone Daycare on Constance 76 Constance St	N	-	15	20	-	35
Sunnyside Day Care – Roncesvalles 10 High Park Blvd	N	20	30	32	-	82
Sunnyside Garden Day Care 225 Garden Ave	Y	-	15	23	157	195
The Orchard Montessori School 375 Dovercourt Rd	N	-	-	32	30	62
Tiny Explorers Academy 404 Roncesvalles Ave, Unit 402	N	13	10	12	-	35
West End Jr YMCA 931 College St	Y	-	30	40	30	100
					TOTAL	2,223

4.2.1 Projected Child Care Yield

It is estimated that the proposed 641 units will generate demand for approximately 34 child care spaces. This is based on a residential population increase of 1,121 people (641 units multiplied by the ppu rates for the proposed unit mix as set out in Section 3), of which 9 percent would be "Children" as shown in the 2016 Demographic Study Area profile provided in Section 2 ("Children" are aged 0-14). The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA – 63.1 percent. A further multiplier of 50 percent is used to approximate the number of children needing care at a child care centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications.

4.3 Public Libraries

There are two (2) public library branches within the Study Area. A brief description of the services and programs offered is provided below.

Parkdale Neighbourhood Branch

The Parkdale Neighbourhood Branch is located at 1303 Queen Street West. The branch is open seven (7) days a week for a total of 69 hours.

The branch has a variety of equipment for persons with disabilities including, but not limited to, book stand, natural spectrum lamp, a page turner, wheelchair accessible furniture, and a large print keyboard.

The collections available at the branch include:

- Adult Literacy Materials
- Audiobooks on CD
- Large Print Collection
- Local History Collection
- Rita Cox Black & Caribbean Heritage

According to the Toronto Public Library's 2018 Annual Report, the Parkdale Neighbourhood Branch had 333,245 visits in 2018, which decreased by 1.4 percent from 2017. The number of workstation users in the branch decreased by 15.6 percent from the 2017 Annual Report. The number of open hours increased by 0.2 percent between 2017 and 2018.

High Park Neighbourhood Branch

The High Park Neighbourhood Branch is located at 228 Roncesvalles Avenue. The branch is open six (6) days a week for a total of 62 hours.

The branch has a variety of equipment for persons with disabilities including, but not limited to, book stand, natural spectrum lamp, a page turner, wheelchair accessible furniture, and a large print keyboard.

The collections available at the branch include:

- Adult Literacy Materials
- Audiobooks on CD
- Large Print Collection
- Local History Collection

According to the Toronto Public Library's 2018 Annual Report, the High Park Neighbourhood Branch had 200,533 visits in 2018, which decreased by 1.6 percent from 2017. The number of workstation users in the branch decreased by 22.7 percent from the 2017 Annual Report. The number of open hours increased by 0.3 percent between 2017 and 2018.

Due to the ongoing COVID-19 pandemic, all TPL programs and classes have been temporarily cancelled. When regular programming returns, it is assumed that the previous schedule (or a slightly modified schedule) will resume (albeit delivered in a revised format) which includes a variety of programs that happen on a recurring basis.

4.4 Recreation

There are four (4) publicly funded recreation centres operated by the City of Toronto’s Parks and Recreation Division within the Study Area. It is noted that there may be recreation centres operated by non-profit organizations serving the Study Area, however, these have not been included in this inventory.

Table A10 - Community Recreation Centres within the Study Area

Location	Description	Facilities
Masaryk-Cowan Community Recreation Centre 220 Cowan Avenue	Masaryk-Cowan Community Recreation Centre is a multi-use complex with a fitness centre, gymnasium, and multipurpose rooms. This centre also has a dedicated enhanced youth space.	<ul style="list-style-type: none"> • Dressing Room • Fitness/Weight Room • Gymnasium • Kitchen • Lounge • Multipurpose Room
Holy Family Community Centre 141 Close Avenue	No information is provided for the Holy Family Community Centre.	<ul style="list-style-type: none"> • Gymnasium • Multipurpose Room
Parkdale Community Recreation Centre 75 Lansdowne Avenue	Parkdale Community Centre is fully accessible shared use facility. It features a 25-metre indoor pool, a separate wading pool, two gymnasiums which can accommodate a variety of activities, and a community room and limited access to a full function kitchen. The centre also provides permits to host individual events.	<ul style="list-style-type: none"> • Gymnasium • Indoor Pool • Multipurpose Room
Mary McCormick Recreation Centre 66 Sheridan Avenue	Mary McCormick Recreation Centre is a type C fitness facility with cardio and strength equipment, free weights and fitness rooms. The 25-yard, warm water pool has a viewing gallery. The centre also has a gymnasium, two preschool rooms, and youth and older adult lounges. A family/universal change room is available at this location.	<ul style="list-style-type: none"> • Craft Room • Dance Studio • Dressing Room • Fitness/Weight Room • Games Room • Gymnasium • Indoor Pool • Kitchen • Multipurpose Room • Preschool

Given the data found in **Table A10**, it is evident that the Study Area offers a range of services for those of all ages. Generally speaking, the recreation facilities within the Study Area provide several programs focusing on the arts, fitness, swimming, child care, sports, and social development. It should be noted that some of the TDSB schools located within the Study Area may permit community groups to rent their facilities (e.g. gymnasiums). In light of this, additional programs may be offered at these locations.

4.5 Parkdale Community Hub

The City-owned lands to the south of the subject site are part of the emerging Parkdale Community Hub, an ongoing city-building initiative to explore opportunities for increasing the density of affordable housing and community building through the smart consolidation and introduction of new community services.

The lands are comprised of six (6) existing uses including:

- Masaryk-Cowan Community Centre and Masaryk Park (220 Cowan Avenue)
- Parkdale Library (1303 Queen Street West)
- Parkdale Arts and Culture Centre (1313 Queen Street West)
- Public Laneway at the rear of Library
- Toronto Parking Authority lot (1325 Queen Street West)
- Toronto Community Housing residential apartment building (245 Dunn Avenue)

In addition, City Council recently directed the City enter into an agreement of purchase and sale for the acquisition of the property at 1337 Queen Street West for the purposes of new affordable housing and community program space for the Parkdale Hub project.

Each of these services are in need of repair. In 2017, in collaboration with CreateTO, the Parkdale Hub Feasibility Study commenced examining the redevelopment potential of these sites to maximize social benefit and affordable housing.

On December 17, 2019, City Council directed CreateTO to lead Phase 2 of the Parkdale Hub Project Feasibility Study, which included steps to advance the redevelopment of the lands, including the advancement of a schematic design with a view to initiating a rezoning process for the site. On December 15, 2021, City Council adopted the Parkdale Hub Project – Advancing to Phase 3 report (Phase 3 Report), which recommended CreateTO advance to Phase 3 of the Parkdale Hub project in collaboration with City divisions and agencies, and the local community. Phase 3 will include a City-initiated rezoning process for the Parkdale Hub sites, based on the Demonstration Plan prepared in Phase 2 and ongoing community consultation.

4.6 Human Services

Based on the information and mapping available through the United Way and City of Toronto, there are at least twelve (12) human service organizations operating within the Study Area; however, it is anticipated that the actual number of service organizations operating within the Study Area is much greater.

Table A11 outlines the name, location, and type of service provided by each of these human service organizations (some of which receive municipal and provincial funding).

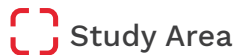
Table A11 - Human Services in the Study Area

Service	Description
<i>Native Child and Family Services of Toronto 179 Dowling Ave</i>	Native Child and Family Services of Toronto (NCFST) is a multi-service urban Aboriginal agency providing holistic, culture-based programs and services for Aboriginal children and families.
Parkdale Project Read 1209 King St W	Parkdale Project Read is a non-profit, community-based literacy program that operates an adult learning centre in the Parkdale community. They work for English-speaking adults who want to learn to read, write, or use basic math or computer skills. Parkdale Project Read is an Employment Ontario program and is funded by the Ontario government.
Breakaway Addiction Services 21 Strickland Ave	Comprehensive, community-based, individualized addiction treatment and harm reduction services including street and community outreach.

Service	Description
Parkdale Golden Age Foundation 27 Roncesvalles Ave, Suite 401	Parkdale Golden Age Foundation (PGAF) is a non-profit charitable organization that was established in 1974 with the aim of improving the quality of life for seniors and the disabled through various programs. Their services are available to people over the age of 60 and to people with disabilities.
Toronto Employment Social Services 1900 Dundas St W	Employment & Social Services provides financial benefits through Ontario Works, employment supports and social supports to people living in Toronto. They provide a range of services including, but not limited to, finding a job, connecting to health, housing, childcare and other social services, and providing access to computers with internet.
Working for Change 1499 Queen St W, Suite 203	Working for Change is a charitable organization that emphasizes the importance of work in the lives of people who have been marginalized. They operate social purpose enterprises, leadership and pre-employment training programs, as well as providing community-based research and public education on issues related to poverty, mental health and addictions, violence against women and newcomer/refugee challenges.
Autism Ontario 1179 King St W, Suite 004	Autism Ontario is a charitable organization that helps people on the autism spectrum and their families by advocating on their behalf, providing programs and services, and promoting autism acceptance.
JobStart 219 Dufferin St, Suite 1c, Bldg 201	JobStart provides Job Seekers with a range of services designed to get them into the workforce. They provide adults, foreign trained professionals, newcomers to Canada, persons with disabilities, seniors, students, women, and youth with access to programs and services to help them find work. JobStart also provides employers with recruitment services at no cost, volunteer opportunities such as mentoring services, and access to apprenticeships.
Kerry's Place Autism Services 219 Dufferin St, Unit 12A	Kerry's Place Autism Services provides children, youth, and their families, a variety of services for individuals on the autism spectrum disorder up to the age of 18. They provide skill-building groups, individual consultation, parent training and coaching, system navigation and family support.
Dream Team 1678 Bloor St W	Dream Team is an advocacy group that leads workshops and presentations on mental health support, supportive housing, discriminatory by-laws, human rights, recovery and stigma.
Parkdale Intercultural Association 1257 Queen St W	The Parkdale Intercultural Association provides settlement programs and services to new immigrants and refugees. The program engages newcomers in community development to nurture a healthy, equitable and sustainable community that builds on the rich diversity of Parkdale.
Centre for Opportunities, Respect & Empowerment 160 Springhurst Ave	CORE provides daytime Community Participation Supports for adults with developmental disabilities or dual diagnoses.

As shown in **Table 11** above, there are a wide variety of human services available within the Study Area. With regard to the type of services provided, organizations are in place to provide emergency services for matters such as employment, immigration, a lack of shelter, literacy programs, seniors, mental health, assault and sexual assault.

Community Services and Facilities Map



Study Area



Subject Site

Schools

1. Alexander Muir/Gladstone Ave Junior and Senior Public School (JK-8)
2. Parkdale Collegiate (9-12)
3. Holy Family (JK-8)
4. St. Mary Catholic Academy (9-12, Mixed Gender)
5. Bishop Marrocco/Thomas Merton (9-12, Mixed Gender)
6. Loretto College (9-12, Female Gender)
7. Chaminade (9-12, Male Gender)

Child Care Services

1. Alexander Muir Gladstone Jr YMCA
2. Bonaventure Child Care Centre
3. Ferncliff Daycare and After School Group
4. Holy Family Childcare Centre – Queen Victoria
5. Kids & Company King and Highline
6. My School Co-op Nursery School
7. *Ola Day Care Inc.
8. Parkdale Childcare Centre
9. Parkdale Early Learning Centre - CDI
10. Queen Victoria Child Care Centre
11. Rowanwood Daycare
12. Shirley Street Jr YMCA
13. St. Vincent Sunshine
14. Sunflower House
15. Brock Early Learning Centre
16. Bumble Bee Garden Child Care Ltd
17. Candy Factory Swallows Day Care
18. Denisa Childcare
19. High Park Gardens Montessori School
20. Howard Park Children's Centre
21. Kids Zone Daycare Inc.
22. Kids Zone Daycare on Constance
23. Sunnyside Day Care – Roncesvalles
24. Sunnyside Garden Day Care
25. The Orchard Montessori School
26. Tiny Explorers Academy
27. West End Jr YMCA

Libraries

1. Parkdale Neighbourhood Branch
2. High Park Neighbourhood Branch

Human Services

1. Native Child and Family Services of Toronto
2. Parkdale Project Read
3. Breakaway Addiction Services
4. Parkdale Golden Age Foundation
5. Toronto Employment Social Services
6. Working for Change
7. Autism Ontario
8. JobStart
9. Kerry's Place Autism Services
10. Dream Team
11. Parkdale Intercultural Association
12. Centre for Opportunities, Respect & Empowerment
13. Parkdale Community Health Centre
14. Elm Grove Living Centre

Recreation

1. Masaryk-Cowan Community Recreation Centre
2. Holy Family Community Centre
3. Parkdale Community Recreation Centre
4. Mary McCormick Recreation Centre

Surrounding Developments

- | | |
|-----------------------|------------------------|
| 1. 1439 Bloor St W | 25. 1521 Queen St W |
| 2. 57 Brock St | 26. 1375 Queen St W |
| 3. 90 Croatia St | 27. 138 St. Helens Ave |
| 4. 466 Dovercourt Rd | 28. 158 Sterling Rd |
| 5. 440 Dufferin St | 29. 99 Sudbury St |
| 6. 646 Dufferin St | 30. 41 Wabash Ave |
| 7. 900 Dufferin St | 31. 1319 Bloor St W |
| 8. 1334 Dundas St W | 32. 1405 Bloor St W |
| 9. 1494 Dundas St W | 33. 1423 Bloor St W |
| 10. 1744 Dundas St W | 34. 1354 Queen St W |
| 11. 2280 Dundas St W | 35. 6 Howard Park Ave |
| 12. 160 Dunn Ave | 36. 7 Laxton Ave |
| 13. 29 Florence St | 37. 2 Temple Ave |
| 14. 31 Gladstone Ave | |
| 15. 110 Havelock St | |
| 16. 1182 King St W | |
| 17. 1267 King St W | |
| 18. 6 Noble St | |
| 19. 104 Northcote Ave | |
| 20. 11 Peel Ave | |
| 21. 72 Perth Ave | |
| 22. 1093 Queen St W | |
| 23. 1181 Queen St W | |
| 24. 1488 Queen St W | |

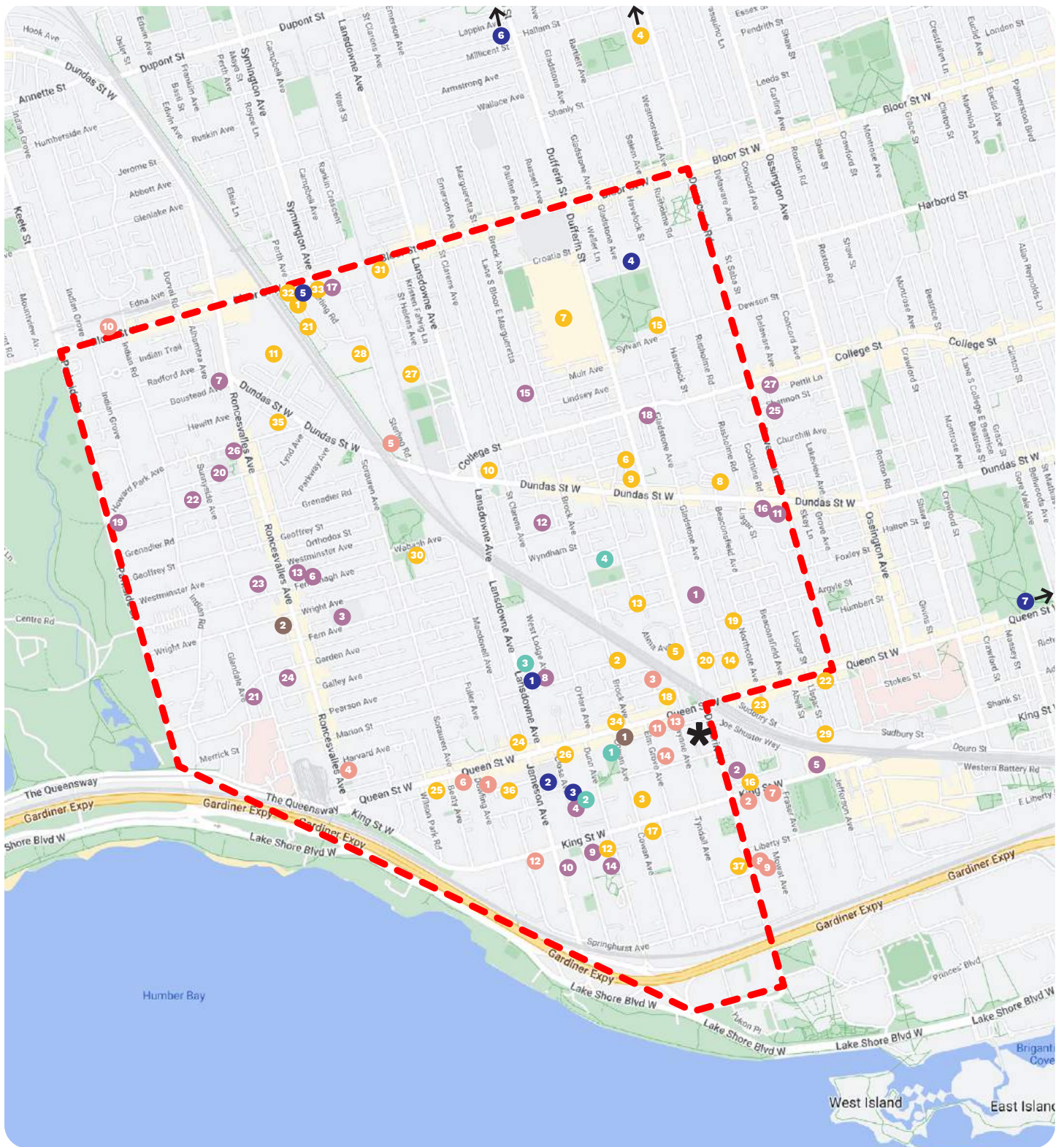


Figure A3 - Full CSF Map

5

Conclusion

This CS&F Study captures key publicly funded services and facilities available to existing and future residents on the subject site. A summary of the findings of this Study is provided below.

5.1 Demographic Profile

- The population of the South Parkdale neighbourhood decreased between 2011 and 2016 (approximately 2.79 percent), and had a higher range of Working Age residents than the City as a whole;
- Family composition in the South Parkdale neighbourhood between 2011 and 2016 remained relatively stable with a slight shift towards smaller family sizes in 2016 (2 persons per household);
- In both 2011 and 2016, over 75 percent of dwellings in the South Parkdale neighbourhood were located within apartment buildings of all heights. Compared to the broader City, the South Parkdale neighbourhood had a significantly lower percentage of single-detached houses;
- In 2016, the South Parkdale neighbourhood had a smaller average household size compared to the City as a whole (1.8 compared to 2.42). The average household size from the South Parkdale neighbourhood had somewhat decreased from 2011 (2.0 persons per household);
- Compared to the City of Toronto as a whole, in 2016, the South Parkdale neighbourhood had a higher proportion of lower income residents (earning less than \$79,999) (79 percent compared to 59 percent);

5.2 Development Activity

As of July 2022, there were 38 active or recently approved development applications in the Study Area. The estimated population generated from these developments is approximately 19,657 persons (based on proposed unit types). The majority of these applications are under review or appealed. Of the 38 developments, Section 37 contributions had been formally secured for seven (7) projects.

5.3 Community Services and Facilities

In terms of school accommodation, the TDSB elementary / middle school within the catchment area of the subject site is operating below capacity. There is one public secondary school that serves the subject site that is operating below capacity. There is one Catholic elementary school serving the subject site which is operating well below capacity. Based on current enrolment numbers, it appears that there is space for both elementary and secondary students to be accommodated at the schools that serve the proposed development (31 public elementary, eight (8) public secondary, 27 catholic elementary and four (4) Catholic secondary).

There are a total of 29 child care facilities (2,223 spaces) within the Study Area, 14 of which provide subsidized spaces when available. The proposal is expected to produce an estimated 34 children requiring child care. In addition to projected yields and capacities of existing child care centres in this neighbourhood(s), child care needs will be informed by the City of Toronto Children's Services identification of priority child care areas.

There are two (2) public libraries located within the Study Area, both of which are neighbourhood branches. Each branch offers computer workstations and large print collections.

The Study Area contains four (4) public recreation facilities, which offer a wide variety of arts, athletics and swimming programming for residents of all ages.

The Parkdale Community Hub initiative focuses on transforming and improving six (6) existing services within the Study Area. The Study is still in progress but has undergone extensive public consultation to ensure that residents of the Parkdale neighbourhood have input on any proposed improvements.

There are at least 12 human service operating providing services to residents within the Study Area, some of which service the community from multiple locations. These organizations offer a mix of employment services, immigration services, a lack of shelter, literacy programs, seniors, mental health, assault and sexual assault.

5.4 Conclusions & Recommendations

Overall, this CS&F Study has found that the Study Area contains a broad range of community services and facilities from all of the key service sectors that were surveyed. As demonstrated in the Demographic Profile, this area of the City has experienced a decrease in overall population; however, this demographic of people are largely working age residents who speak English and do not have children. As a result, there is a lower demand for community services and facilities with this population in comparison with other groups, including children and seniors. Notwithstanding, it is important that the residents of this area continue to have access to various community services and facilities, which will require continued investment in existing resources and the addition of new resources where appropriate.

The ongoing Parkdale Community Hub initiative will contribute to the evolution of the Parkdale Neighbourhood and will improve existing services within the area. The proposed community space within the proposal will contribute to the City's vision of a community hub and will provide additional opportunities for community based gatherings and functions.

The proposal will compliment and support the range of community uses fostering the ideals of complete communities by constructing purpose-built rental units, a community garden and flexible living spaces. Furthermore, there will be flexible commercial spaces and flexible studio units that are intended to support local artists in the community.

The proposal also includes positive contributions to the public realm, including an improved interior courtyard within subject site, an expanded sidewalk zone along Dufferin Street and a new pedestrian clearway along Milky Way. New mid-block connections are also proposed to foster connectivity through the site and between surrounding community infrastructure, such as the Melbourne Avenue Parkette to the south and the Parkdale Hub to the west.

Through the development review process, it is anticipated that the applicant will receive comments and feedback from City departments and other commenting agencies with respect to any capacity or accommodation concerns for CS&F resources resulting from the proposal. Therefore, our recommendation may be revised in the future should further details become available or should City priorities shift.

We trust that the information and conclusions presented in this Study will be sufficient for the City's purposes at this time. Should more information regarding the provision of services summarized in this CS&F Study be required, further investigations can be completed with a scope of work to be determined in consultation with City staff.

Appendix B

**Block
Context
Plan**

Block Context Plan

**340-376R Dufferin Street
& 2 Melbourne Avenue**

City of Toronto

Prepared For
Hullmark Developments Ltd

August 2022



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Introduction

This Block Context Plan report has been prepared in support of an application by Hullmark Developments Ltd to amend the City of Toronto Official Plan, City-wide Zoning By-law 569-2013, as amended, with respect to a 0.76 hectare site municipally known as 340-376R Dufferin Street and 2 Melbourne Avenue, here in referred to as the subject site.

The Block Context Plan provides a description and analysis of how the physical form of the proposed development fits within the existing and planned context. The Plan includes an inventory and assessment of the physical features of the existing site context, including existing built form typology, heritage features, and existing parks and open spaces. It also provides an inventory of the planned context, including Official Plan land use designations and other information as relevant from applicable policy and guideline documents.

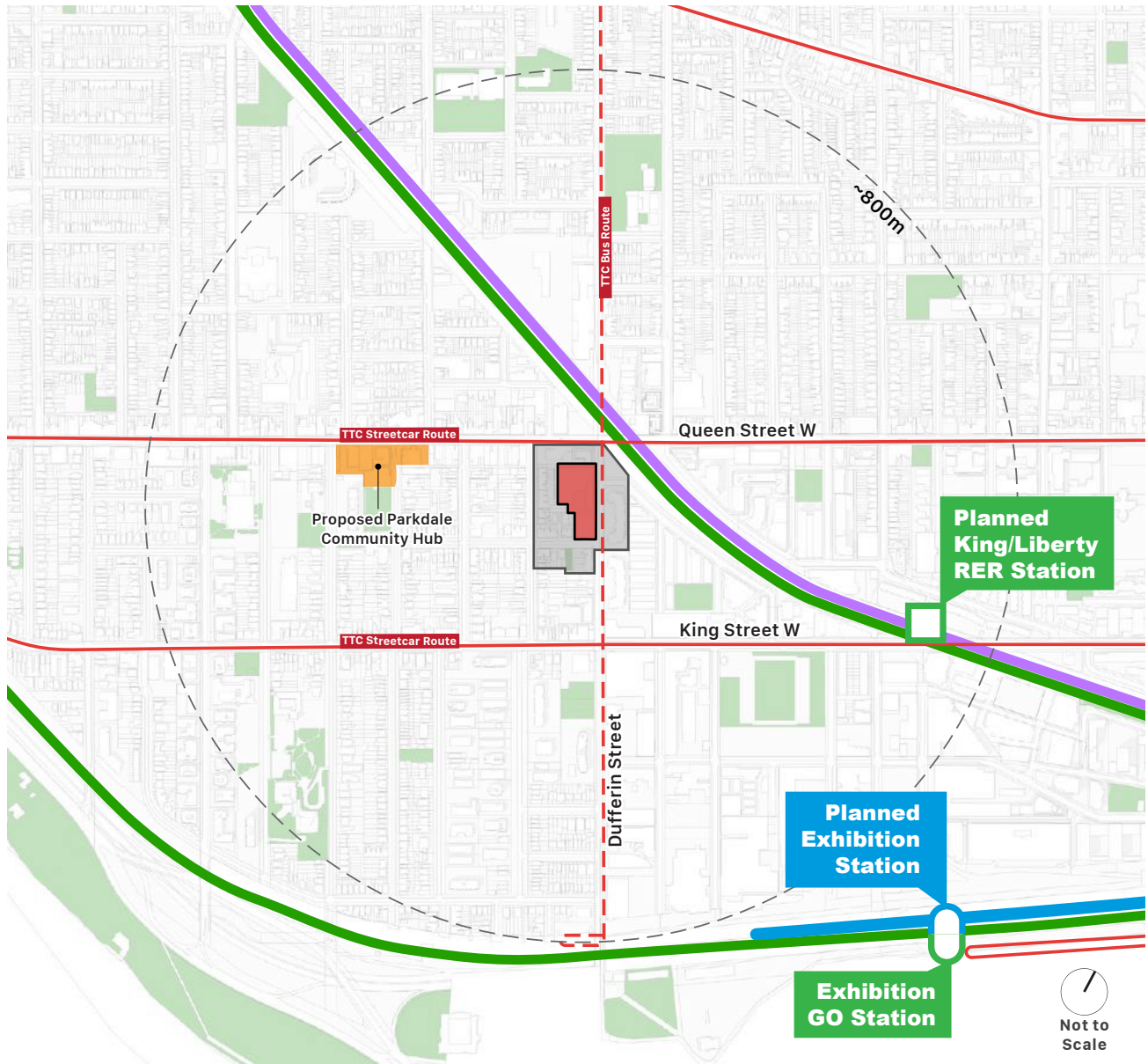
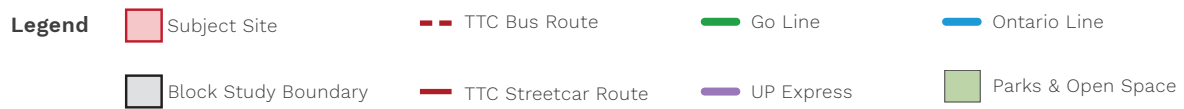


Figure 1 - Context Map



2 Study Area

As illustrated in **Figure 2**, the Study Area is bounded by Queen Street West to the north, the 8-storey apartment building along Dufferin Street (Kings Gardens Apartments) to the east, the rear property lines of parcels which have frontage along the south side of Melbourne Avenue to the south, and Gwynne Avenue to the west.



Figure 2 - Block Context Plan Study Boundary and Existing Built Form

- Legend**
- Subject Site
 - Existing Built Form
 - Block Study Boundary
 - Parks & Open Space
 - P Existing Surface Parking lot

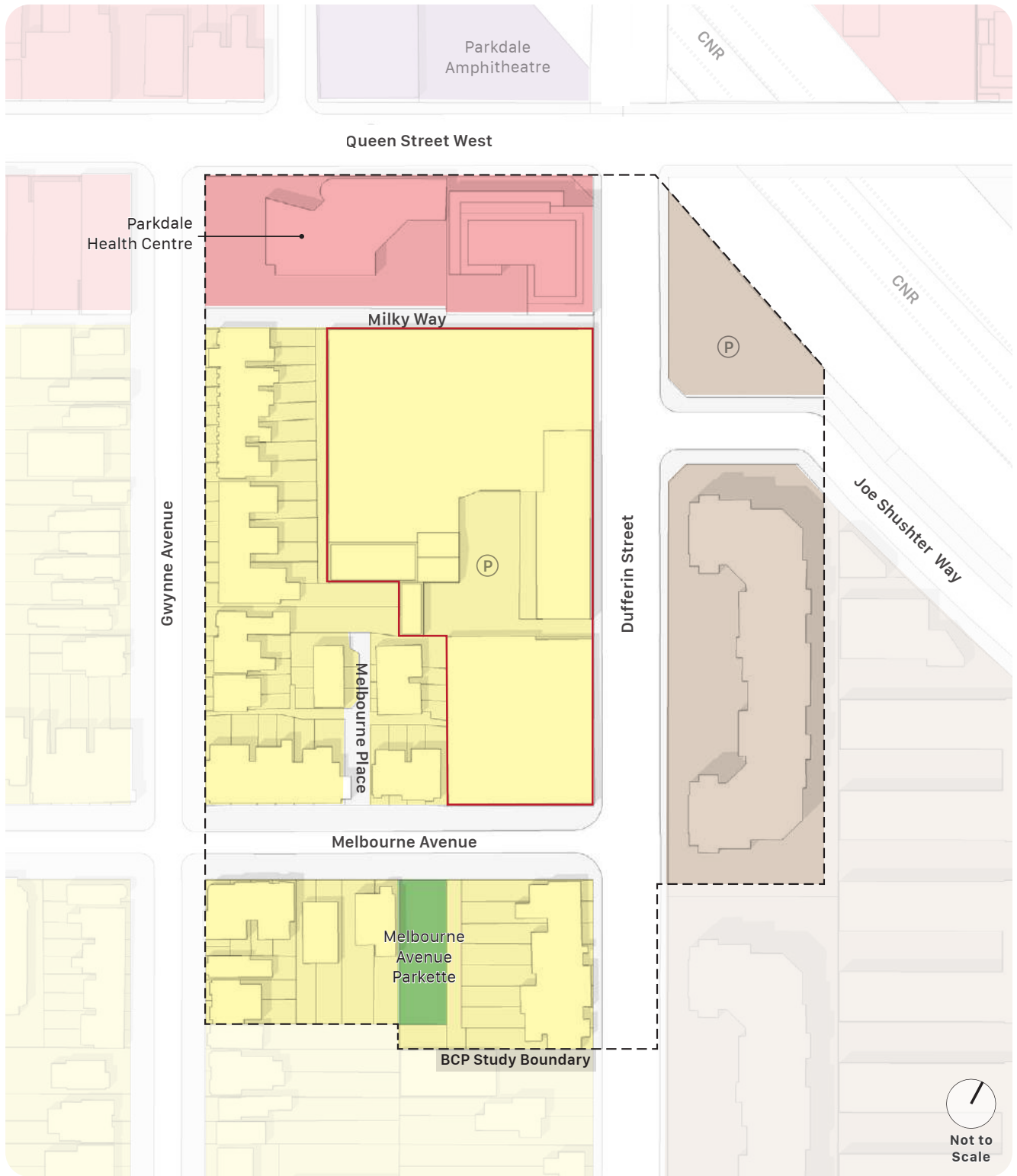
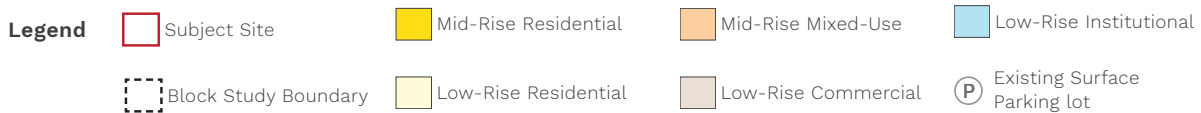


Figure 3 - Land Use - Official Plan Map 18

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|---------------|----------------------|-----------------|--------------------|------------------------------|
| Legend | Subject Site | Neighbourhoods | Regeneration Areas | General Employment Areas |
| | Block Study Boundary | Mixed-Use Areas | Parks | Existing Surface Parking lot |



Figure 4 - Existing Built Form Typology



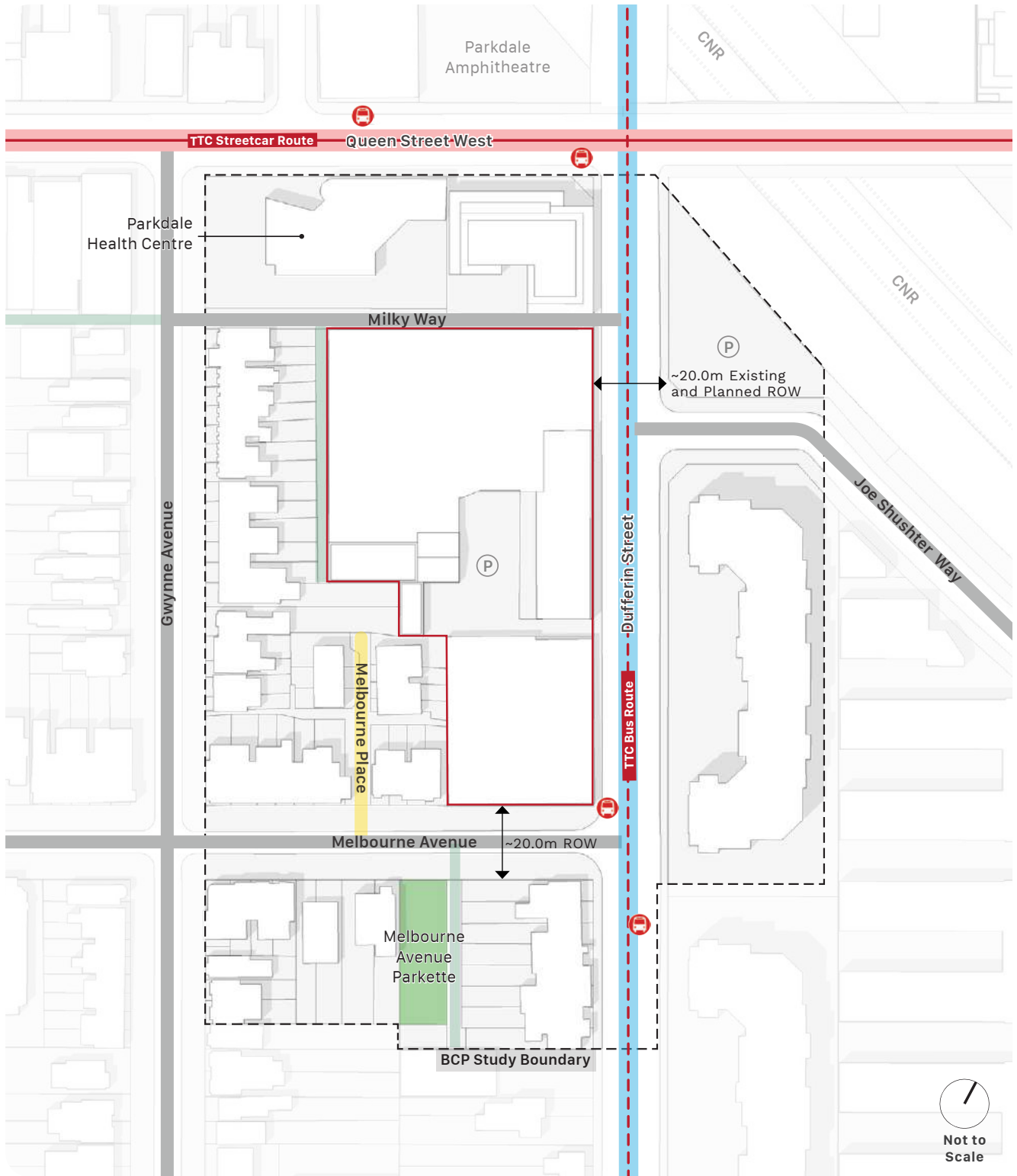
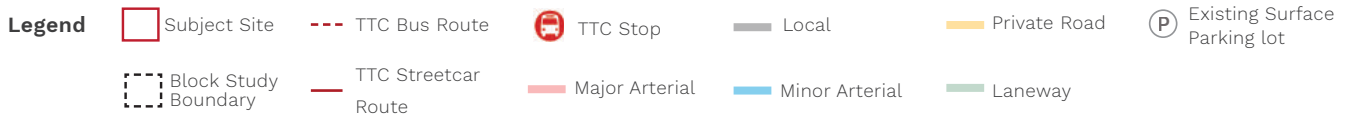
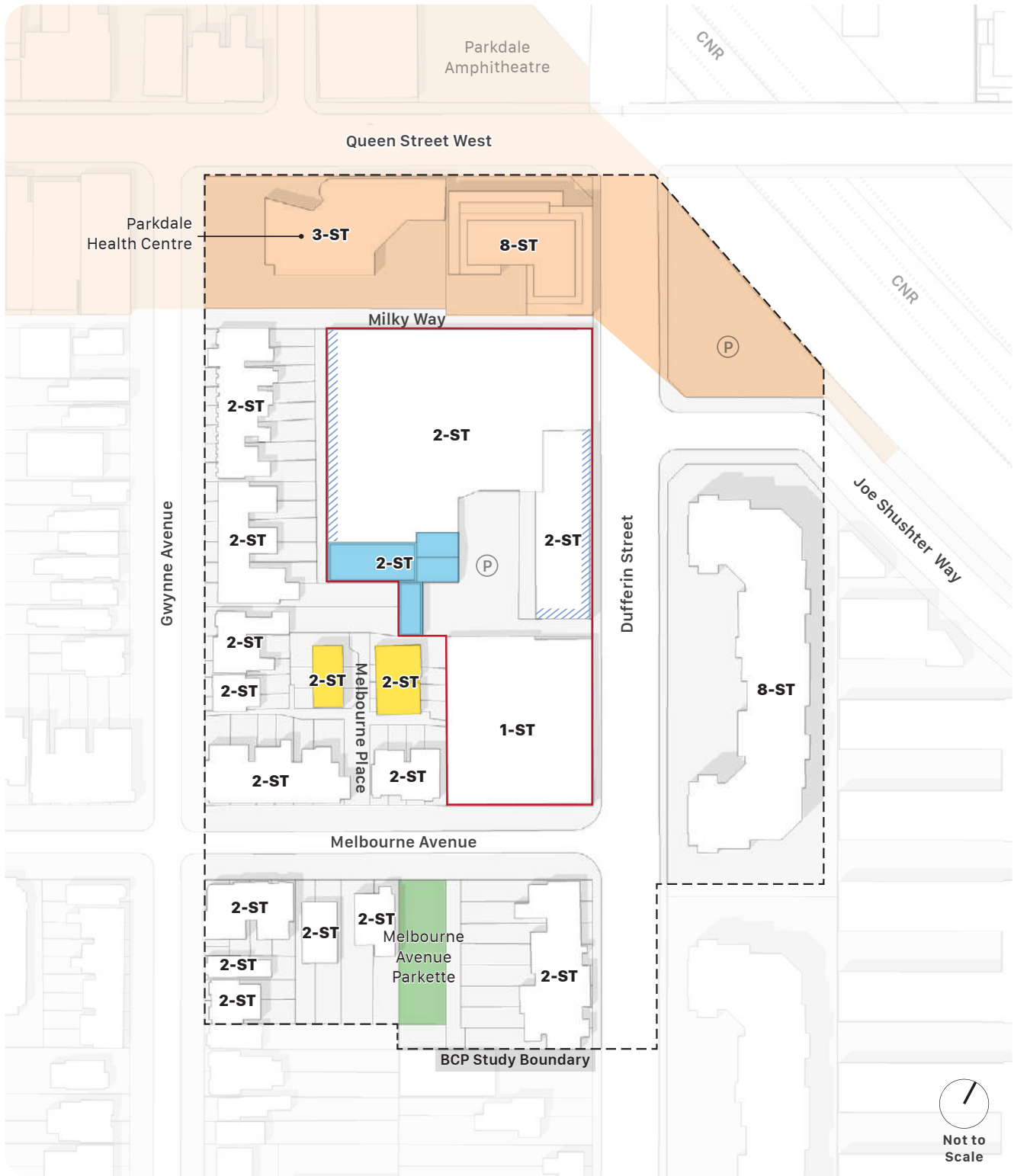


Figure 5 - Existing Road Network and Transit Context





Not to Scale

Figure 6 - Heritage Context

- Legend**
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Block Context Plan Structure

The proposed application would permit the intensification of the Subject Site with a high-quality architecturally distinct mixed-use development. The proposed development is comprised of two tall building elements (21 and 25 storeys) above a series of linked base buildings that are configured around a courtyard and privately-owned publicly-accessible open space (POPS) within the interior of the Subject Site, which facilitates new mid-block connections and congregation areas.

The proposed development would provide a range of non-residential and residential uses, including new retail/commercial and community-based uses, artisan studios/maker space for artists and small-scale commercial activities space, a mix of residential unit types, such as live-work units, new rental housing and family-sized residential dwellings.

From a built form and urban design perspective, the proposal is contextually appropriate and will represent a high-quality architectural addition to the area. The proposal will fit harmoniously with the existing and planned built form context, including surrounding streets, open spaces and surrounding *neighbourhoods*.

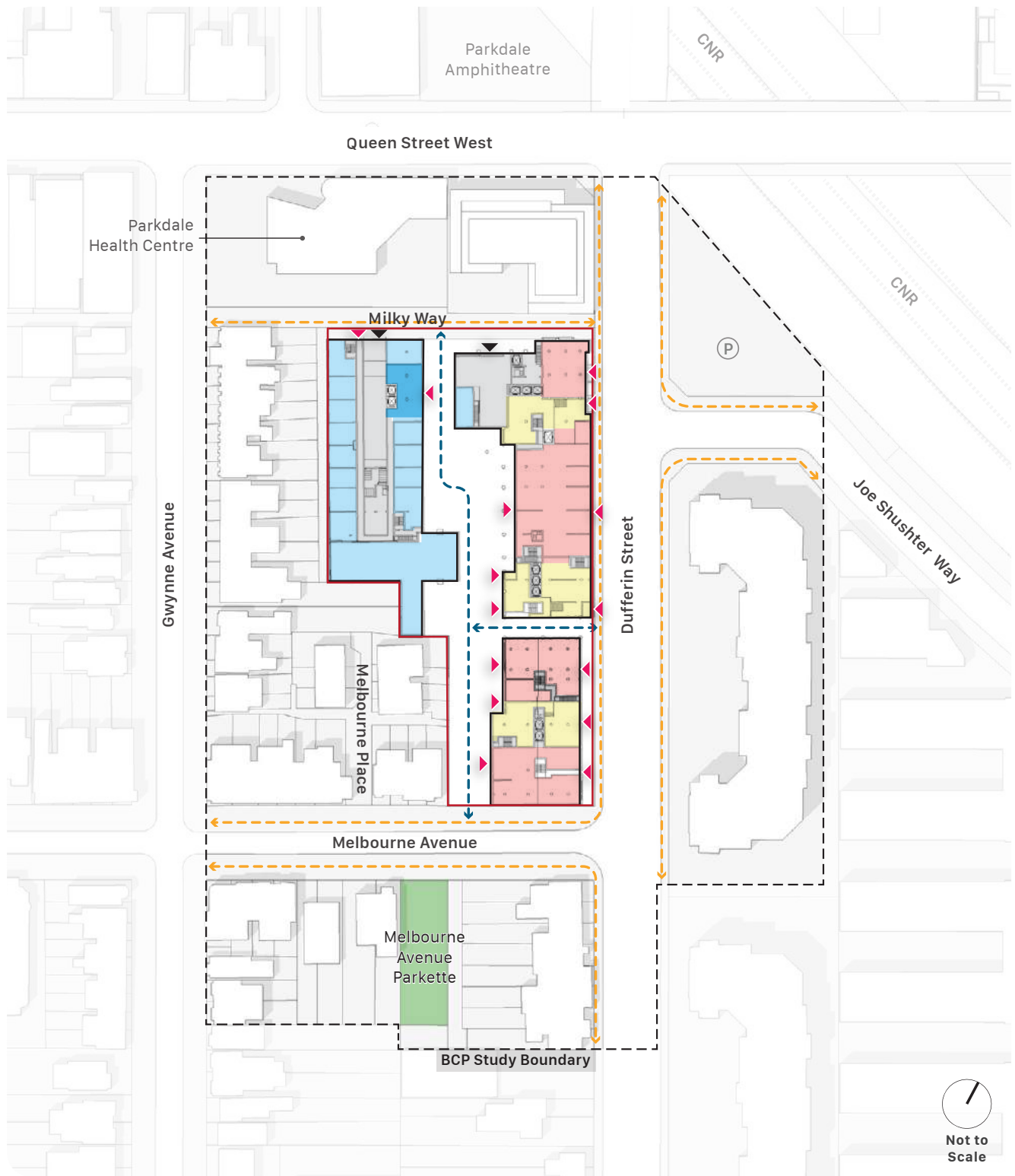
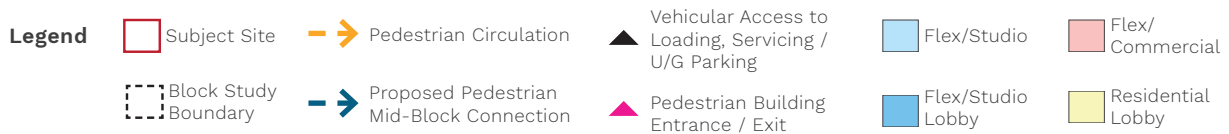


Figure 7 - Ground Floor Usage and Circulation



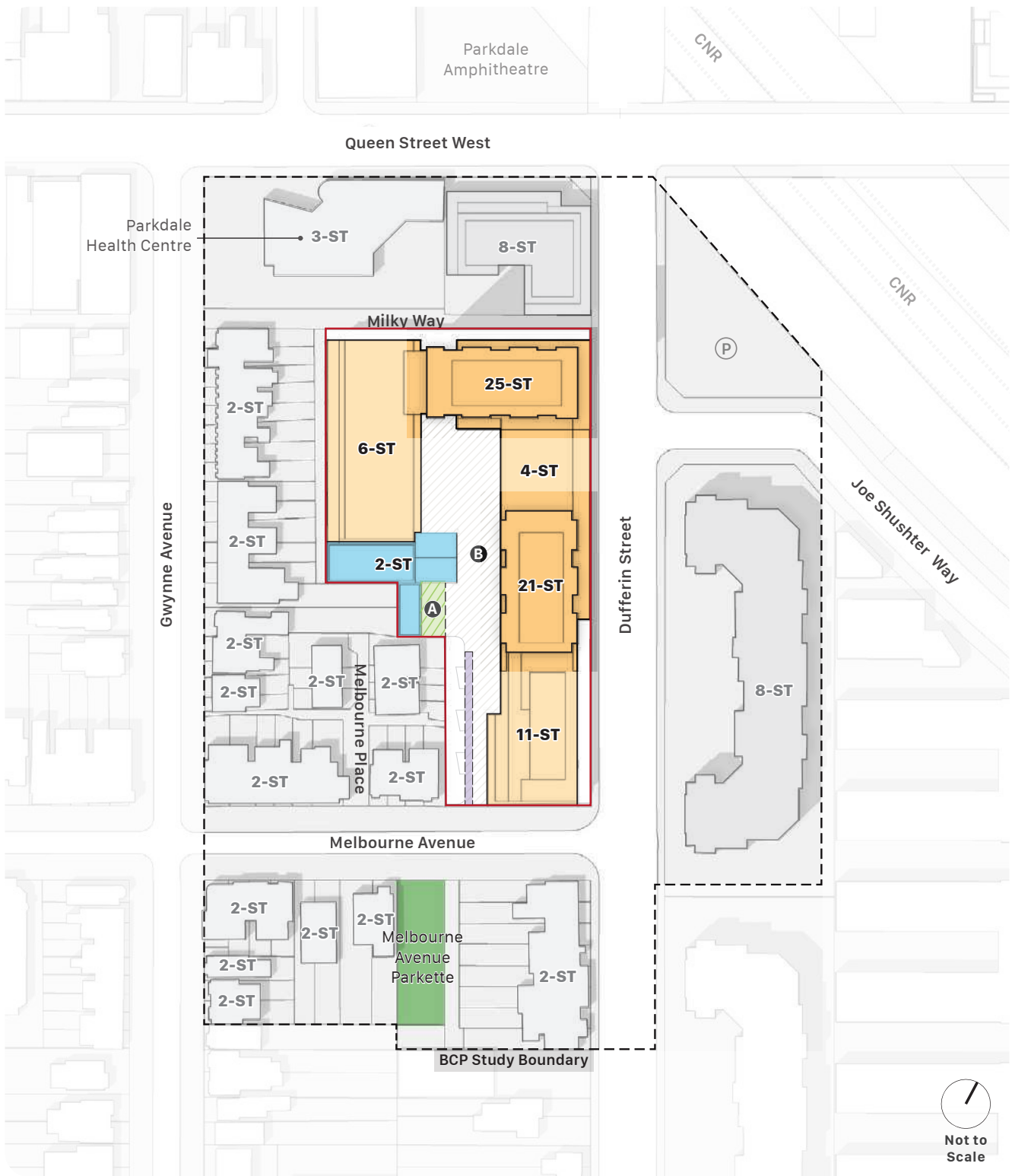


Figure 8 - The Proposed Development

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|---------------|----------------------|---|--|------------------|-----------|
| Legend | Subject Site | Proposed Tower Floorplate | Proposed Base Building/ Mid-Rise Element | Community Garden | Courtyard |
| | Block Study Boundary | Existing Heritage Building to be Retained | Existing Surrounding Development | POPS | |

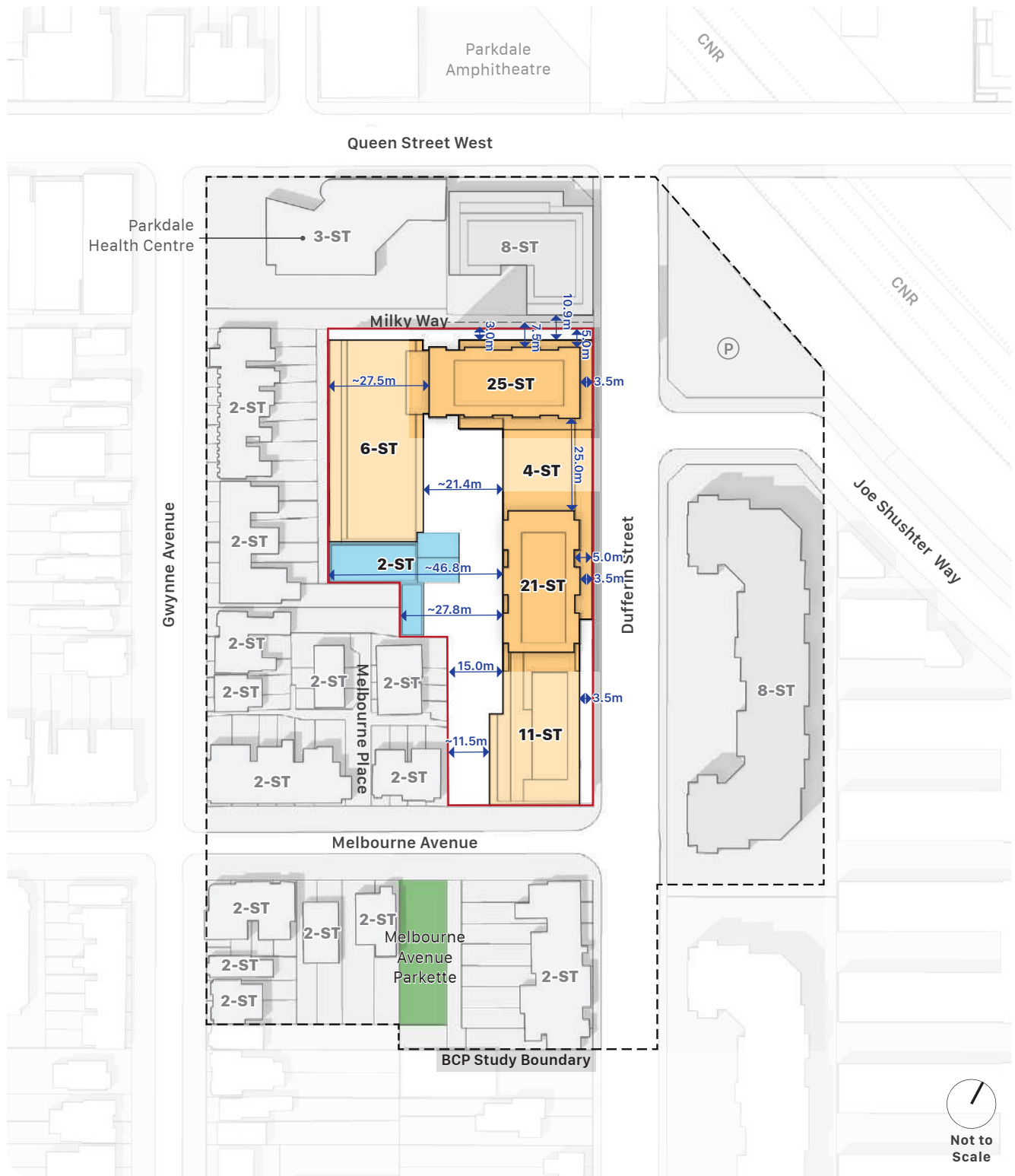


Figure 9 - Setbacks and Separation Distances



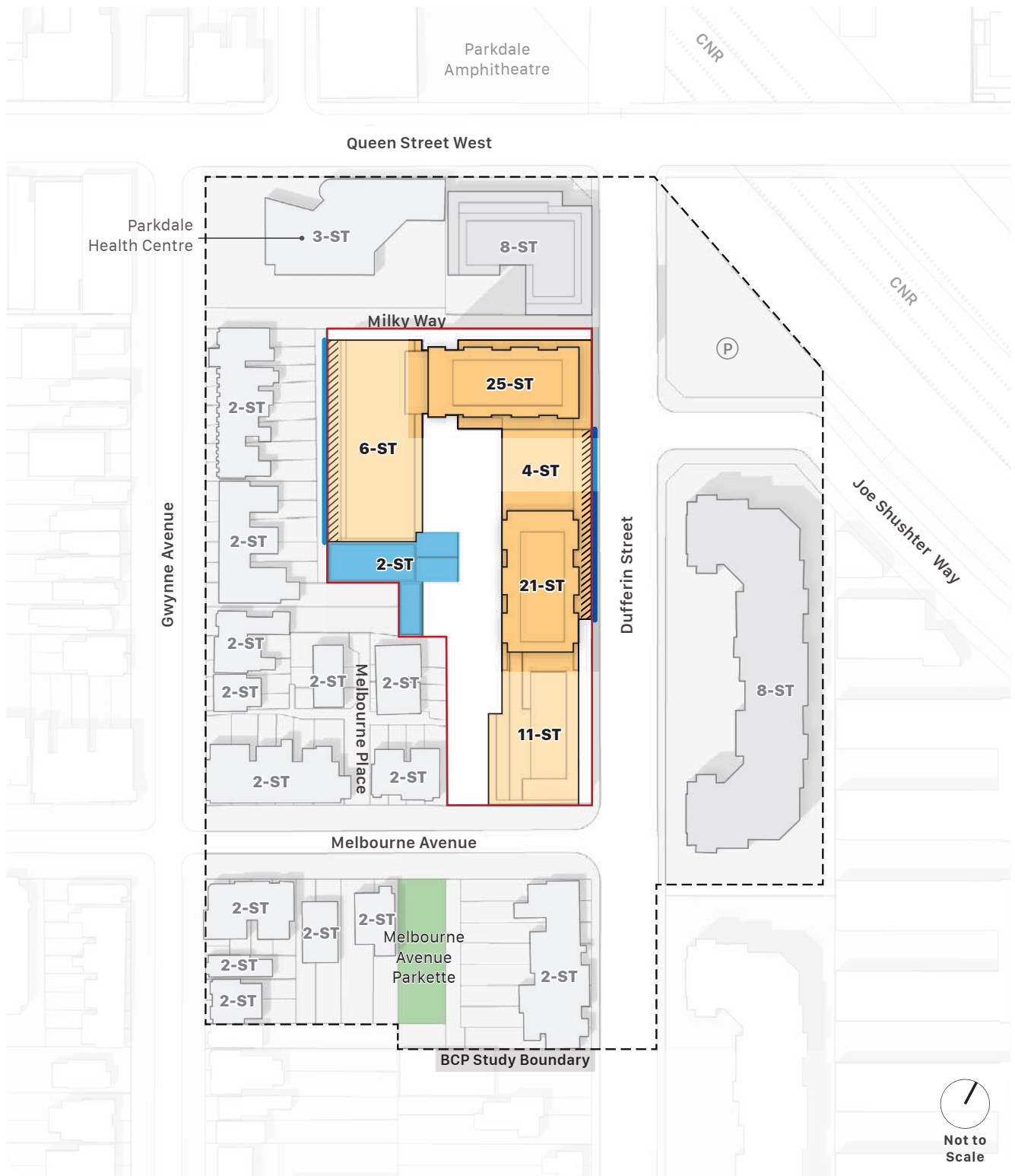


Figure 10 - Heritage Strategy

- Legend**
- Subject Site
 - Proposed Tower Floorplate
 - Proposed Base Building/ Mid-Rise Element
 - Block Study Boundary
 - Existing Heritage Building to be Retained
 - Existing Facade to be Retained



Figure 11 - View Looking Northeast

Legend Subject Site Block Study Boundary Proposed Development Retained Heritage Active Development Application

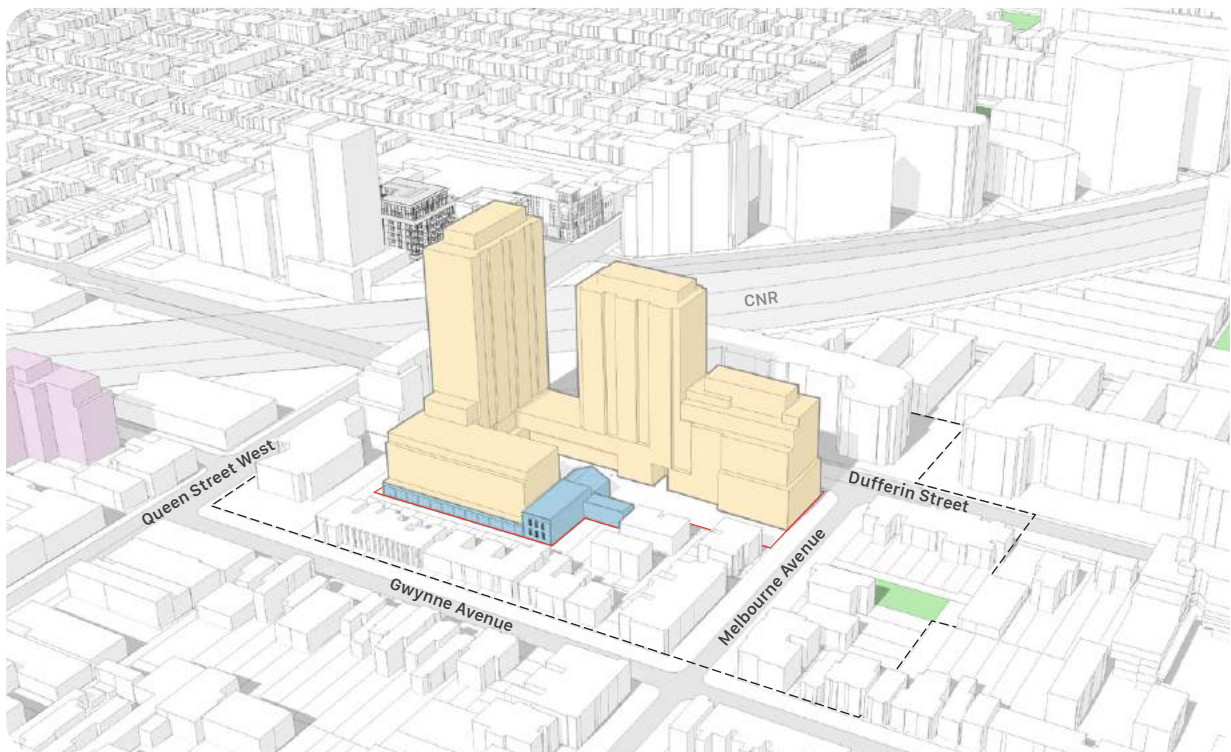


Figure 12 - View Looking Northwest

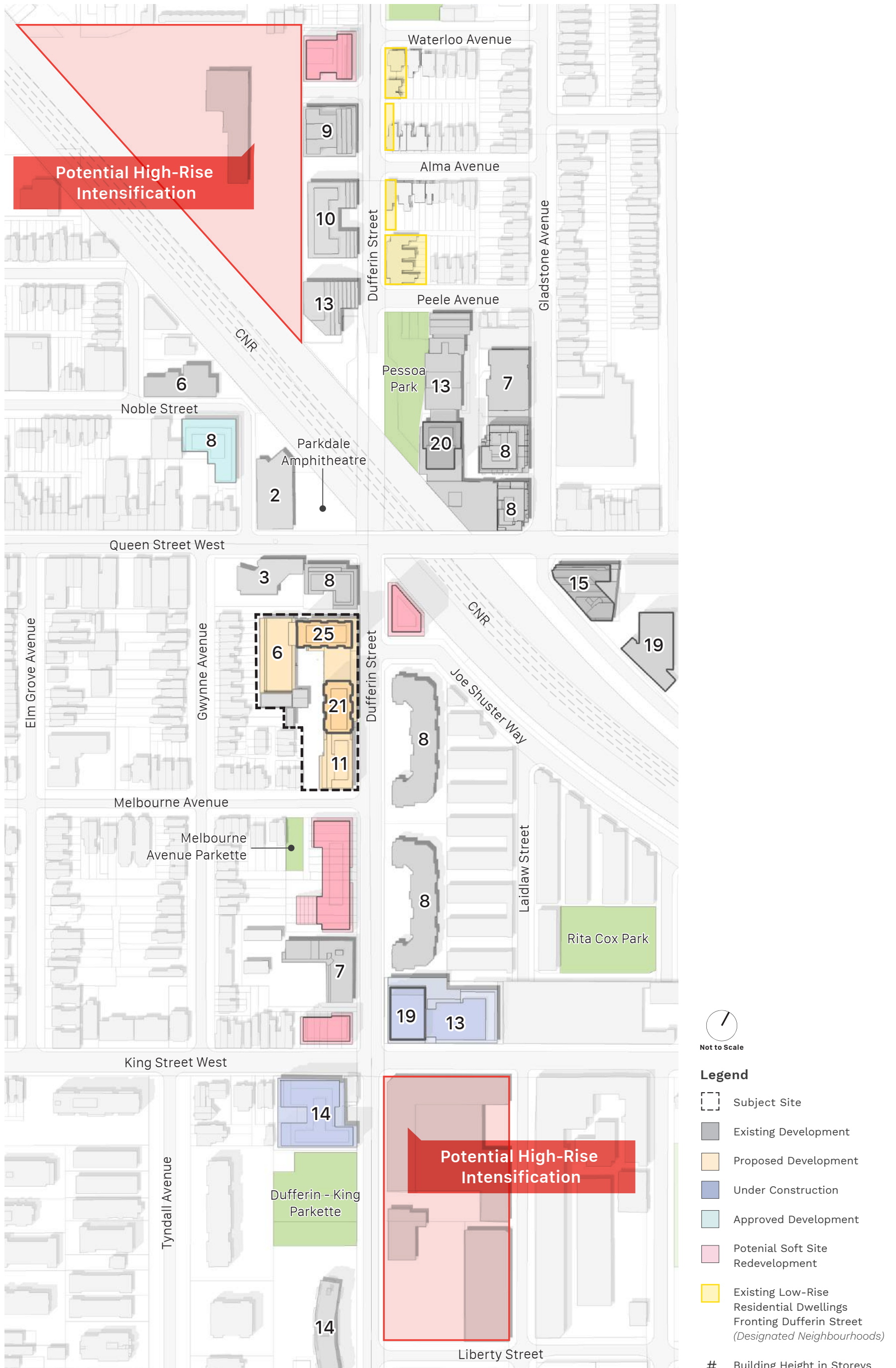


Figure 13 - Potential Long-term Conceptual Redevelopment of Dufferin Street

