

Planning & Urban Design Rationale

2451-2495 Danforth Avenue City of Toronto

Prepared For FCHT Holdings (Ontario) Corporation

November 2024



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Urban Planning Urban Design Community Engagement

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This Planning and Urban Design Rationale report has been prepared in support of an application by FCHT Holdings (Ontario) Corporation, a subsidiary of First Capital REIT, to amend the City of Toronto Official Plan and the City-wide Zoning By-law No 569-2013, as amended, with respect to its 0.77-hectare property located at the southeast corner of Westlake Avenue and Danforth Avenue, municipally known as 2451-2495 Danforth Avenue in the City of Toronto.

Introduction

This Planning and Urban Design Rationale report has been prepared in support of an application by FCHT Holdings (Ontario) Corporation, a subsidiary of First Capital REIT, to amend the City of Toronto Official Plan and the City-wide Zoning By-law No 569-2013, as amended, with respect to its 0.77-hectare property located at the southeast corner of Westlake Avenue and Danforth Avenue, municipally known as 2451-2495 Danforth Avenue in the City of Toronto (herein referred to as the "subject site" or "site") (see **Figure 1**, Location Map).



Figure 1 - Location Map

The subject site is currently occupied with a single-storey grocery store (Sobeys) flanked by surface parking. The proposed Official Plan and Zoning By-law Amendments would permit the redevelopment of the subject site with a building that includes a 13-storey (52.4 metres, including a 6.0-metre mechanical penthouse) mid-rise element and a 35-storey (122.0 metres, including a 6.0-metre mechanical penthouse) tower element, connected by a 2-storey podium. The building will contain 41,251 square metres of gross floor area (GFA), inclusive of 939 square metres of retail GFA, 2,258 square metres of a potential grocery store and 38,054 square metres of residential GFA (620 residential units), resulting in a density of 5.5-floor space index (FSI). The development also includes a privately owned, publicly accessible open space (POPS) in the eastern portion of the subject site.

This report concludes that the application is in keeping with the planning and urban design framework established by the Provincial Planning Statement, the City of Toronto Official Plan and the applicable urban design guidelines.

From a planning policy perspective, the proposed development would contribute to the achievement of numerous provincial and municipal policies in the Provincial Planning Statement, and the City of Toronto Official Plan, in particular those which promote intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including public transit.

In this respect, the subject site is located on an *Avenue*, within a 500-metre radius of two existing higher-order transit stations (Main Street subway station and Danforth GO), and is in proximity to numerous surface transit routes. By virtue of its proximity to these existing stations, the site would also fall within the definition of a "major transit station area". Accordingly, the subject site would be considered a "strategic growth area", which are areas intended to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

From a land use perspective, the proposed residential and retail uses conform with the *Mixed Use Areas* designation of the Official Plan within which growth is encouraged, particularly in locations that are proximate to existing rapid transit stations. In addition, the proposal will also contribute to the provision of a range of housing choices, including affordable housing, which will help reduce automobile dependency through the provision of new housing in proximity to higher order transit.

Given the existing underutilized nature of the subject site, its proximity to existing and planned higher-order transit and its location on an *Avenue*, where intensification is generally anticipated and encouraged, an important opportunity exists to create a transit-supportive development, which optimizes and makes efficient use of land and existing and proposed infrastructure.

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 proposed mid-rise and tower heights will fit harmoniously within the range of existing and approved buildings in the area. The building and its elements have been carefully sculpted, sited and massed to adequately limit built form impacts on their surroundings, including on the low-rise neighbourhoods to the south. The podium element has been designed to maintain and reinforce the existing 2- to 3-storey streetwall height along Danforth Avenue, while the upper levels of the building are terraced and highly articulated to provide visual interest and to maintain an appropriate proportion at the pedestrian level.

In our opinion, 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, taking into consideration the specific context of the site.

For all the foregoing reasons, it is our opinion that the proposed development represents good planning and urban design, and, accordingly, we recommend approval of the proposed Official Plan Amendment and rezoning application.

Site & Surroundings

2.1 Subject Site

The subject site is located at the southeast corner of Danforth Avenue and Westlake Avenue, approximately 90 metres west of the intersection of Danforth Avenue and Main Street, municipally known as 2451-2495 Danforth Avenue (see **Figure 2**, Aerial Site Context).

The subject site is 7,724 square metres in size and is generally rectangular in shape, with an irregular south property line that includes a small jog at the southeast corner of the site, as well as a notch at the southwest limit of the property that extends approximately 11 metres into neighbourhoods to the south. The subject site has frontages of approximately 165 metres along Danforth Avenue and approximately 36 metres along Westlake Avenue and has a depth ranging between approximately 36 and 48 metres.

The subject site is currently developed with a 1-storey Sobeys grocery store, situated in the center of the site along Danforth Avenue, with surface parking areas to the east and west of the building, providing a total of approximately 135 existing parking spaces.

The existing supermarket building is built along the north property line along Danforth Avenue, is setback approximately 66 metres from the east property line and approximately 48 metres from the west lot line along Westlake Avenue. To the south, the building is set back a minimum of 1.8 metres, except for a notch at the southwest limit of the property, where the building is built to the lot line on all sides.

Vehicular access to the site is provided from three locations, two ingress and egress access points along Danforth Avenue located on both sides of the building, and one ingress and egress access from Westlake Avenue at the southwest corner of the site.



Figure 2 - Aerial Site Context



Subject site, looking west along Danforth Avenue



Subject site parking lot, looking south at the western portion of the site



Subject site parking lot, looking south at the eastern portion of the site





Area Context

With respect to elevation, the front of the site (along Danforth Avenue) slopes up approximately 0.9 metres from east to west, while the rear of the site is generally flat. In the western portion of the site (along Westlake Avenue), it slopes down approximately 0.4 meters from north to south.

With respect to vegetation, there are a total of 15 trees located along Danforth Avenue, all of which are located within the public right-of-way. There are also various trees located along the southern property line, separating the commercial properties from the residential uses to the south.



Subject site parking lot, looking southeast at the eastern portion of the site



Subject site parking lot, looking south at the western portion of the site

2.2 Area Context

The subject site is located at the periphery of the Danforth Village neighbourhood, which extends from Westlake Avenue to the west, Victoria Park Avenue to the east, approximately one street north of Danforth Avenue and all lands south of Danforth to the railway tracks. Danforth Village encompasses the intersection of two major streets, Danforth Avenue and Main Street as well the Main Street TTC subway station and the Danforth GO Transit station.

The subject site fronts onto Danforth Avenue, which is one of the City's primary east-west thoroughfares, spanning across the majority of the east end of the city, and is an extension of Bloor Street East from the Prince Edward Viaduct (over the Don Valley Parkway) to the west, to Kingston Road to the east.

The built form along Danforth Avenue within Danforth Village resembles a typical Toronto "mainstreet" including 2 to 3-storey mixed-use buildings with retail at-grade and residential units above, on shallow lots with narrow frontages, and with buildings that are generally built to the front lot line. This is a result of rapid development over a short period of time in the 1910s and 1920s along Danforth Avenue, between Cowell Avenue and Woodbine Avenue, as a result of the expansion of streetcar service and the completion of the Prince Edward Viaduct over the Don River. During this period, the neighbourhood saw a wave of residential and commercial development along Danforth Avenue and the adjacent neighbourhoods to the north and south.



Figure 3 - Aerial Photo - Area Context





Looking northeast at 268 Main Street, Main Square and beyond to 2681-2721 Danforth Avenue

Later, development in the 1950s and 1960s, filled in remaining vacant lots or redeveloped partially built lots with commercial properties with surface parking, similar to the existing development on the subject site, as well as high-rise residential apartments. Examples of other large-scale retail shops along Danforth include Canadian Tire (2681-2721 Danforth Avenue) to the west of Guest Avenue, and Shoppers World (3003 Danforth Avenue) at the intersection of Victoria Park and Danforth Avenue, and an example of high-rise residential apartments is Main Square, located at the intersection of Danforth Avenue and Main Street. Behind the properties fronting onto Danforth Avenue and Main Street are stable residential neighbourhoods consisting of primarily single, semi-detached and townhouse dwellings, although there are pockets of high-rise apartments in the traditional "tower in the park" setting.

More recently, the neighbourhood has been evolving into a higher-density area with the development of more mid-rise and high-rise mixed-use buildings, particularly near Main Street subway station and the Danforth GO station. The tallest building in the vicinity are concentrated in the southern portion of the neighbourhood, around the intersection of Main Street and Danforth Avenue, and the rail corridor, and includes proposed, approved and recently constructed buildings with heights ranging up to 59 storeys. The following table provides a list of recent development, approvals and proposal in the vicinity of the subject site.

Table 1 - Development Activity in the Surrounding Area

Address	Use	Height (storeys)	Height (metres) including MPH	Status
2721 Danforth Avenue	Mixed-use	59 35 55 49	190.5 (incl. 8m MPH) 118.4 (incl. 8m MPH 179.7 (incl. 8.5m MPH) 161.7 (incl. 8.5m MPH)	Approved by OLT
2575 Danforth Avenue (Main Square)	Mixed-use	35 15	120.1 (incl. 8.5m MPH) 59.4 (incl. 8m MPH)	Approved*
8 Dawes Road	Mixed-use	52	Not available.	Approved by OLT
2681 Danforth Avenue	Mixed-use	48 33	163.3 (incl. 7.1 m MPH) 118.6 (incl. 7.1 m MPH)	Approved by OLT
10 – 30 Dawes Road	Mixed-use	43 24 39 37	147.3 (incl. 11.0 m MPH) 88.6 (incl. 11.0 m MPH) 138.1 (incl. 7.5m MPH) 132.2 (incl. 7.5m MPH)	Approved by OLT & Minor Variance
6 Dawes Road	Mixed-use	29 17	108.2 (incl. 7.5m MPH) 65.7 (incl. 7.5m MPH)	Under Construction
9 – 25 Dawes Road	Mixed-use	33 27	99.3 (incl. 5m MPH) 96.0 (incl. 5m MPH)	Approved
268 Main Street (LinX)	Mixed-use	27 11	89.2 (incl. 5m MPH) 37.7	Constructed
2359 (now 2369) Danforth Avenue	Mixed-use	10	34.1	Constructed
2494 Danforth Avenue	Mixed-use	10	38.4	Approved
2720 – 2734 Danforth Avenue	Mixed-use	9	31.8 (incl. 4.0m MPH)	Proposed

*Settlement has been reached with City Council and the application is pending OLT Approval.

2.3 Immediate Surroundings

Immediately <u>east</u> of the subject site, at 2505 Danforth Avenue is 3-storey mixed-use building with at-grade retail uses (Real Bargain Wholesale) fronting on Danforth Avenue and residential units above. The building is set back approximately 1.0 metres from the Danforth Avenue lot line to the north, 1.3 metres from its east lot line, 14.5 metres from its south lot line and 0.2 metres from its west lot line (abutting the subject site). The western façade of the building, adjacent to the subject site, is a blank wall and does not have any windows.

The rear portion of the property is occupied by atgrade surface parking spaces, which are accessed from the north-south laneway (West Main Street North Stephenson), located to the south of the property.

Further east is a series of 2- to 3-storey mixed-use buildings with at grade commercial storefronts (2513 to 2547 Danforth Avenue), five of which at 2533, 2535, 2451, 2543 and 2547 Danforth Avenue, are listed on the City's Heritage Register.



2517, 2513 and 2505 Danforth Avenue



Looking South on Danforth Avenue



2529-2547 Danforth Avenue

To the southeast of the subject site, is a recently constructed 27-storey (88.90 metres, including a 5.0 metre mechanical penthouse) mixed-use building fronting on Main Street and Stephenson Avenue (268 Main Street, Linx). The building steps down to 11-storeys towards the south and incorporates a series of step backs to the west providing a transition to the low-rise neighbourhoods. The building includes at grade retail and office uses fronting Stephenson Avenue and Main Street, and residential uses above. Overall, the building has a GFA of 27,873 square metres including 1,513 square meters of office GFA, 139 square metres of retail GFA and 26,221.9 square meters of residential GFA, resulting in an overall density of 8.67 FSI. Vehicular access to the building is provided from West Main Street North Stephenson public laneway (which was widened as part of the approval of the development), at the southwest corner of the property.



Looking southeast from Danforth Avenue towards 268 Main Street



268 Main Street, looking southwest from Main Street and Danforth Avenue



268 Main Street, looking northwest from Main Street

Further east, on the east side of Main Street, is the Main Square complex (2575 Danforth Avenue, 255 Main Street, 265 Main Street, and 275 Main Street). Main Square is a mixed-use and residential complex that is approximately 3.18 hectares in size with frontages on Danforth Avenue and Main Street. The complex is comprised of 29-storey and a 22-storey apartment building with retail at grade, a 24-storey apartment building, a 9-storey apartment building and the City of Toronto Main Square Community Centre.

On August 26, 2022, a rezoning application was filed to permit an infill development comprised of five new mixed-use buildings with heights ranging from 15 to 55 storeys. The existing buildings on the site are proposed to remain. The application was subsequently appealed to the Ontario Land Tribunal (OLT). The application was revised in 2024 to include four new mixed-use buildings: a 15-storey (59.45 metres including a 8 metre mechanical penthouse) building at the southeast corner of Danforth Avenue and Main Street, a 49-storey (161.75 metres including a 8.50-metre mechanical penthouse) building at the southwest corner of the property, a 35-storey (120.15 metres including a 8.50-metre mechanical penthouse) building in the eastern portion of the property and a 55-storey (179.75 metres, including an 8.50-metre mechanical penthouse) at the southeast corner of the property.



Main Square, looking southeast from Main Street and Danforth Avenue



Main Square along Danforth Avenue, looking southwest



Main Square, looking northwest



Main Square Community Recreation Centre

Overall, the development includes 1,543 new residential units, in addition to the existing 1,123 residential rental units to be retained. The proposal also includes 6,073 square metres of non-residential gross floor area to facilitate a new daycare and expanded retail units. The existing daycare would be demolished and replaced, and 19 existing residential rental units would be either converted or demolished to facilitate the new mixed-use development.

On June 26, 2024, City Council endorsed the revised proposal by way of a Settlement Offer and the application is currently awaiting approval from the OLT.

To the east of Main Square, is a Canadian Tire store (2681-2721 Danforth Avenue) extending south from Danforth Avenue and framing the west side of Guest Avenue, with a large surface parking lot to the west of the building. On December 21, 2022, an OPA and rezoning application was filed to permit the redevelopment of the property with a mixeduse development comprised of two towers that are 33- and 44-storeys in height, connected by an 8- to 9-storey podium.

In November of 2023, the application was appealed to the OLT. Subsequently, the application was revised to include a mixed-use development comprised of a 33-storey (118.65 metres, including a 7.15-metre mechanical penthouse) tower fronting on Danforth Avenue and a 48-storey (163.35 metres, including a 7.15-metre mechanical penthouse) to the rear. The two towers are connected by an 8-storey podium element. The revised proposal also includes a public park in the southern portion of the site. The revised proposal was approved by the OLT on October 29, 2024.



Canadian Tire Store (2681 Danforth Avenue)



Entrance to Canadian Tire Store along Danforth Avenue



Canadian Tire Store parking lot

Further east of the Canadian Tire store is currently a commercial property comprised of 2- to 3-storey stores with surface parking areas (2721 Danforth Avenue). On November 7, 2021, an Official Plan Amendment and rezoning application was filed to permit the redevelopment of the property with a mixed-use building with two towers that are 35- and 55-storeys in height.

The application was appealed to the OLT in June of 2023 and subsequently revised to a mixeduse building with two towers that are 35-storeys (118.4 metres, including an 8-metre mechanical penthouse) and 59-storeys (190.50 metres, including an 8-metre mechanical penthouse) in height. The revised proposal also includes a public park in the southern portion of the site. The revised proposal was approved by the OLT on October 29, 2024.

To the southeast of the subject site, on the east side of Main Street and north of the rail corridor is a construction site of a recently approved development at 6 Dawes Road. On January 5, 2022, the OLT approved OPA and rezoning application to permit the development of four mixed-use tall buildings that are 17 storeys (65.70 metres including a 7.5-metre mechanical penthouse), 29 storeys (103.80 metres including a 7.5-metre mechanical penthouse), 37 storeys (127.98 metres including a 7.5-metre mechanical penthouse) and 39 storeys (133.88 metres including a 7.5-metre mechanical penthouse) in height. The approved development also included a POPS area in the centre of the property and a new public park in the eastern portion of the property.

Subsequently, on October 25, 2023, a minor variance application was approved to permit an increase in the overall metric building heights, except for the 17-storey building. The approval increased the height of the 29-storey building to 108.25 metres including a 7.5-metre mechanical penthouse, the 37-storey building to 132.20 metres including a 7.5-metre mechanical penthouse and the 39-storey building to 138.10 metres including a 7.5-metre mechanical penthouse. The proposed POPS area and public park are maintained.

The development at 6 Dawes Road is currently under construction.

To the south of the development at 6 Dawes, southeast of the subject site, is the Danforth GO Station Lakeshore East line corridor and the CN rail corridor. The station includes a service lane and a passenger platform. The station entrance is located at the west end, while the entrance to the service lane is provided off Dawes Road.

Directly <u>south</u> of the subject site, is a residential neighbourhood comprised of semi-detached and detached houses (78 – 140 Stephenson Avenue). To the south of the eastern portion of the subject site is a remnant property that is approximately 88 square metres in size and flanks the subject site. The property is registered to Donald George Stephenson (1884) who has no heirs. It is our understanding that no one has made claim over this small parcel and therefore it has no owner.

To the south of the site, at 144 Stephenson Avenue, is a new public park that is approximately 389 square meters in size, with frontages on Stephenson Avenue and the West Main Street North Stephenson public laneway.



Construction Site at 6 Dawes Road



Donald George Stephenson (1884) Remnant Property



Danforth GO Station



Laneway leading to remnant property, looking west



Single Detached Dwelling on the north side of Stephenson Avenue.



New public park at 144 Stephenson Avenue, looking north

Further south, on the south side of Stephenson Avenue is a townhouse complex owned by Toronto Community Housing that is bounded by Stephenson Avenue to the north, Main Street to the east, the railway tracks to the south and Stephenson Park to the west. The complex is comprised of 2 ½-storey stacked townhouses with surface parking areas internal to the complex.

To the west of the townhouse complex, and south of the subject site, is Stephenson Park. The park is approximately 12,230 square metres in size and includes a wading pool, playground, baseball diamond and field.

Further south is the CN rail corridor, and to the south of it is a residential neighbourhood predominantly comprised of 2- and 3-storey semi-detached and detached dwellings. The residential neighbourhood extends south to Kingston Road. To the immediate <u>west</u> of the subject site, on the west side of Westlake Avenue is a single storey, commercial building currently occupied by Cosmo Prof beauty supply store with paved surface parking fronting Danforth Avenue. Vehicular access to the property is provided from Westlake Avenue and Danforth Avenue.

Further west, at 2375-2385 Danforth Avenue is a 2-storey 'U'-shaped apartment rental building with surface parking to the east and west of the building (Danforth Court).

Further west at 2369 Danforth Avenue is a recently constructed 10-storey (34.10 metres) mixed-use building with at-grade retail uses and residential units above (Danny Danforth). Further west, at 2357 Danforth Avenue is a 2-storey building which operates as a transmission station (Danforth Transmission Station).



Southside of Stephenson Avenue



Cosmo Prof (2407 Danforth Avenue)



Townhouse complex on Stepheson Avenue



Stephenson Park



Danforth Court

To the immediate <u>north</u> of the subject site, on the north side of Danforth Avenue, is a row of attached commercial buildings ranging in height between 2to 3-storeys fronting Danforth Avenue (2408-2949 Danforth Avenue). The commercial buildings stretch from Chisholm Avenue from the east to Westlake Avenue to the west. The streetwall along Danforth Avenue is only interrupted to provide access, through a curb cut from Danforth Avenue to a ground floor level parking garage for the Shoppers Drug Mart and medical offices located on the northwest corner of Danforth Avenue and Chisholm Avenue.

North of the properties fronting on Danforth Avenue and to the north of Harris Avenue, is a low-rise residential neighbourhood predominantly comprised of 2- and 3-storey semi-detached and detached houses. The neighbourhood extends north to Taylor Massey Creek.



Northside of Danforth Avenue



2408- 2416 Danforth Avenue

To the northwest of the subject site, at the northwest corner of Danforth Avenue and Chisholm Avenue is currently a 2-storey commercial building occupied by a Shoppers Drugmart and medical uses, and a parking garage in the western portion of the site (2494 Danforth Avenue). In October of 2021, City Council approved the development of a 10-storey (38.40 metre) retirement home with atgrade retail uses. Construction of the building has not yet commenced.

To the northeast of the subject site, at the northeast corner of Danforth Avenue and Chisolm Avenue is a single-storey commercial building with at grade surface parking areas surrounding the building (KFC Restaurant, 2500 Danforth Avenue). To the east of the building, at 2526 Danforth Avenue is a 7-storey rental building for seniors only, and further east of it, at the northeast corner of Danforth Avenue and Main Street is the Dentonia Park United Church (2550 Danforth Avenue).

Further northeast of the subject site, east of Main Street, is the Main Street subway station.



2416-2424 Danforth Avenue



Main Street subway station

2.4 Transportation Context

Road Network

Danforth Avenue is classified as a Major Arterial Road by the City of Toronto's Road Classification System and is a key corridor that runs east-west through the eastern portion of the City of Toronto, from Prince Edward Viaduct in the west to Kingston Road in the east.

The segment of Danforth Avenue abutting the subject site has a planned right-of-way width of 27 metres, as identified on Map 3 of the City of Toronto Official Plan (see **Figure 4**, Map 3, Official Plan). The current right-of-way width of Danforth Avenue is approximately 26 metres. City staff have confirmed a 0.5 metre widening along Danforth Avenue as lands to be conveyed to the City to satisfy the Official Plan requirement of a 27 metre right-of-way. The right-of-way includes two vehicular lanes, one travelled portion in each direction, and on street parking on the north side of the street. On street parking is prohibited on the southside of the street. Sidewalks and bike lanes are provided on both sides of the street.

Westlake Avenue is a north-south Local Road as classified by the City of Toronto's Road Classification System and has a planned right-ofway width between 15 to 22 metres, and an existing right-of-way width of approximately 15 metres. City staff confirmed that a road widening is not required.

Westlake Avenue is a two-way, two-lane street with pedestrian sidewalks provided on both sides of the street. On-street parking is permitted on the west side of the street between 7:01 a.m. and 12:00 a.m. every day, and only by permit between 12:01 a.m. and 7:00 a.m., every day.



Right-of-way Widths Associated with Existing Major Streets

Figure 4 - City of Toronto Official Plan, Map 3

Public Transit Network

The subject site has excellent access to existing high order transit and surface transit (refer to **Figure 5**, TTC System Transit Map). Map 4 of the City of Toronto Official Plan identifies Danforth Avenue as an existing Higher Order Transit Corridor, and Map 5 of the City of Toronto Official Plan identifies Danforth Avenue as a Transit Priority Segment within the City's Enhanced Surface Transit Network (see **Figures 6** and **7**). The subject site is very well served by existing public transit. The subject site is within a 2-minute walk (approximately 120 metres) southwest of Main Street subway station on the Danforth-Bloor (Line 2). Line 2 operates along Danforth Avenue/Bloor Street from Kipling station in the west to Kennedy station in the east and provides a connection to the Yonge-University subway line (Line 1) as well as other connections to various other transit systems throughout Toronto and the Greater Toronto Area, including GO and Viva Transit services.



Figure 5 - TTC System Map







Figure 7 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

The subject site is also located approximately 350 metres (an approximate 5-minute walk) northwest of the Danforth GO station (see **Figure 8**, GO Transit System Map). The Danforth GO Transit station is on the Lakeshore East line providing service between Union Station in Downtown Toronto to Oshawa GO Transit station in Oshawa. The Danforth GO Transit station station is the last station before Union Station travelling westbound.

Danforth GO is part of Metrolinx's plan to continue building GO Regional Express Rail (RER) service. In this regard, the GO RER program will increase frequency of service, while all seven GO corridors will see service improvements, with electrified service on core segments, running every 15 minutes or better all-day, in both directions by 2025. With respect to surface transit, the subject site has access to the following bus services that are serviced from Main Street subway station:

- **64 Main**: operates between the area of Queen Street East and Wineva Avenue and Main Street station, generally in a north-south direction. This route is part of regular service which operates all day, every day, until 1 a.m.
- **87 Cosburn**: operates between Broadview station and Main Street station on Line 2, generally in an east-west direction. The route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.
- **23 Dawes**: operates between Main Street station and the area of Victoria Park Avenue and St. Clair Avenue East, generally in a north-south direction. This route is part of regular service which operates all day, every day, until 1 a.m.
- **62 Mortimer**: operates between Hennick Bridgepoint Hospital, connecting to Broadview and Main Street stations, generally in an eastwest direction. This route is part of regular service which operates all day, every day, until 1 a.m.



Figure 8 - GO Transit System Map

In addition to the above-listed bus services, Main Street Station also serves the 506 Carlton streetcar route which operates between Main Street station and High Park Loop, generally in an east-west direction. It also serves the College and Queen's Park Stations on Line 1. The route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.

2.5 Cycling Network

Toronto

The segment of Danforth Avenue that abuts the subject site includes dedicated bike lanes travelling in both directions that currently extends from Victoria Park Avenue to the east to Gardenvale Road to the west. The bike lane is planned to span the entirety of the city from Bloor Street West and Etobicoke Creek Trail in the west to Danforth Avenue and Kingston Road in the east (see **Figure 9**, Cycling Network Map).

Moreover, a Bike Share Toronto station is located on the subject site, at the southwest corner of Danforth Avenue and Westlake Avenue. This docking station contains a total of 14 docks. Additional docking stations are located on the southside of Danforth Avenue at Barrington Avenue, and on the southside of Danforth Avenue at Amroth Avenue.



Cycling Map Legend Cycle Tracks **Bike Lanes On-Street Shared Cycling Connections** Multi-use Trails Park Roadway Connections Other Useful Bike Ways Outside Toronto Highways (Bikes Prohibited) 🖬 🛲 Uni **Transit Stations** -Stations with Elevators (Bikes Permitted) 20 Coach Terminal / Ferry Terminal × **Bicycle Repair Stands** 0 **Bicycle Locker Locations** distintion. **Bicycle Station** Toronto Bike Share

Figure 9 - Toronto Cycling Map

Proposal

3

3.1 Description of Proposal

The proposal represents an opportunity to redevelop an underutilized site on an *Avenue*, with a mixed-use transit-oriented development, comprised of a mid-rise and tower buildings with an interconnected podium element, and with overall heights that are in keeping with the emerging planned context in the area. The proposal would also support existing higher-order transit services along the Danforth Village area, particularly Main Street station on the TTC and Danforth GO station.

As described in detail below, the proposal contemplates the development of a building with a mid-rise and tower element. The tower element is 35-storeys (122.0 metres, including a 6.0-metre mechanical penthouse) in height and situated in the eastern portion of the subject site (herein referred to as "Building A"). The mid-rise building is 13-storeys (52.4 metres, including a 6.0-metre mechanical penthouse) in height and is situated in the western portion of the site (herein referred to as "Building B"). The two elements are connected by a 2-storey podium. The building will contain approximately 41,251square metres of GFA, inclusive of 939 square metres of retail space, and 2,258 square metres of a potential grocery store, as well as 640 residential units, resulting in a density of approximately 5.54 FSI.

The development will also be complemented by public realm and landscape improvements and will feature a POPS space in the eastern portion of the subject site that is approximately 354 square metres in size. Additionally, the proposal includes a 0.5-metre road widening along Danforth Avenue, resulting in a newly established north property line. In the subsequent sections of this report, setbacks have been determined based on the newly established property line.

Shared 2-storey Podium

As noted above, Buildings A and B are interconnected by a 2-storey (9.6 metres) podium element, which is comprised of the at-grade retail uses, including the potential grocery store. The connecting element of both buildings is the grocery store that is located in the centre of the site.

Rendering of Proposal Prepared by Superkul Architects



Figure 10 - Site Plan

Prepared by Superkul Architects



Figure 11 - Ground Floor Plan

Prepared by Superkul Architects

Building A

Building A is a 35-storey (122.0 metres, including a 6.0-metre mechanical penthouse) building which will be situated in the eastern portion of the subject site fronting on Danforth Avenue. Building A includes a podium element that is 2- to 3-storeys (9.6 metres and 14.1 metres) in height.

At grade and on Level 2, the podium will be setback a minimum of 0.8 metres from the newly established property line along Danforth Avenue to the north, 9.7 metres from the east lot line and 10.3 metres from the south lot line. The podium provides greater setbacks at building entrances; the residential entrance will be setback 5.9 metres and the entrance to the potential grocery store will be setback 4.6 metres.

The ground floor has been designed to animate the public realm through the provision of retail uses, including the potential grocery store fronting on Danforth Avenue and a new POPS area to the east of Building A. The balance of the ground floor will be comprised of enclosed services area, an internalized loading area and a residential lobby accessed from Danforth Avenue.

Level 2 in Building A is comprised of a mezzanine for retail space and of space that is open to the grocery store, residential lobby and loading areas below. Above Level 2, the podium will be set back a minimum of 1.2 metres from the newly established north lot line, 14.4 metre from the east lot line and 17.4 metres from the south lot line. With respect to programming, Level 3 is comprised of amenity space only and includes 794 square metres of indoor amenity space, which will connect to 1,574 square metres of outdoor amenity space (which is to be shared with Building B).

The tower element of Building A is comprised of Levels 4 to 35 and is sited in the eastern portion of the subject site. The tower is rectangular in shape and has a floor plate of 778 square metres (gross construction area (GCA)). The tower element is set back a minimum of 5.4 metres from Danforth Avenue to the north, 12.7 metres from the east lot line and 15.3 metres from the south lot line.

In terms of programming, the tower elements will be comprised of residential dwelling units, in a mix of unit types.

Finally, the mechanical penthouses will be well integrated into the overall design of the buildings.

Building B

Building B is a 13-storey (52.4 metres, including a 6.0-metre mechanical penthouse) mid-rise building situated on the western portion of the subject site, fronting on Danforth Avenue and Westlake Avenue.

At grade, Building B will be setback between a minimum of 0.8 metres from the north lot, between 11.5 metres and 12.4 metres from the south lot line and a minimum of 4.2 metres from the west lot line, abutting Westlake Avenue. Similar to Building A, a greater setback of 3.0 metres is provided at the retail entrance on Danforth Avenue and a setback of 5.0 metres is provided at the residential entrance on Westlake Avenue.

With respect to programming, the ground floor will contain retail uses and the potential grocery store, as well as the residential lobby, services, as well as loading and staging areas.

Level 2 of the building will be setback between 0.8 and 1.2 metres from the north, 11.6 metres from the south, and 4.2 metres from the west lot lines. Similar to Building A, Level 2 includes space that is open to the grocery store below, however, in Building B, Level 2 includes residential dwelling units in the western portion of the building.

Level 3 will be setback between 0.8 metres and 6.1 metres from the north lot line to accommodate the outdoor amenity space and Level 3 steps back 2.8 metres from the west building face, resulting in a setback of 7.0 metres from Westlake Avenue.

With respect to uses, Level 3 contains 11 residential dwelling units located in the western portion the building and 446 square metres of indoor amenity space located in the eastern portion of the building. The indoor amenity space will connect to the shared 1,574 square metres of outdoor amenity space. Level 4 of the building maintains similar setbacks, however, it includes residential uses only.

On Levels 5 to 10, a step back of 2.0 metres is provided from the north building face, the western portion of the building, resulting in a minimum setback of 3.2 metres from Danforth Avenue. The setback of 7.0 metres in the western portion of the building is maintained. With regard to programming, Levels 5 to 10 are exclusively residential uses.

Building B provided additional stepbacks on Level 11 to 13. The building stepback 1.5 metres from the north lot line, resulting in a 4.7 metre setback from the north lot line, and 4.7 metres from the west building face, resulting in a 11.7 metre setback from Westlake Avenue. With regard to programming, Levels 11 to 13 are exclusively residential uses.

Figure 12 - Building Floor Plans

Prepared by Superkul Architects



Level 3 Floor Plan

Level 4 Floor Plan

Level 5-8 Floor Plan





Level 11-13 Floor Plan

Level 14-35 Floor Plan





Figure 13 - Landscape Plan

Prepared by Janet Rosenberg Studio Inc.
Public Realm

With respect to the public realm, the proposal contemplates a POPS space that is 354 square metre in size, located in the eastern portion of the subject site fronting on Danforth Avenue. The proposed development also includes a number of elements that will activate and enhance the streetscape along Danforth Avenue and Westlake Avenue, such as fine grain retail spaces, new hard and softscape elements, and new street trees (see **Figure 13**, Landscape Plans).

Public Realm Rendering Prepared by Superkul Architects

Unit Distribution & Amenity Space

The proposed development will include a total of 620 residential dwelling units with a mix of residential unit types, including 139 studio units (22%), 266 one-bedroom units (43%), 152 twobedroom units (25%), 62 three-bedroom units (10%) and 1 four-bedroom unit (0%, due to rounding). Accordingly, the proposed unit mix generally meets the unit mix contemplated by the Main Street Planning Study (OPA 478) and the Growing Up Guidelines.

Moreover, the proposed development will also provide a total of 13 affordable housing units, making up 2% of the total number of units. The unit mix incudes, studio, one-, two-, three- and fourbedroom units.

With respect to amenity space, a total of 2,840.1 square metres will be provided, including 1,265.90 square metres of indoor amenity space and 1,574.20 square metres of outdoor amenity space. This results in a ratio of 4.5 square metres per dwelling unit, comprised of approximately 2.0 square metres of indoor amenity space per dwelling unit and 2.5 square metres of outdoor amenity space per unit.

Both the indoor and outdoor amenity areas will be located Level 3 of the building. The precise programming of the indoor amenity space has not yet been determined and will be refined during the application review process.

Parking, Access, & Loading

Vehicular parking for the proposed development is proposed to be accommodated within a 2-level underground parking garage. Access to the underground parking garage will be provided from a shared driveway from Westlake Avenue, at the southwest corner of the subject site. The shared driveway will provide access to one ramp leading to the underground parking garage as well as individual loading and services areas for each building and the potential grocery store.

The development site will provide for a total of 278 parking spaces, including 190 parking spaces for residents, 86 shared spaces for visitor and nonresidential uses on the subject site an 2 car-share spaces.

With respect to bicycle parking, a total of 714 spaces are provided for the proposed development, located on the P1 Level and at grade. Of the 714 total bicycle parking spaces, 684 spaces will be for the residential uses and 20 spaces will be provided for the non-residential uses, and 10 spaces at provided at grade to be shared with residential and nonresidential uses.

With respect to loading, the proposed development provides for a total of four loading spaces. These include one Type 'A', one Type 'B', one Type 'C' and one Type 'G' loading spaces. Building A includes one Type 'C' loading space, the potential grocery store in the center of the buildings includes one Type 'A' and one Type 'B' loading space, and Building B includes one Type 'G' loading space. The loading spaces are accessible from a shared driveway from Westlake Avenue.

3.2 Key Statistics

Below is a summary of key proposal statistics:

 Table 2 - Summary Statistics

Site Area	7,724 m ²	
Total Gross Floor Area	47,179.6 m²	
Residential GFA	38,054.4 m²	
Non-Residential GFA	3,224.3 m²	
POPS	354.0 m²	
Floor Space Index	5.54	
Building A Height	35 storeys	(122.0 m, incl. a 6 m MPH)
Building B Height	13 storeys	(52.4 m, incl. a 6 m MPH)
Total Units	620 units	
Bachelor	139 units (22%)	
One-bedroom	266 units (43%)	
Two-bedrooms	152 units (25%)	
Three-bedrooms	62 units (10%)	
Four-bedrooms	1 (0%, due to rounding)	
Total Amenity Space	2,840.1 m² (4.5 m²/unit)	
Indoor Amenity	1,265.9 m² (2.0 m²/unit)	
Outdoor Amenity	1,574.2 m² (2.5 m²/unit)	
Total Vehicle Parking	278 spaces	
Residential	190 spaces	
Non-Residential (incl. visitor)	86 spaces	
Car-Share	2 spaces	
Bicycle Parking	714 spaces	
Short-term	146 spaces	
Long-term	568 spaces	
Loading Spaces	4 spaces 1 Type 'A' 1 Type 'B' 1 Type 'C' 1 Type 'G'	

3.3 Required Approvals

The proposal conforms with the City of Toronto Official Plan and, in particular, is permitted by the applicable *Mixed Use Areas* designation in the Official Plan. However, an Official Plan Amendment is being sought to add an exception to the Danforth Avenue Planning Study - Site and Area Specific Policy No. 552 (SASP 552) to enable the redevelopment of the subject site with a tall building, as proposed. The proposal will also require an amendment to the City-wide Zoning By-law No. 569-2013, as amended, in order to increase the permitted height and density, as well as to revise other performance standards as necessary to reflect the proposed development.

Lastly, a Site Plan Approval application will also be required and will be submitted at a later stage.



Rendering of Proposal Prepared by Superkul Architects



Policy & Regulatory Context

4.1 Overview

As set out below, the proposal has regard for matters of provincial interest and is supportive of numerous policy directions set out in the Provincial Planning Statement, the Metrolinx Regional Transportation Plan, the City of Toronto Official Plan (including the Site and Area Specific Policy for Danforth Avenue Planning Study and the Site and Area Specific Policy for Main Street Planning Study), all of which promote the efficient use of land and infrastructure within built-up areas, particular in proximity to transit.

On August 20, 2024, the Ministry of Municipal Affairs and Housing released a new Provincial Planning Statement which came into effect on October 20, 2024. The new 2024 Provincial Planning Statement (the "2024 PPS" or "PPS") replaced the 2020 Provincial Policy Statement by Order in Council No. 1099/2024 and revoked the 2020 Growth Plan for the Greater Golden Horseshoe through Order in Council No. 1100/2024. As such, the policies of 2024 PPS prevail, and the policies of the 2020 Growth Plan for the Greater Golden Horseshoe are no longer applicable. The policies of the 2024 PPS are outlined in Section 4.3 below.

4.2 Planning Act

Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13 (the "*Planning Act*") sets out matters of provincial interest to which Councils (as well as the Minister, local boards, planning boards, and the Tribunal) shall have regard, among other matters, in carrying out their responsibilities pursuant to the legislation. The following are of particular relevance to the proposal:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 2(1) requires that when approval authorities make a decision under subsection 17(34) of the *Planning Act* or the Tribunal makes a decision in respect of an appeal, it shall have regard to:

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

In our opinion, the proposal has regard for matters of provincial interest as provided above.

4.3 Provincial Planning Statement (August 2024)

On August 20, 2024, the Ministry of Municipal Affairs and Housing released the Provincial Planning Statement, 2024, which came into effect on October 20, 2024. As noted in Section 4.1 above, the 2024 PPS prevails over the policies of the 2020 Provincial Policy Statement and the policies of the Growth Plan for the Greater Golden Horseshoe no longer apply.

The new 2024 PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. 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 6.1 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 2020 Provincial Policy Statement and 2019 Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas. Chapter 1 of the PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

"...shape how our communities grow and prosper. Prioritizing compact and transitsupportive design, where locally appropriate, and <u>optimizing</u> investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians." (our emphasis)

One of the key policy directions that continues to be expressed in the PPS is to build complete communities with a mix of housing options and promoting efficient development and land use patterns. Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet longterm needs.

With respect to housing, Policy 2.2.1(a) provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households.

Policy 2.2.1(b) provides that this should also be done by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with Policy 2.3.1.3 (see below).

Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations. Section 2.3 of the PPS contains policies related to Settlement Areas. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, "strategic growth areas", including "major transit station areas". Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.4 includes policies related to "strategic growth areas", and "frequent transit corridors", all of which are relevant to the subject site. With respect to strategic growth areas, these are defined as nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include, among other things, major transit station areas, existing and emerging downtowns, and other areas where growth or development will be focused.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. Policy 2.4.1.2 directs that, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and to support affordable, accessible, and equitable housing. Policy 2.4.1.3 provides that planning authorities should, among other things, identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

With respect to major transit station areas, Policy 2.4.2.1 directs planning authorities to delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under Section 26 of the *Planning Act*, adding that the delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

In this regard, the subject site is located within three "major transit station area" as defined by the PPS, 2024. The PPS defines a "major transit station area" as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station". In turn, "higher order transit" is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixedtraffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way".

The subject site is located within approximately 260 metres (or an approximate 4-minute walk) from Main Street subway station, 350 metres (or an approximate 5 minute walk) from Danforth GO station, and 750 metres (or an approximate 10 minute walk) from Woodbine subway station. Making the subject site within 800 metres and walking distance of three higher-order transit stations. Further, in accordance with Policy 2.4.2.1 of the PPS, the City of Toronto has delineated the boundaries of major transit station areas within the City. In this respect, the subject site is located within the Main Street and Danforth GO Protected Major Transit Station Areas (PMTSAs) within Proposed Official Plan Amendment 540, which would introduce a number of Site and Area Specific Policies (SASP) for the 23 PMTSAs along the Bloor-Danforth corridor, including Main Street PMSTA (SASP 621) and Danforth GO PMTSA (SASP 623).

Policy 2.4.2.2 of the PPS provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: 200 residents and jobs combined per hectare for those that are served by subways; 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by commuter or regional rail. In this regard, SASP 621 identifies a minimum population and employment target of 300 residents and jobs combined per hectare, and SASP 623 identified a minimum population and employment target of 250 residents and jobs combined per hectare.

Further, Implementation Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

In this regard, Policy 2.4.2.3(a) encourages planning authorities to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets. With respect to frequent transit corridors, which are defined as corridors with 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, Policy 2.4.3.1 directs planning authorities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate. In this regard, the Bloor-Danforth subway line (Line 2) that serves the subject site would be considered "frequent transit".

Section 2.9 of the PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for impacts of a changing climate through approaches that: support the achievement of compact, transitsupportive and complete communities; incorporate climate change considerations in planning for, and the development of, infrastructure including stormwater management systems and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development and active transportation; protect the environment and improve air quality; and consider any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Chapter 3 of the PPS includes policies related to infrastructure and facilities. 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.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs. The need to make good use of existing infrastructure is emphasized by Policy 3.1.2, which provides that, before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

Section 3.9 addresses the need for public spaces, including parks, trails and open space. Policy 3.9.1 of the PPS promotes the development of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity. The policy also promotes planning and providing for a full range and equitable distribution of publiclyaccessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, trails and linkages.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up to date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the Provincial Planning Statement.

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposed development and the requested Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS, specifically the policies relating to intensification and the efficient use of land and infrastructure.

4.4 Bill 23 - More Homes Built Faster Act, 2022 (Planning Act)

On October 25, 2022, the Province of Ontario introduced Bill 23, *More Homes Built Faster Act, 2022*, which introduced legislative changes to facilitate and streamline the construction of 1.5 million new homes by 2031 to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

Some of the changes include, but are not limited to, requiring municipalities to update zoning to include "as-of-right" minimum heights and densities within approved Major Transit Station Areas (MTSAs), permitting "gentle density" by permitting additional units in low-rise dwelling types, capping and allowing greater flexibility of parkland dedication, removing approval authority from upper-tier municipalities, limiting appeal rights, and reducing the scope and applicability of site plan control.

4.5 Bill 185 – Cutting Red Tape to Building More Homes Act, 2024 (Planning Act)

On April 10, 2024, the Province of Ontario introduced Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* aimed at its goal of building 1.5 million new homes by 2031. Bill 185 received Royal Assent on June 6, 2024.

The bill includes substantial planning, housing and infrastructure-related changes, and addresses numerous matters in 15 Acts. Some of the changes include, but are not limited to:

- Limiting third-party appeals and the dismissal of existing third-party appeals;
- Ability to appeal settlement area boundary expansions;
- The repeal of application fee refund requirements for the failure of a municipality to render a decision;
- The repeal of mandatory Pre-Application Consultations;
- Changes to Upper-Tier planning responsibilities;
- Ability of municipalities to impose lapsing provisions on site plans and plans of subdivision if a building permit is not issued within a prescribed period of time (which cannot be less than three years);
- New limits on minimum parking requirements within an approved Major Transit Station Area.

4.6 Provincial & Municipal Housing Targets

On October 25, 2022, the Province issued a bulletin on its ERO setting out Municipal Housing Targets identifying a target for the Province to build 1.5 million new homes by 2031. The 29 fastest growing municipalities have been assigned municipal housing targets and the target for Toronto is 285,000 dwelling units.

The City of Toronto had already released the HousingTO 2020-2030 Action Plan in 2019 prior to the Province's bulletin and has provided annual Progress Reports on the status of housing. In May 2023, Toronto City Council adopted a housing pledge, which was outlined in a Staff Report dated April 13, 2023. The Report stated that the City has a housing crisis and commits the City to achieve or exceed the provincial housing target of 285,000 new Toronto homes by 2031, which is a 23% increase in Toronto's housing supply over 10 years. The City estimates that this would require the completion of 31,050 homes per year, doubling the average number of units built annually between 2017 and 2021.

The City acknowledged that it was an ambitious goal that would require accelerated timelines to get housing built. In this regard, the pledge includes strategies and actions to achieve the target through the Housing Action Plan 2022-2026 and the HousingTO 2020-2030 Action Plan. The actions include Official Plan, zoning and guideline amendments, intensification of major growth areas, advancing housing system policy and program initiatives, training and trades strategy addressing construction market capacity, leveraging public land to increase the supply of housing, preserving the existing rental housing stock, and public accountability and progress reporting.

4.7 Metrolinx Regional Transportation Plan

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

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

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

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

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and Mobility Hubs. With respect to Strategy 4, the 2041 RTP identifies several approaches to integrate transportation and land use planning, including among others:

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

With respect to the second approach, Mobility Hubs continue to be an important planning concept in the 2041 RTP. They are "major transit station areas" at key intersection points on the frequent rapid transit network. Mobility Hubs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential. The 2041 RTP and indicates that Mobility Hubs present a vital opportunity to maximize the benefits of transit investments, establish a well-connected regional transit network, and foster transit-oriented development through collaboration by public and private sectors.

Metrolinx's Mobility Hub Guidelines: For the Greater Toronto and Hamilton Areas ("2011 Guidelines") are a tool for all parties to address the existing and anticipated opportunities and challenges of integrating transportation and development functions at these important locations. The 2011 Guidelines are intended to provide guidance and inspiration on developing Mobility Hub plans incorporating Mobility Hub objectives into other planning activities, and to serve as a tool and resource for Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations and other public agencies.

On Map 3 of the 2041 RTP, Line 2 Bloor-Danforth is identified as existing regional rail and rapid transit and the Lakeshore East GO Line is identified as a "project in delivery" to provide 15-minute, twoway, all-day service. The subject site is located in proximity to the Main-Danforth Mobility Hub, a Gateway Hub that currently includes the Danforth GO Station on the Lakeshore East Line, the TTC's Danforth subway station on Line 2 (Bloor-Danforth), and a bus and streetcar terminal. This hub is planned to integrate subway, Regional Express Rail and local bus and streetcar service.

As defined in the 2011 Guidelines, Gateway Hubs are key nodes in the regional transportation system located where two or more current or planned regional rapid transit lines intersect and where there is expected to be significant passenger activity (4,500 or more forecasted combined boardings and alightings in 2031 in the morning peak period). In addition, these areas are generally forecasted to achieve or have the potential to achieve a minimum density target of approximately 50 residents and jobs combined per hectare. The 2011 Guidelines also suggest density and mode share targets within Mobility Hubs. However, where these targets conflict with the minimum density targets in the Growth Plan, it is the Growth Plan that prevails. For hubs served by subways, transit supportive densities of 250+ residents and jobs per hectare are suggested, with a suggested transit mode share of 40%. While regional rail, should be served by transit-supportive densities of 50-200 residents and jobs per hectare, with a suggested transit mode share of 10-25%.

4.7 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was substantially approved by the Ontario Municipal Board (OMB) 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, and most recently Chapter 1 was amended by Official Plan Amendment 718.

On April 17, 2024, City Council adopted Official Plan Amendment 718 which deleted and replaced Chapter 1 of the Official Plan. Key planning priorities identified in the Council-adopted Chapter 1 (the "new Chapter 1") include advancing reconciliation, taking action on climate change and its impacts, addressing housing demand, and removing barriers.

With respect to addressing housing demand, the new Chapter 1 acknowledges that there is immense pressure on housing and recognizes the need to "[look] beyond the height and look of buildings and toward making the best use of space to enable more housing where it is needed the most." The Official Plan further clarifies that opportunities for new housing supply will be distributed "in all neighbourhoods and ensure that they include a mix of housing types and affordability."

Policy 5.6(1) states 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 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) 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, <u>especially in terms</u> <u>of population growth</u>. The policy framework prepares the City to realize this growth, <u>or</u> <u>even more</u>, 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 (Urban Structure), which include *Centres, Avenues, Employment Areas* and the *Downtown and Central Waterfront*, where transit services and other infrastructure are available. The subject site is identified as on an *Avenue* on Map 2 (see **Figure 14** – Official Plan Map 2, Urban Structure).

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, approved on June 9, 2021, 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... The mixed use Avenues will emphasize residential growth, while the Employment Areas will focus on job intensification." (Our emphasis).

It further provides that:

"The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/ or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility."

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 this strategy, including:

- use municipal land, infrastructure and services efficiently;
- concentrate jobs and people in areas well served by surface transit and higher-order transit stations;
- promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- offer opportunities for people of all means to be affordably housed;
- improve air quality, energy efficiency and reduce greenhouse gas emissions; and
- protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.



Figure 14 - Toronto Official Plan Map 2 - Urban Structure

The explanatory text in Section 2.2.3 ("Avenues: Reurbanizing Arterial Corridors") states that:

"The Avenues are 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. Such reurbanization is subject to the policies contained in this Plan, including in particular the neighbourhood protection policies."

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 two-storey commercial buildings, vacant and underutilized lands and large areas of surface parking.

In accordance with the foregoing, as summarized in Section 4.4.8 below, in 2018, City Council adopted the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue) and its associated Official Plan Amendment 420 (By-law 1136-2018), which includes the subject site. It is our opinion that an Avenue Study has already been undertaken by the City and that an Avenue Segment Study is not required. Accordingly, through the pre-application process with City staff, it was confirmed that an Avenue Segment Study is not required to be submitted in support of this application.

Policy 2.2.3(7) states that the land use designation policies in Chapter Four of the Official Plan apply to and prevail over the *Avenues* policies. Accordingly, we have provided the applicable land use designation policies in this report below.

Transportation Policies

From a transportation perspective, the subject site is located approximately 120 metres (or an approximate 2-minute walk) southwest of Main Street station on the Bloor-Danforth subway line, which is identified on Maps 4 and 5 of the Official Plan as TTC Subway and LRT Lines. The subject site is also within 350 metres from the Danforth GO station which operates on the Lakeshore GO East Rail Corridor and is identified on Map 4 as a GO Rail Station on an Existing Line and as a GO Rail Line on Map 5 (see **Figures 6** and **7** above).

The introductory text in Section 2.4 "Bringing the City Together: A Progressive Agenda of Transportation Change", states 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.

Further, policies 2.2(7)(e) and (f) provide that the City's transportation network will be maintained and developed to support the growth management objectives of the Official Plan by, among others, supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional passenger service.

Policy 2.4(8) provides that, for sites in areas well served by transit (such as locations around higherorder transit stations), 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.

Policy 2.4(14)(c)(i) provides that infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages, abilities and means by designing and maintaining high-quality cycling infrastructure to be safe and comfortable based on the context of the route. Policy 2.4(15) directs that an urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages, abilities and means, by among other things:

- ensuring safe, accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade; and
- prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets.

Land Use Policies

Map 21 pf the Official Plan (Land Use Plan) designates the subject site as *Mixed Use Areas* as (see **Figure 15**, Toronto Official Plan Map 21, Land Use Plan). Adjacent lands to the north, east and west are also designated *Mixed Use Areas*, whereas adjacent lands to the south are designated *Neighbourhoods*. Moreover, the lands further to the north, north of the properties fronting on Danforth Avenue, are also designated *Neighbourhoods*.

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

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



Figure 15 - Toronto Official Plan Map 21 - Land Use

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

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

Given the subject site's adjacency with lands designated *Neighbourhoods* to the immediate south and its proximity to lands designated *Neighbourhoods* on the north side of Danforth Avenue, Policy 2.3.1(3) is relevant. It provides that developments within *Mixed Use Areas adjacent* to *Neighbourhoods* will:

- be compatible with those Neighbourhoods;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of the 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 upon 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 lands 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*.
- be compatible with those Neighbourhoods;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of the 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 upon 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 lands 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 intensification of land adjacent to Neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhood* or Apartment Neighbourhood is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an Avenue Study, or area-based study. In this respect, the site is subject to the Danforth Avenue Planning Study Site and Area Specific Policy 552 and the Main Street Planning Study Site and Area Specific Policy 577, which are discussed in greater detail in Sections 4.8 and 4.9 below.

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, sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) states that the public realm is comprised of all public and private spaces to which the public has access, and is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into.

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

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(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 coordinated 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 number of healthy trees will be a priority of all development.

Policy 3.1.1(19) provides that parks and publicly accessible open spaces such as POPS and schoolyards should be made prominent, visible, functional and accessible by: locating parks and publicly accessible open spaces on appropriate public street frontages to establish direct visual and physical access; and promoting buildings that face parks and open spaces and have active uses along the frontages. In this regard, Policy 3.1.1(20) relates to POPS spaces. The policy provides that POPS are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. POPS provided through development will:

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

Built Form Policies

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

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

Policy 3.1.3(1) 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;
- providing additional setbacks at parks and open spaces, where appropriate;
- locating main building entrances on the prominent building facades so that they front onto a public street, park or open space and 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 space to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3(2) directs that development will provide accessible open space, where appropriate, while Policy 3.1.2(3) directs that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows. Policy 3.1.3(4) directs 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; and
- limiting new surface parking and vehicle access between the front face of a building and the public street or sidewalk.

Policy 3.1.3(5) states 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 3.1.3(6) directs 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 3.1.3(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines. Policy 3.1.3(8) states that developments which include, or are adjacent to, a park or open space, should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight.

Policy 3.1.3(9) provides 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 3.1.3(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 3.13(11) encourages new indoor and outdoor shared amenity spaces provided as part of multiunit residential developments to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year.

Policy 3.1.3(13) provides that outdoor amenity spaces should:

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

Built Form – Building Type Policies

Section 3.1.4 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.

Policy 3.1.4(1) provides that a mix of building types is encouraged on sites that can accommodate more than one building. Further, where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:

- provide parcels of appropriate size and shape for the mix of building types;
- define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;
- ensure appropriate spacing of buildings; and,
- ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

Section 3.1.4 states that mid-rise buildings are a transit-supportive form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front.

Policy 3.1.4(4) provides that mid-rise buildings will be designed to:

- have heights generally no greater than the width of the right-of-way that it fronts onto;
- maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and,
- allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

Policy 3.1.4(5) directs mid-rise buildings on corner sites with different right-of-way widths to consist of building heights along each street edge that relate to their corresponding right-of-way width.

Section 3.1.4 also explains 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 3.1.4(8) states that 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 3.1.4(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 3.1.4(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 3.1.4(11) indicates that the objectives in Policy 3.1.4(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.

Lastly, Policy 3.1.4(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.

Housing Policies

The introductory text of Section 3.2.1 "Housing" explains that adequate and affordable housing is a basic requirement for everyone, and that the City's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depends on it.

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)). A full range of housing includes:

"... ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock."

Policy 3.2.1(2) provides that the existing stock of housing will be maintain and replenished while new housing supply is encouraged through intensification and infill that is consistent with the Plan. The foregoing housing policies have been addressed in Section 5.3 of this report.

Parks and Open Space Policies

Section 3.2.3 highlights the importance of parks and open spaces in the city, and emphasizes the importance of maintaining, enhancing, and expanding the system. Policy 3.2.3(2) provides guidance for parkland acquisition and outlines criteria to determine whether to accept parkland or cash-in-lieu as a condition of development. Policies 3.2.3(4) and 3.2.3(5) further elaborate and provide an overview of the rate of parkland dedication required for development proposals. Policy 3.2.3(8) provides guidance on the location and configuration of land to be conveyed to the city. Policy 3.2.3(3) states that the effects of development from adjacent properties, including additional shadows, noise, traffic and wind on parks and open spaces will be minimized as necessary to preserve their utility. Although not adjacent, the subject site is located to the north of Stephenson Park.

Retail Policies

The introductory text of Section 3.5.3 recognizes the importance of retail development to provide a high-quality public realm. Policy 3.5.3(1)(d) supports retail opportunities in a form that promotes pedestrian and transit use.

Policy 3.5.3(3) guides retail developments located at the base of larger development. It provides that:

"Street related retail at the base of larger developments with a fine grain of entrances and/or articulation of storefronts should be provided in Centres, on streets adjacent to higher order transit, on Avenues, and on important pedestrian streets to promote pedestrian use. Where existing retail buildings have been setback with parking between the building and the public street or sidewalk, new street-related retail infill development is encouraged to be constructed adjacent to the public sidewalk to promote pedestrian and transit use."

Implementation Policies

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the various guidelines discussed in Sections 4.13 to 4.19 below.

4.8 Danforth Avenue Planning Study – Site and Area Specific Policy 552 (Official Plan Amendment No. 420)

On July 8, 2014, City Planning was directed by City Council to undertake a planning study of Danforth Avenue in two segments, the Don River to Coxwell Avenue and Coxwell Avenue to Victoria Park Avenue. On July 23, 2018, City Council adopted the Danforth Avenue Planning Study for the segment of the Danforth extending between Coxwell to Victoria Park, and Official Plan Amendment No. 420. Further to this, City staff determined an area-specific Official Plan policy was necessary to provide direction regarding how the Official Plan applies to this segment of Danforth Avenue, resulting in SASP 552.

As stated in Policy 1.1, SASP 552 is intended to guide and manage incremental development on Danforth Avenue between Coxwell Avenue and Victoria Park Avenue; respect and reinforce the existing mixed-use and physical character of Danforth Avenue; ensure an appropriate built form and transition between new development and existing *Neighbourhoods* north and south of Danforth Avenue; ensure a coordinated public realm and streetscape network; provide direction for complete streets for Danforth Avenue; conserve and reinforce the area's cultural heritage; and identify the future urban structure of the study area. Section 2 sets out the planned character for Danforth Avenue. Policy 2.1 provides that the planned character is grounded in its history and role as a main street. The land use character will provide for a mix of residential and non-residential uses to ensure activity throughout the day and night.

Moreover, the built form character of Danforth Avenue will:

"...comprise mid-rise buildings that are compatible with low-rise buildings and provide varied, pedestrian-scaled streetwall heights. The public realm will be enhanced by larger sidewalk widths, articulated and fine-grain active ground floor spaces, and by treating the Danforth Avenue right-ofway as public space. The design-quality of buildings will ensure vertical and horizontal rhythms, traditional building materials, and varied store fronts, all contributing to an enhanced public realm" (Policy 2.1).

Public Realm Policies

Providing greater detail about the public realm, Policy 3.1 states that the public realm will be expanded and improved to be generally consistent with Map 2. In this respect, the SASP identifies the west portion of the subject site as a "Potential Opportunity for Parks", the east portion of the subject site is identified as a "Potential Opportunity for POPS", and a potential 4.8 metres sidewalk widening is shown along Danforth Avenue (see **Figure 16**, SASP 522 – Map 2, Public Realm Structure).

Further, Policy 3.2 encourages a fine-grained pedestrian network that offers network choices through the use of mid-block connections on Danforth Avenue. Mid-block connections should be pursued to provide better pedestrian access to transit stations and parks and open spaces. Policy 3.3 provides that development will expand and enhance the area's network of parks by providing on-site and off-site parkland dedication to create new parks and expand existing parks, and that cash-in-lieu will only be accepted as an alternative to on-site or off-site dedications at the discretion of the City.

Complete Streets

With respect to complete streets, Policy 4.1 provides that the right-of-way of Danforth Avenue be modified over time to enhance walkability and improve the safety of all users based upon principles of complete streets and road safety. In this respect, a 0.5-metre road widening is required along Danforth Avenue to achieve its requirement of a 27-metre right-of-way as identified in the City of Toronto Official Plan.



Map 2: Public Realm Structure

Figure 16 - SASP 522 - Map 2, Public Realm Structure

Development Criteria

Section 5 outlines development criteria applicable for the entire study area. Policy 5.1 directs that, in addition to existing development criteria policies for *Mixed Use Areas* within the Official Plan, all new development in *Mixed Use Areas* along Danforth Avenue will:

- respect and reinforce the existing and planned character of the area;
- provide a transition in scale towards existing buildings in Neighbourhoods, Parks and Open Space Areas through appropriate setbacks, stepbacks, a rear angular plane, and side angular planes
- include building articulation, windows and entrances on the building façade(s) that are consistent with the prevailing building characteristics of the area;
- include traditional building materials within the streetwall that are complementary to materials traditionally used on Danforth Avenue
- have a ground floor height that generally is in keeping with existing commercial ground floor heights within the adjacent development block that will reinforce the existing horizontal articulation of building façades;
- have vertical articulation that generally is in keeping with existing non-residential storefronts within the adjacent development block;
- define appropriate streetwall heights through the use of stepbacks between a height of 8 metres to a maximum height of 14 metres, which will apply to the building facades on Danforth Avenue and any flanking street;

- provide quality pedestrian-scale streetscapes and amenities on and adjacent to the site, including street trees/greening, public seating, and bike parking;
- accommodate sidewalk widths of a minimum of 4.8 metres from the face of the building to the street curb, except where there is a conflict with in situ conservation of a heritage building;
- be encouraged to provide additional setbacks to allow for active marketing zones and other accessory features to active uses at grade on the private portion of the streetscape;
- provide active, non-residential uses at grade with consideration for small-scale, independent retail spaces;
- provide variability in scale of retail spaces to contribute to a healthy retail economy along Danforth Avenue; and
- provide a minimum 3 metre setback from property lines adjacent to a park to allow for access and servicing

Policy 5.2 states that where it can be demonstrated that lots have sufficient width, depth, and appropriate access for parking and servicing, additional building height beyond what is permitted in the Zoning By-law may be considered by way of a Zoning By-law Amendment or Minor Variance process provided that:

- lots with a depth of 36.5 metres or less will have a maximum building height of 24 metres (excluding mechanical penthouse);
- lots with a depth greater than 36.5 metres will have a maximum building height of 27 metres (excluding mechanical penthouse); and,
- lots located within the areas identified in Section 7 of this SASP will have maximum building heights in accordance with the site-specific criteria of that section.

However, Policy 5.3 explains that notwithstanding policy 5.2, lands located within Office Priority Areas,

as shown on Map 1 that are developed with active non-residential uses at grade and at least one dedicated floor of office or other non-residential use above-grade, may develop to a maximum height of up to 33 metres (excluding mechanical penthouse). In this regard, the subject site is located within the Office Priority Area (see **Figure 17**, SASP 552 – Map 1, Urban Structures),

Further, Policy 5.4 provides that new development will be encouraged to provide the following:

- publicly-accessible parking lots, to be managed by the Toronto Parking Authority, where appropriate and feasible;
- the provision of affordable rental and/or ownership housing, where appropriate and feasible; and,
- the provision of affordable and adaptable nonresidential spaces at grade to support small-scale arts, culture, and business uses





Not to Scale 06(13/2018

Figure 17 - SASP 552 - Map 1, Urban Structures

Urban Design Guidelines

Section 9 sets out the Urban Design Guidelines for Danforth Avenue. Policy 9.1 provides that:

"Urban Design Guidelines for Danforth Avenue will be used as a tool to evaluate new development in the area and to ensure consistency with the Official Plan and this SASP. All development will have meaningful and appropriate regard for the Counciladopted Urban Design Guidelines for Danforth Avenue as well as all other applicable Counciladopted Guidelines, including the Avenues and Midrise Guidelines".

To this end, Urban Design Guidelines for Danforth Avenue will:

- implement the policies of the Official Plan and this SASP;
- supplement the Avenues and Mid-Rise Buildings Study, and associated Guidelines;
- provide an understanding of the area's local character and provide for the planned character;
- explain how development can complement local character and provide the planned character;
- articulate planning priorities for the area;
- provide built form guidelines including setbacks, stepbacks, height, and massing for development appropriate within the area;
- identify buildings of heritage potential that could be studied for inclusion on the City's Heritage Register; and
- illustrate how the public realm can be improved and provide concepts for a future vision based on complete streets.

4.9 Main Street Planning Study – Site and Area Specific Policy 577 (Official Plan Amendment No. 478)

On November 7, 2017, City Council adopted recommendations regarding initiating a study focusing on the development potential, built form, and public realm within proximity of the Mian Street subway station and Danforth GO station. On December 18, 2019, City Council City adopted the Main Street Planning Study and its associated Official Plan Amendment 478 through By-law 1789-2019.

Further to this, City staff determined an areaspecific Official Plan policy was necessary to provide direction regarding how the Official Plan applies to the study area, resulting in SASP 577. The study area encompasses properties along Danforth Avenue, including the subject site, Main Street, Dawes Road and the intersection of Gerrard Street East and Main Street, all generally within 500 to 800 metres of Main Street Station and Danforth GO Station (see **Figure 18**, SASP 577 – Map 1, Planning Study Boundary).

Section 1 sets out the objectives of SASP 577 in Policies 1.1 through 1.12, including the following relevant policies:

- Establish a public realm structure of streets, parks, and open spaces that create opportunities for orderly development and intensification (Policy 1.1).
- Establish a complete, mixed-use, mixed-income community with an appropriate land use mix that includes a full range of housing, employment uses, community service facilities, and parks and open spaces (Policy 1.2).

- Create employment opportunities that support a vibrant local economy (Policy 1.3).
- Establish a network of public streets and midblock connections that create a highly permeable community with connections both within and to the surrounding area to support this complete community and create opportunities for redevelopment (Policy 1.4).
- Organize the complete community to have a network of programmable parks, and open spaces such as POPS interspersed to provide passive and active outdoor recreational opportunities for residents, employees, and visitors (Policy 1.5).
- Promote opportunities for complete streets and active and safe transportation (Policy 1.6).

- Provide built form and massing in good proportion that responds to existing built heritage resources. Built form will include mid-rise buildings as well as consistent, pedestrian-scaled base buildings punctuated by broadly spaced towers that gradually transition down in height to the east and north from a height peak in the southwest quadrant (Policy 1.7).
- Ensure land uses and built form are compatible with, support, and do not negatively impact light, view and privacy to surrounding properties and neighborhoods (Policy 1.8).
- Promote design excellence and high quality architectural and landscape design through the effective use of resources, high-quality materials, innovative, sustainable and universally accessible design for development/redevelopment, public realm improvements, and parks and open space design (Policy 1.12).



Figure 18 - SASP 577 - Map 1, Planning Study Boundary

Public Realm

Section 2.2 speaks to sidewalks and midblock connections. Policy 2.2.1 directs that streets will generally have a minimum sidewalk width of at least 6 metres, inclusive of street trees, where a tall building is proposed, and 4.8 metres, inclusive of street trees, where a mid-rise or low-rise building is proposed.

With respect to parks and open spaces, Policy 2.3.1 provides that Preferred locations for new public parks and open spaces are shown on Map 4 (Parks and Public Realm Plan). In this respect, Map 4 identifies a Preferred Park Location for Smaller, Linear Park in the western portion of the subject site (see **Figure 19** – SASP 577 Map 4 Parks and Public Realm Plan). Policy 2.3.2(b) provides that this park will act as a mid-block connection from Danforth Avenue to Stephenson Park as well as the neighbourhoods to the south, and provide opportunities for passive use. Policy 2.3.6 states that where an on-site parkland dedication is determined to not be technically feasible or desirable by the City, an off-site parkland dedication that is in the vicinity of the development site, or that contributes to the Parks and Public Realm Plan shown in Map 4 (**Figure 19**), may be substituted for an on-site dedicate prior to the consideration of cash-in-lieu of land, at the City's direction.

Policy 2.3.7 adds that where parkland contributions are unable to provide for the new parks identified in Policy 2.3.2 and on Map 4, alternative locations and configurations for public parkland may be considered, provided the alternative location and/or configuration meets Policy 2.3.4 of this SASP.

Section 2.4 speaks to POPS areas. Policy 2.4.4 provides that POPS will be designed generally in accordance with the City's Design Guidelines for POPS spaces.



Figure 19 - SASP 577 - Map 4, Parks and Public Realm Plan

Sustainability and Resilience

Section 4 of the SASP speaks to Sustainability and resilience. Policy 4.1 provides that new development will be strongly encouraged to achieve the highest level of the Toronto Green Standard, including achievement of near zero emissions and retention of 100% of rainfall and snowmelt. Further, in policy 4.2 development is encouraged to:

incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas emissions;

develop or incorporate connections to an existing or planned thermal energy network (district energy system);

integrate on-site renewable energy and electricity production to reduce electricity demand;

provide backup power for resilience to area-wide power outages informed by guidelines developed by the City; and

limit the loss of embodied energy and emissions contained within the existing building stock.

Parking and Loading

Policy 5.1 encourages reducing parking demand by providing car-share facilities and providing shared parking among uses that have different peak characteristics. Policy 5.4 states that developments adjacent to each other are encouraged to share consolidated access points from the public street or public laneways for parking and loading. Parking and loading entry areas will be designed to be integrated with the overall design of the façade.

Land Use

Section 6 of SASP 577 speaks to land use. Policy 6.1 directs that greater residential and non-residential uses will only be considered when appropriate infrastructure and mitigation is provided and/ or secured through appropriate agreements. Appropriate infrastructure includes, but is not limited to:

"...roads, servicing (including water, sewer and stormwater infrastructure), parkland and open space, affordable rental housing, community services and facilities, and sustainability measures. Appropriate mitigation includes, but is not limited to, rail safety measures for developments adjacent to the rail corridor, and wind, shadow, noise, and vibration mitigation measures".

Policy 6.3 provides that active uses, such as retail uses, restaurants, recreational and arts facilities (among others), will be located along the ground floor of development with frontages along public streets, public parks, and POPS spaces.

Built Form Policies

The subject site is identified as being located within "Character Area A" in SASP 577, which directs that development shall rely upon and conform with the policies of SASP 552, as outlined in Section 4.8 above (see **Figure 20** – SASP 577 – Map 5, Mixed Use Character Areas Plan).

Housing Policies

Section 9 provides policies regarding housing. Policy 9.1 states that new residential development will provide a diverse range and mix of housing options, including seniors housing and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Policy 9.2 sets out that to achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include:

- a minimum of 10 per cent of the total number of units as three-bedrooms units; and
- a minimum of 25 per cent of the total number of units as units with at least 2 bedrooms.

Furthermore, indoor and outdoor amenity spaces provided in developments containing residential uses are encouraged to be suitable for a range of households, including families with children and pet owners (Policy 9.3).



Figure 20 - SASP 577 - Map 5, Mixed Use Character Areas Plan
4.10 Proposed Official Plan Amendment No. 540

On July 19, 2022, City Council brought forward Official Plan Amendments that include Major Transit Station Areas /Protected Major Transit Station Areas, including Official Plan Amendment 540 which introduces new Site and Area Specific Policies for 23 PMTSAs, corresponding to existing and planned subway, light-rail transit and GO stations across the City. The SASPs introduced contain minimum population and employment density targets for each of the identified PMTSAs.

As it relates to the subject site, draft OPA 540 introduces SASP 621, which applies to Main Street PMTSA and SASP 623, which applies to the Danforth GO PMTSA, both of which encompass the subject site.

SASP 621 (Main Street PMTSA) provides that existing and new development within the PMTSA are to be planned for a minimum population and employment target of 300 residents and jobs combined per hectare. In addition, a minimum density of 2.0 FSI is specified for the subject site (see **Figure 21**, Draft SASP 621 Map 2).

SASP 623 (Danforth GO PMTSA) provides that existing and new development within the PMTSA are to be planned for a minimum population and employment target of 250 residents and jobs combined per hectare. Similarly, a minimum density of 2.0 FSI is specified for the subject site (see Figure 22, Draft SASP 623 Map 2).

OPA 540 is currently with the Ministry of Municipal Affairs and Housing for consideration and is awaiting approval.



Figure 21 - Draft SASP 621 Map 2, Minimum Densities, Main Street Subway Station PMTSA



Figure 22 - Draft SASP 623 Map 2, Minimum Densities, Danforth GO Station PMTSA

4.11 Official Plan Amendment No. 557

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

OPA 557 adds new policies to Section 3.2.1 of the Official Plan and establishes IZ Market Areas on Map 37. The subject site is located within IZ Market Area 2 (see **Figure 23,** Official Plan Map 37).

Policy 13 provides that new development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of this Plan, will not be approved unless:

b. for development that is located in IZ Market Area 2 identified on Map 37:

- i. if a condominium development is proposed, a minimum of 8 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 6 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
- ii. if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing.



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

In this regard, the proposed development would be required to include a minimum of 8 percent of the total new residential gross floor area as affordable ownership housing or a minimum of 6 percent of the total new residential gross floor as affordable rental housing.

Policy 14 states that the requirements for affordable housing outlined in Policy 3.2.1.13 will not be applied by the City until the later of September 18, 2022, or approval of a Protected Major Transit Station Area by the Minister pursuant to the Planning Act.

As noted above in Section 4.11, the Minister has not yet approved OPA 540 which delineates the Main Street and Danforth GO PMTSAs, and as such, does not apply to this application. However, as noted in previous sections of this report, the proposed development contemplates a total of 13 affordable housing units. Should the policies of OPA 557 come into force and effect, these 13 affordable housing units are to be counted towards the affordable housing requirements as set out by the policies of OPA 557.

4.12 Zoning

City of Toronto Zoning By-law 569-2013

The City-wide Zoning By-law 569-2013, as amended, was enacted by City Council on May 9, 2013. It was appealed to the OLT (at the time, the Ontario Municipal Board) in its entirety; however, substantial portions of the by-law have now been approved and are in full force and effect.

The subject site is zoned Commercial Residential 3.0 (c2.0; r2.5) and is subject to site-specific Exception 2219 (see **Figure 24**). The Commercial Residential Zone permits a wide range of residential and non-residential uses including dwelling units in an apartment building, or mixed-use building, offices, retail stores, personal service shops, eating establishments and financial institutions, among other uses. The base zoning permits a maximum gross floor area of 3.0 times the area of the lot, of which 2.0 times is permitted for non-residential uses and 2.5 times is permitted for residential uses. Moreover, the maximum permitted height is 14 metres (see **Figure 25**). The Development Standard Set 2 (SS2) provisions include the following:

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

Exception 2219 is a site-specific exception and provides that on the subject site Exception CR 2 applies. It requires that if a building has more than 12 dwelling units or 12 bed sitting rooms or is located on a lot that has a lot frontage greater than 12.5 metres, then specific minimum parking space rates apply.



Figure 24 - City of Toronto Zoning By-law 596-2013, Zoning Map



Figure 25 - City of Toronto Zoning By-law 596-2013, Height Map

4.13 Danforth Avenue Urban Design Guidelines

As part of the Danforth Avenue Planning Study, City Council also adopted the Danforth Avenue Urban Design Guidelines on July 16, 2019. The Danforth Urban Design Guidelines are consistent with SASP 552 and are intended to be used as a tool to evaluate proposed development along Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue, to ensure that development is consistent with the Official Plan.

The Guidelines are intended to support "vibrant, high quality, appropriately scaled mixed-use development within the Study Area". The Guidelines are also consistent with the Official Plan, OPA 420, and Site and Area SASP 552, described above.

The stated goals of the Danforth Urban Design Guidelines are to:

- implement the new site and area specific policy for the study area (i.e. SASP 552);
- create new Urban Design Guidelines that support the implementation of a site and area specific Official Plan policy and that will supplement the existing Avenues and Mid-Rise Building Guidelines;
- identify specific public realm and streetscape improvements to enhance the public realm of Danforth Avenue;
- determine area demographics, existing community services and facilities inventory, and growth projections;
- outline areas for future investment to support growth; and,
- examine potential future rights-of-way for Danforth Avenue that are based on a principle of Complete Streets.

Site Characteristics

Chapter 4.0 of the Guidelines outlines the guidelines for site characteristics, built form, building design and public realm. Guideline 4.1 Site Characteristics sets out that there a range of lot configurations, sizes and characteristics that exist within the Danforth Avenue Study, making it important to provide guidance on what criteria a lot must meet in order for mid-rise building developments to occur. The guidelines outline that sites appropriate for a mid-rise building should have the following characteristics:

- A minimum frontage of 15.0 metres in width along Danforth Avenue;
- A minimum lot depth of 30.0 metres; and,
- Access to a public lane or private driveway to allow for vehicular and loading access from the rear of the property.

The subject site has a frontage of approximately 165 metres along Danforth Avenue, has a lot depth ranging between 36 and 48 metres, and will include a private driveway at the rear of the development accessed from Westlake Avenue to allow for vehicular and loading access.

Built Form

Guideline 4.2 Built Form provides a series of objectives including:

- Ensuring the existing and planned character of Danforth Avenue is respected by providing guidelines to help achieve appropriate developments;
- Illustrating a variety of built form solutions to address different site characteristics, constraints, and opportunities;
- Protecting the living conditions and enjoyment of sensitive land uses such as designated *Neighbourhoods* and *Parks*; and
- Increasing and enhancing the public realm space including public sidewalks, open spaces, and amenities.

Guideline 4.2.1 Mid-rise buildings sets out that a context-specific approach to the Avenue and Mid-Rise Building Study was applied to the Study Area and the general intent of the Avenues and Mid-Rise Buildings Study is maintained. Further, for the majority of the Danforth Avenue Study Area, mid-rise buildings up to 7 to 8 storeys are appropriate. The following mid-rise built form guidelines are applicable to the subject site:

Building Height

- Lots with a depth of 36.5 metres or less will have a maximum building height of 24.0 metres (excluding mechanical penthouse).
- Lots with a depth greater than 36.5 metres will have a maximum building height of 27.0 metres (excluding mechanical penthouse) (see
 Figure 26, Diagram 2 Midrise Building Section for Deep Lots) Maximum mechanical penthouse height of 5.0 metres above the roof level.
- Maximum ground floor height of 4.5 metres.

Building Setback and Angular Plane

- Provide a minimum curb-tobuilding face dimension of 4.8 metres at grade of 6.0 metres.
- Provide a 65-degree front angular plane taken at a height of 14.0 metres on the property line along the Danforth Avenue and flanking street frontages.

Rear Transition

- Provide a minimum rear yard setback of 7.5 metres from the lot line of adjacent properties with land use designated as *Neighbourhoods* or *Parks* and *Open Space Areas* for all midrise development.
- Provide a 45-degree angular plane taken at a height of 7.5 metres above the 7.5 metre rear yard setback for deep lots with a lot depth greater than 36.5 metres.
- Provide a 45-degree rear angular plane taken at a height of 10.5 metres above the 7.5 metre rear yard setback for shallow lots with a lot depth of 36.5 metres or less.



Figure 26 - Diagram 2 Mid-rise Building Section for Deep Lots

Office Priority

Gudeline 4.2.2 states that sites in close proximity to existing transit stations are identified as Office Prioerity Areas where development of second storey office spaces are encouraged. The subject site is within an Office Priority Area (see **Figure 27**, Map 5: Office Priority Area Map). To incentivize the development of second-storey office spaces, mid-rise building heights greater than the right-of-way width of Danforth Avenue are contemplated, up to a maximum height of 10 storeys or 33.0 metres in height.

The Office Priority guidelines include the following criteria:

Building Height

- Maximum building height of 33.0 metres when second storey office space is provided in new development on lots within Office Priority Areas.
- Maximum mechanical penthouse height of 5.0 metres above the roof level.
- Maximum ground and second floor height of 4.5 metres.
- Building Setback and Angular Plane
- Provide a minimum curb-to-building face dimension of 4.8 metres at grade or 6.0 metres for Enhanced Streetscape Areas.
- Provide a 65 degree front angular plane taken at a height of 14.0 metres on the property line along the Danforth Avenue and flanking street frontages.

Rear Transition

- Provide a minimum rear yard setback of 7.5 metres from the lot line of adjacent properties with land use designated as Neighbourhoods or Parks and Open Space Areas for all mid-rise development.
- Provide a 45 degree rear angular plane taken at a height of 10.5 metres above the 7.5 metre rear yard setback for shallow lots with a lot depth of 36.5 metres or less.
- Provide a 45 degree angular plane taken at a height of 7.5 metres above the 7.5 metre rear yard setback for deep lots with a lot depth greater than 36.5 metres (see Figure 28, Diagram 4: Mid-rise Building Section for Office Priority Area).
- The proposed development does not include office uses. Instead, it provides retail uses and a potential grocery store.



Figure 27 - Map 5: Office Priority Area Map



Figure 28 - Diagram 4: Mid-rise Building Section for Office Priority Area

Building Design

Guideline 4.3 Building Design provides that good building design that reflects an area's character is essential to creating a comfortable public realm, and new buildings should pay attention to the aesthetics of all building facades. New buildings should be designed to respect the prevailing characteristics of the area and complement the design, scale, form and massing of the prevailing streetwall. The relevant guidelines are discussed below.

Guideline 4.3.3 is concerned with ground floor height, frontage and size. Danforth Avenue has retail frontages which are typical of Toronto main streets with fine-grain units of smaller retail stores and consistent ground floor heights. Creative solutions are encouraged to help retailers of various sizes to contribute positively to the enhancement of the street character. The guidelines include the following:

- Ensure the design of the ground floor of new developments is compatible with the existing fine-grain context of Danforth Avenue and meets the following:
 - Ground floor height between 3.5- to 4.5 metres for midrise buildings;
 - Ground floor frontage with building bays and vertical articulations of 4.0 to 8.0 metres in width; and
 - Ground floor unit sizes generally in keeping with existing fine-grain character of the street.
- Provide recessed building entrances along the street frontage to create a consistent building articulation and rhythm at a pedestrian level.
- Limit the use of continuous glass frontages on the ground floor for buildings with long frontages on Danforth Avenue. Divide long building frontages with vertical articulation to reinforce the fine-grain character of Danforth Avenue.

Vehicular Access, Loading Area and Utility

Guideline 4.3.6 Vehicular Access, Loading Area and Utility states that the location and design of accesses and loading areas should reduce or eliminate the potential negative impacts of these areas on the public realm. In general, curb cuts, surface parking, servicing and loading should be located away from public view and located towards the rear of development. The following guidelines apply:

- Avoid curb cuts, vehicular accesses, surface parking, and loading areas from the Danforth Avenue frontage.
- Provide access to site servicing and parking at the rear of the building/site from a lane or from a shared driveway.
- Incorporate parking garage ramps, access stairs, garbage collection/storage areas, and loading areas into the rear of the building.
- Provide decorative screenings or planted landscape buffers to reduce the negative impacts of vehicular access, loading, and utilities.

Public Realm

Guideline 4.4 provides guidelines for the public realm so that visitors and residents of Danforth Avenue have access to the "living rooms" of community life. It outlines that a successful public realm should aim to do the following:

- create unique and distinctive spaces reflective of the community's value;
- improve mobility by creating physical connections to the neighbourhood and its amenities;
- incorporate streetscape designs that can enhance the pedestrian experience while providing necessary functional uses such as seating and wayfinding; and
- encourage public art opportunities in the public realm.

As shown in **Figure 29**, Map 7 Public Realm Map, the subject site is within a Focus Area and its frontage along Westlake Avenue is identified as a Boulevard Space.

Public Realm Opportunities

Focus Areas are the centres of the community where people come to gather and use services. Proposed developments in or adjacent to Focus Areas must enhance the success and functionality of Focus Areas through their public realm design. Boulevard Spaces are publicly owned portions of the right-of-way on side streets between the curb and the property line. Boulevard Spaces should be designed to increase the amount of accessible open space for use by the public and contribute positively to the attractiveness of the streetscape.

Further, along the east side of the proposed development will be a POPS area. POPS are a specific type of open space which the public are invited to use, but remain privately owned and maintained. The Guidelines states that the City's existing design guidelines for new POPS shall apply to the Study Area and will be used to inform the design and creation of new POPS as part of private development applications.



Figure 29 - Map 7: Public Realm Map

The following guidelines apply to public realm opportunities:

- Provide additional open space and/or building setback to increase the public realm space at grade for development in or adjacent to an Entry Node and/or Focus Area.
- Provide additional public realm improvements such as street trees, street furniture, bicycle rings, and other pedestrian amenities for development adjacent to Boulevard Space.
- Refer to the POPS (Privately-Owned Publicly Accessible Spaces) Guidelines to determine the appropriate location, scale, and design of POPS.

Local Opportunities

In addition to public realm opportunities, local opportunities exist (Guideline 4.4.2). The subject site is located within the Village of Little York area and on the edge of the Main Street Station Focus Area, as identified in **Figure 30** Map 6, Public Realm Area Context Map. The Village of Little York is identified as a vibrant commercial area with a range of retail options from fine-grain to large-format retail, with good access to transit. It is noted that improvements to the public realm in this area will require thoughtful planning and design to enhance the pedestrian experience through better connections to transit and community destinations. The historical significance should inspire the design and identity of the public realm in new developments.

Two Public Realm Opportunities have been identified in the Village of Little York area, Smith's Corner Entry Node and Main Street Station Focus Area. The subject site not within either opportunity, however, it is in proximity to the Main Street Station Focus Area.

The Main Street Station Focus Area aims to improve the visibility and pedestrian accessibility to the Main Street Subway Station, particularly through the entrance from Danforth Avenue. New developments are encouraged to improve the experience of the public realm with wider sidewalks, weather protection, street trees, and lighting



Figure 30 - Map 6: Public Realm Area Context Map

Pedestrian Connection and Safety

Guideline 4.4.3 sets out that the Study Area generally has good pedestrian connections to the surrounding neighbourhoods, but new developments are encouraged to provide mid-block connections to transit stations and open spaces. Additionally, pedestrian safety is a key concern for the community, and pedestrian connections should be improved to create a safer pedestrian environment with seamless access to the surrounding neighbourhoods, amenities, and open spaces. The following guidelines apply:

- Provide pedestrian connections to improve connectivity in the Study Area and the surrounding neighbourhoods, including transit stations, parks and open spaces.
- Consider future developments and opportunities to connect across rail corridors where possible.
- Consider opportunities to improve pedestrian safety at intersections and crossings. Refer to the City of Toronto Vision Zero Road Safety Plan.

Streetscape

Guideline 4.4.4 is concerned with creating attractive and welcoming streetscapes. New developments will be required to provide improvements to the streetscape and comply with these guidelines, as well as the City's Streetscape Manual, local BIA master plans, and other applicable documents. The following guidelines apply:

- a. Refer to Map 8 (see Figure 31, Map 8 Streetscape Map) and streetscape section Diagrams 7 and 8 (see Figure 32, Diagram 7 Typical Danforth Streetscape Section) to determine the appropriate streetscape design.
- b. Provide a pedestrian-oriented and Green Street streetscape design when future development is proposed for street frontage identified as Future Streetscape Enhancement on Map 8.
- c. Ensure street trees have appropriate soil volume, growing medium, and protection for mature growth.



Figure 31 - Map 8 Streetscape Map



Figure 32 - Diagram 7 Typical Danforth Streetscape Section

- d. Conform to the cafes and sidewalk marking display standards as set out by the City of Toronto's Municipal Licensing and Standards division.
- e. Consult and refer to City policies, documents, and manuals such as the Streetscape Manual, Toronto Green Streets Technical Guidelines, and other streetscape related documents developed by local BIAs for the design of streetscapes.

The subject site is identified as within a Typical Danforth Streetscape. Additionally, the proposed development will provide a pedestrian-oriented streetscape with soft landscaping and appropriate street trees. The City of Toronto's Municipal Licensing and Standards Division and other city policies, documents and manuals will be consulted when developing the streetscape design.

4.14 Avenues and Mid-rise Urban Design Guidelines

At its meeting on July 6, 7 and 8, 2010, City Council adopted a staff recommendation to utilize the Performance Standards for Mid-Rise Buildings proposed in the "Avenues & Mid-Rise Buildings Study" (May 2010) when evaluating proposals for mid-rise buildings on Avenues for a monitoring period of approximately two years. The July 2010 Council decision directed that, prior to the end of the monitoring period, staff were to report back to the Planning and Growth Management Committee on the effectiveness of the Performance Standards and potential implementation measures. On November 13, 2013, Council adopted a staff recommendation to extend the monitoring period to the end of 2014 to allow staff to complete consultations on the effectiveness of the Mid-Rise Building Performance Standards. It also directed the Chief Planner to report to the Planning and Growth Management Committee at the conclusion of the monitoring period regarding any modifications to the Performance Standards.

On March 11, 2016, City Planning staff issued a report on Mid-Rise Building Performance Standards Monitoring, followed by an addendum report on April 20, 2016. On June 7, 2016, City Council approved the revised Mid-Rise Building Performance Standards Addendum attached to the April 20, 2016 report, directing City staff to use the addendum in conjunction with the 2010 Performance Standards to evaluate development applications where mid-rise buildings are proposed. Section 3 of the Mid-Rise Building Guidelines provides a series of Performance Standards that are intended to guide the design of midrise buildings along Avenues. The Performance Standards are guided by the objective to create healthy, liveable, and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods.

While the subject site is located along an *Avenue*, as identified in the Official Plan, it is also subject to the Danforth Avenue Urban Design Guidelines. The Danforth Avenue Urban Design Guidelines maintain the general intent of the Avenues and Mid-Rise Buildings Guidelines.

Key Performance Standards include:

- buildings are moderate in height no taller than the right-of-way is wide (a 1:1 ratio);
- buildings provide an appropriate transition in scale to nearby Neighbourhoods, taking into account a 45-degree angular plane;
- a continuous streetwall is provided, up to 6 storeys in height; and
- ground floors of buildings provide uses that enliven sidewalks and create safe pedestrian conditions.

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

The proposed development is evaluated in the context of the Mid-Rise Building Guidelines in Section 5.7 of this report.

4.15 Avenues and Mid-Rise Buildings Rear Performance Standards Update (2023)

In December 2022, City Council directed Staff to review the City's urban design guidelines as part of a 2023 Housing Action Plan. In response to this direction, City Planning undertook a review of the Mid-Rise Guidelines Performance Standards, focusing on the Performance Standards for Rear Transitions (5A through 5D). A staff report (dated May 17, 2023) reviewing and summarizing the draft updates to the Performance Standards for Rear Transitions was adopted, with amendments, by the Planning and Housing Committee on June 1, 2023. The Committee directed staff to undertake consultation on the updated Draft Performance Standards 5A through 5F, as well as other existing Mid-Rise Guidelines Performance Standards, and to report back with final recommendations by November 30, 2023.

The focused review of the Performance Standards for Rear Transitions concluded that providing rear transition flexibility to *Neighbourhoods* designated properties would create additional opportunities to facilitate the development of mid-rise buildings. In particular, the draft updated Performance Standards recommended a rear yard setback of 7.5 metres up to a height of 6 storeys, and two rear step-backs totalling 5 metres, including the first between the 3rd and 7th storey, and the second above the 9th storey. Alternately, where only the portions of a building above 4 storeys will be inside of a *Mixed Use Areas* designated site, the base of a mid-rise building (up to 4 storeys) may be contained in lands designated *Neighbourhoods*.

These changes will allow for more regular floor plates, improve constructability and allow for development in a mid-rise form on some shallow sites which, under the existing Performance Standards, would not have accommodated a similar scale of mid-rise development. The draft updates encourage a mid-rise form that supports generous sunlight on adjacent sidewalks and the public realm, while also balancing transition to various rear conditions and supporting intensification through flexibility in built form massing.

4.16 Addendum to the June 2023 Draft Rear Transition Performance Standards (2024)

The City is currently in the process of updating the Mid-Rise Buildings Rear Transition Standards and released new performance standards on June 13, 2024. These standards contribute to the overall design objectives including establishing engaging and animated public realms, pedestrian-oriented and transit supportive design, compact built form with well-proportioned street edges, and contextually sensitive design approaches.

Among other matters, these revisions have consolidated three sections: 5A – to Low-Rise Buildings, 5C – to Tall Buildings, and 5D – to Non-Residential Buildings, in the draft Rear Transition Performance Standards approved at Planning and Housing Committee on June 1, 2023, into one section 5A – Rear Transition to Buildings. Notable changes include:

- the elimination of the upper step-back at the 10th floor;
- a minimum rear yard setback of 7.5-metres;
- no rear step-backs for mid-rise buildings of up to 6 storeys; and
- for taller mid-rise buildings, a rear step-back of 2.5-metres above 6 storeys.

The aforementioned updates have been consolidated in a proposed Zoning By-law Amendment that was brought to the Planning and Housing Committee on October 30, 2024, and approved by City Council on November 13, 2024.

4.17 City-Wide 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.

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 City-Wide Tall Building Design Guidelines are to be used in conjunction with other supplementary guidelines to evaluate tall building development proposals.

The City-Wide 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 5.7 of this report.

4.18 Growing Up: Planning for Children in New Vertical Communities

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:

- <u>The Neighbourhood Scale</u>: At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- <u>The Building Scale</u>: At the building scale, the Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts.\
- <u>The Unit Scale</u>: 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.

The proposed unit mix is consistent with the Guidelines and includes 152 two-bedroom units (24%), 62 three-bedroom units (10%), and 1 four-bedroom unit (0%, due to rounding).

4.19 Pet-Friendly Design Guidelines for High Density Communities

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 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.



5.1 Intensification

Residential/mixed-use intensification on the subject site is appropriate, desirable and in keeping with the policy framework set out in the Provincial Planning Statement and the City of Toronto Official Plan, which promote intensification on sites which are well-served by municipal infrastructure, particularly existing and planned higher-order transit. The proposal will redevelop the subject site with an appropriately scaled transit-supportive development and reduce the reliance on a personal automobile.

The proposed development is in keeping with the intensification policies of the recently approved 2024 PPS. Policy 2.3.1 of the PPS directs that growth and development will be focused within settlement areas, and where applicable, "strategic growth areas" and "major transit station areas". The subject site is located in an area that is wellserved by existing higher-order transit and would fall within the definition of a "strategic growth area" and "major transit station area" by virtue of its proximity to the Main Street subway station and the Danforth GO station. Policy 2.4.1(2)(a) of the 2024 PPS provides that strategic growth areas should be planned to accommodate significant population and employment growth. Moreover, the 2024 PPS directs that the boundaries of major transit station areas are to be delineated in a transit-supportive manner that maximizes the number of potential transit users that are within walking distance of the station (our emphasis). In this respect, within the Council adopted OPA 540, the subject site falls within the delineated PMTSAs of Main Street and Danforth GO stations. As noted earlier, SASP 621 plans for 300 residents and jobs combined per hectare, while SASP 623 identified a minimum population and employment target of 250 residents and jobs combined per hectare, and both SASPs specify a minimum density of 2.0 FSI on the subject site.

Moreover, the proposal implements the recent Provincial policies, which place a greater emphasis on increasing the supply and availability of housing to residents in the largest and fastest-growing municipalities (such as the City of Toronto). In this respect, 2024 PPS provides policies to greatly increase the housing supply. The provision of additional housing units on the subject site will respond to the local needs and demand and provide for an appropriate range and mix of housing options. Additionally, on May 10, 2023, Toronto City Council adopted a housing pledge to achieve or exceed the provincial housing target of 285,000 new homes by 2031. This housing target represents a 23 percent increase in Toronto's housing supply within 10 years. To meet this target, 31,050 new homes per year must be completed, which is approximately double the average number of units built annually between 2017 and 2021. The proposed level of intensification of the subject site will assist the City in meeting this goal.

From an Official Plan perspective, the subject site is located on the segment of Danforth Avenue that is identified as an Avenue. Strong policy support is expressed for new housing and intensification along Avenues in a form that is intended to make efficient use of land and infrastructure and concentrate population and jobs in areas well served by transit. The Avenues are expressly planned for mixed-use intensification, with an emphasis on residential growth. Moreover, the subject site is designated Mixed Use Areas in the City of Toronto Official Plan. The Mixed Use Areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. Furthermore, the Official Plan provides 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", which includes *Avenues*. It further provides that "the integration of transportation and land use planning is critical to achieving the overall aim of increasing access to opportunities throughout the City". For sites in areas such as this which are well served by transit, Policy 2.4(8) of the Official Plan provides for intensified development, with minimum density requirements (along with limits on parking).

Within the policy context outlined above, it is our opinion that the subject site is underutilized in its current form. Residential/mixed-use intensification on the subject site will more efficiently utilize the site and will optimize the use of land and infrastructure by providing new housing (including affordable housing units), improved retail, and an improved public realm in a transit-supportive compact built form. In this regard, residential intensification on the subject site can take advantage of the wide range of shops, restaurants, recreational facilities, public parks, and cultural facilities available within the Danforth Village area. Further, residential intensification will support transit ridership and contribute to the achievement of population densities for the City as set out in the 2024 PPS and Official Plan, while providing the opportunity for residents to live close to work or to commute by multiple transit options including walking, cycling and public transit. The proposed non-residential uses will continue to serve the needs of existing and future residents, workers and visitors to the area.

From a strategic perspective, planning for nodal intensification around key subway stations provides significant potential for integrating land use and transportation planning objectives. In contrast to most "intensification corridors", nodal intensification can achieve significantly higher transit modal splits and, accordingly, has tremendous potential to "optimize" and make efficient use of costly transit infrastructure, while structuring urban intensification in a manner that focuses on a compact area in proximity to "higher order transit" facilities.

The proposal provides for the optimization of land and infrastructure in accordance with the policy direction set out in the 2024 PPS and the Official Plan. In our opinion, optimizing the use of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built-form relationships. In this respect, to "optimize" means to make something "as fully perfect, functional, or effective as possible".

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

5.2 Land Use

The proposed residential/mixed-use development, including residential uses and grade-related retail spaces are permitted within the land use permissions of the Official Plan and Zoning By-law, both of which permit a broad range of residential and commercial uses on the subject site.

The *Mixed Use Areas* designation permits a broad range of commercial and residential uses in single-use or mixed-use buildings. It is one of four land use designations that are intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy. The introductory text in Section 4.5 states that the intent of the *Mixed Use Areas* designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. In particular, the intent is that:

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

Accordingly, the proposal will add to the existing mix of uses in the area and implement the development criteria set out in Policy 4.5(2) of the Official Plan by creating a balance of high-quality residential and commercial uses in a manner that reduces automobile dependency and meets the needs of the local community. Specifically, the proposed development will introduce new residential homes and enhanced retail at-grade, in close proximity to existing transit so as to reduce automobile dependency, bolster the viability of existing transit service, broaden the mix and range of housing available in the neighbourhood, and meet the needs of the local community by providing new jobs and homes for Toronto's growing population on an underutilized site. Moreover, by introducing additional housing along Danforth Avenue, the proposed development will foster a strong livework relationship and provide population support to area businesses, bolstering their viability. Additionally, with respect to the at grade retail uses, they will include a potential grocery store, thereby maintaining some of the current functions of the site, as well as smaller retail units, with a high degree of glazing, activating the street frontage along the Danforth corridor.

Furthermore, the proposed development will create 620 new units (including 13 affordable housing units), thereby implementing the City's housing policies with respect to the provision of a broad range and mix of housing types in a location that will take advantage of nearby higher-order transit services. The increase in the number of dwelling units is a significant improvement to the existing conditions on the subject site, where there are currently only commercial uses and surface parking areas.

Finally, with respect to zoning, the Commercial Residential (CR) zoning categories in Zoning By-569-2013 permit a wide range of residential and commercial uses, and the proposed mix of uses is permitted by the underlying CR zoning.

5.3 Housing

The redevelopment of the subject site will result in the construction of 620 new dwelling units on an underutilized site in a compact urban form that supports the broad policy objectives of the Provincial Planning Statement and the City of Toronto Official Plan. More specifically, the proposal will add to the existing housing stock in the area, in conformity with Policies 3.2.1(1), 3.2.1(2) and 3.2.1(12) of the Official Plan.

The subject site is located within an area that consists of a wide range of housing types including low-rise, mid-rise and high-rise apartment buildings and condominiums on major streets as well as lowrise ownership homes, internal to major streets, such as the low-rise uses immediately south of the subject site, and on the north side of Danforth Avenue.

The proposal will create 620 new units. In this regard, the proposal conforms with the Official Plan's housing policies, including Policy 3.2.1(1) which encourages a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, which are to be provided and maintained to meet the current and future needs of residents.

The range of proposed unit types provides a variety of housing options, including housing suitable for families with children and seniors, in accordance with the unit mix targets specified in the Main Street Planning Study (OPA 478) and the Growing Up Guidelines. In particular, a total of 215 (35%) larger units, consisting of two or more bedrooms are proposed, including 152 two-bedroom units (25%), 62 three-bedroom units (10%) and 1 four-bedroom unit (0%, due to rounding). Accordingly, the mix of units conforms with Policy 9.1 of the Main Street Planning Study (OPA 478). Furthermore, the proposed development contemplates the provision of 13 affordable housing units (making up a total of 2% of the proposed units). In this respect, there are no policies the currently require the provision of affordable housing on the subject site. However, as discussed in Section 4.11 above, when the Minister approves Official Plan Amendment 540 and the delineation of the proposed Main Street PMTSA (SASP 621) and Danforth GO PMTSA (SASP 623), as per OPA 557, the proposed development would be required to provide a minimum of 8 percent of total new residential gross floor area as affordable ownership housing or a minimum of 6 percent of the total new residential gross floor area as affordable rental housing, if a condominium development is proposed, whereas if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing.

As discussed in earlier sections of this report, should the policies of OPA 557 become in-force, the proposed 13 affordable housing units would count towards the requirements outlined in the policies of OPA 557, and would not be in addition to.

5.4 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for significant residential/mixed-use intensification, with building heights of 13- and 35-storeys, in land use policy terms. From a built-form perspective, it is our opinion that the subject site is a contextually appropriate location for mid-rise and tall buildings, given:

- its location on an Avenue;
- its *Mixed Use Areas* designation in the Official Plan;
- its proximity to the Main Street subway station (which provides service TTC Line 2) and the Danforth GO station;
- its location in proposed Site and Area Specific Policies 621 and 632, applying to the Main Street and Danforth GO Protected Major Transit Station Areas;
- its frontage on Danforth Avenue, a Major Arterial Street and one of the City's most prominent streets;
- its overall size and configuration; and
- its relationship to other existing, approved and proposed tall buildings in the Main-Danforth area.

Moreover, the Block Context Plan prepared by Bousfields Inc., and submitted in support of this application provides a comprehensive analysis of the suitability of the subject site for a mid-rise and tall building element. It further illustrates how the proposed height and massing are appropriate given the site's location, size, and configuration, and how it relates to the existing, approved, and proposed built form in the area. Section 5.6 of this report provides a summary of the Block Context Plan.

In this respect, it is our opinion that the proposal is in keeping with the anticipated locations for midrise and tall buildings as set out in Section 3.1.4 of the Official Plan.

Height

In terms of height, it is our opinion that the proposed 13-storey (52.4 metres, including a 6.0-metre mechanical penthouse) and 35-storey (122.0 metres, including a 6.0-metre mechanical penthouse) heights are appropriate and would represent a compatible contribution to the urban structure and built form in this area.

With respect to the broad urban structure, the development of a tall building in the eastern portion of the subject site and a mid-rise building in the western portion of the site, would be in keeping with the existing pattern of nodal intensification in proximity to subway stations along the Bloor-Danforth subway line (Line 2). The proposed scale and form of intensification would also be generally consistent with the mid-rise and tall building heights within the areas subject to Danforth Avenue Planning Study (OPA 420 and SASP 552) and Main Street Planning Study (OPA 478 and SASP 577), where heights generally peak around the intersection of Main Street and Danforth Avenue and the Danforth GO station.

While the Danforth Avenue Planning Study (SASP 552) and Main Street Planning Study (SASP 577) primarily envision mid-rise development for the subject site, they do not account for the emerging trend of nodal intensification around subway stations along the Bloor-Danforth Line (Line 2). In this respect, recent approvals, such as the 35-storey tower and 10-storey mid-rise at Woodbine Station (985 Woodbine Avenue), the proposed Pape Station Transit-Oriented Development (TOC) featuring a 29-storey tower and 7-storey midrise, and the proposed 49-storey tower near Pape Station (654-668 Danforth Avenue), reflect a pattern of increasing heights near subway stations along Line 2. Additionally, within the immediate vicinity of the subject site, the tallest approved buildings are located along the Danforth, just east of Main Street and near the Danforth GO station. These include developments such as 2721 Danforth Avenue (59- and 35-storeys approved), Main Square (2575 Danforth Avenue, with heights of 55, 49, 35, and 15 storeys), 8 Dawes (52 storeys approved), and 2681 Danforth Avenue (48- and 33-storeys approved). The proposed heights for the subject site align with this nodal pattern of high-density development in proximity to subway and transit infrastructure.

While the height ranges slightly decrease to the west of the intersection of Main Street and Danforth Avenue, with existing heights up to 27 storeys (Linx Condos, 268 Main Street), greater heights can be accommodated to the west away from the subway station, in a similar fashion to the approval of tall buildings to the east of the intersection, subject to being compatible with adjacent areas. Moreover, providing a transition in height away from the intersection does not have to be rigidly applied, and can include undulations, while still providing a transition away from the subway station. The proposed building heights of 35 storeys stepping down to 13 storeys to the west continues the pattern of falling tower heights away from Main Street subway station and the intersection of Main Street and Danforth Avenue, while also providing a transition from within the site through the placement of tower in the eastern portion of the subject site and the mid-rise building in the western portion of the subject site.

Given this context, the proposed 13-storey and 35-storey heights (122.0 and 52.4 metres respectively, including mechanical penthouses) are in keeping with the pattern of existing, proposed and approved heights around the intersection of Main Street and Danforth Avenue, as shown in **Figure 33** (Height Map).

As noted above, while SASP 552 and SASP 577 contemplate a mid-rise built-form context on the subject site, it should be noted that neither of the OPAs establish height limits, leaving site-specific zoning by-law amendments to establish building heights on the subject height. Appropriate building heights will be informed, among other criteria, by studies such as sun/shadow, pedestrian-level wind, skyline view and other studies. As stated in Policy 1.1 of OPA 420, SASP 552 is intended to guide and manage incremental development that among other matters, respects and reinforces the existing mixed-use and physical character of Danforth Avenue, ensures an appropriate built form and transition between new development and existing Neighbourhoods north and south of Danforth Avenue. With respect to OPA 478, SASP 577 and Character Area A that applies to the subject site, it directs development to rely upon and conform to the policies of SASP 577.

It is our opinion that it is appropriate and desirable for the subject site to accommodate built form than contemplated in SASP 552 and SASP 577, in particular given its proximity to Main Street and Danforth GO stations, where typically the highest intensity and greatest mix of uses is located to encourage high levels of transit use and provide a mixed-use, vibrant activity node for the local community.



Figure 33 - Height Map

Massing

In terms of massing, the design of the proposed building will fit harmoniously with the existing and planned built-form context. The proposal incorporates a number of distinct elements, including a 2-storey (9.6 metre) streetwall element along Danforth Avenue that will define the edge of Danforth Avenue and provide a connection between the mid-rise building and tower. For the tower element, the podium steps up to 3-storeys (14.1 metres) the eastern portion of the subject site, and the tower element is stepped back 5.4 metres from the Danforth Avenue frontage, which includes a distinct tower top that will contribute to the quality and character of the skyline along Danforth Avenue. With respect to the mid-rise element, it incorporates a series of step backs on Levels 5 and 11, providing a good street proportion. Moreover, the proposed development contemplates an open space area directed towards Danforth Avenue in the eastern portion of the subject site.

The ground floor and Level 2 of the 2-storey element that connects the mid-rise building and tower portion has been designed to provide a setback between 0.8 metres and 1.5 metres along Danforth Avenue, resulting in a minimum sidewalk zone of 6.0 metres which will contribute to the pedestrian experience and retail character of the street. Furthermore, the building provides greater setbacks by the entrances. In this respect, the retail/residential entrance in the western portion of the site is set back a minimum of 5.9 metres from Danforth Avenue, the entrance to the potential grocery store is set back a minimum of 4.6 metres and the entrance to the retail uses in the western portion of the site are setback 3.0 metres. These design elements create a more inviting and dynamic public realm.

Above Level 2, the mid-rise and tower elements take form. For the tower element, Level 3 is setback a minimum of 0.8 metres from Danforth Avenue to the north, 14.4 metres from the east lot line and 11.6 metres from the south lot line. The podium building will provide an appropriate 2-storey streetwall along Danforth Avenue and an appropriate transition to the low-rise dwellings immediately south of the subject site.

The proposed tower element (Levels 4 to 35) will be sited in the eastern portion of the subject site and will be clearly defined through the provision of a 4.6-metre step back from the podium below along Danforth Avenue, resulting in a minimum setback of 5.4 metres from Danforth Avenue (due to the angle of the north lot line). The tower element will be set back a minimum of 12.7 metres from the east lot line and 15.3 metres from the south lot line.

The tower element is rectangular in shape, oriented east-west along Danforth Avenue and will have a floor plate size of 778 square metres GCA, exceeding the tower floorplate maximums recommended by the Tall Building Design Guidelines. In this regard, the tower floorplate of 778 square metres is in keeping with countless tower floorplates approved in transit-rich areas of the City of Toronto. Moreover, it is our opinion that larger tower floorplates are appropriate on sites that can comfortably accommodate them and where tall building design guideline recommendations for tower setbacks and tower separation can be achieved. In this regard, the proposed tower exceeds the minimum 12.5 metres setbacks to lot lines or centre lines of abutting streets and will comfortably achieve a minimum separation distance of 25 metres between towers, should the properties to the east redevelop in the future.

Furthermore, the tower dimensions maintain a slender point tower design that minimizes impacts on the surrounding environment. This design ensures that there are no unacceptable shadow, sky view, or wind impacts on adjacent properties, streets, or the public realm. A more detailed analysis of these elements is provided in Section 5.6 below.

The mid-rise building component in the western portion of the subject site will be situated parallel to both Danforth Avenue and Westlake Avenue, effectively framing both streets. Along Kingston Road, the building features a 2-storey streetwall that transitions to a 4-storey element in the western portion of the site, with a 2.0-metre step back above, enhancing the pedestrian scale and reducing the perceived massing of the structure. This approach also limits the built form impacts on the surrounding area. The 2- and 4-storey (9.6 metres and 17.2 metres, respectively) streetwall heights along Danforth Avenue is in keeping with the built form policies of the Official Plan and the Mid-Rise Design Guidelines, which recommend step back at a height equivalent to 80 percent of the right-of-way width (i.e., 21.6 metres). Additionally, the building steps back another 1.5 metres on Level 11, further breaking up the massing along Danforth Avenue.

Along Westlake Avenue, the mid-rise building includes a 2-storey streetwall that is stepped back 4.2 metres from Westlake Avenue, aligning with the low-rise uses to the south with respect to height and setbacks. Above Level 2, a 2.8-metre step back is provided and a further step back of 4.7 metres is provided on Level 11.

To the south, the mid-rise building will be set back between 11.5 metres and 12.4 metres from the south lot line, resulting in a minimum separation distance from the low-rise dwelling of 13.3 metres.

Based on the foregoing, it is our opinion that the 13-storey mid-rise building is appropriately situated on the site and will provide sufficient setbacks and separation distances between adjacent lot lines and buildings that will reduce visual massing impacts and provide for a comfortable pedestrian environment.

Density

In our opinion, the proposed density of 5.54 FSI is appropriate and desirable. Firstly, it is important and appropriate from a planning policy perspective to optimize the use of land and infrastructure on the site given its location on an *Avenue* and its proximity to existing higher-order transit services on Line 2 of the TTC and GO Transit services.

Secondly, it is important and appropriate from a planning policy perspective to optimize density on the site given its location within a *Mixed Use Areas* designation in the Official Plan, and the site's proximity to higher-order a subway station and a GO station. It is noted that the Official Plan does not include density limitations for *Mixed Use Areas* designations 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.

Finally, the proposed development will contribute to residential and non-residential intensification along an important Avenue and within Council adopted protected major transit station areas 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 density 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, the proposed development has no unacceptable built-form impacts or impacts on cultural heritage resources, represents good urban design, and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.5 Built Form Impacts

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

In this regard, the lands to the immediate south of the subject site are designated *Neighbourhoods*, as are the lands on the north side of Danforth Avenue, fronting on Harris Avenue, approximately 60 metres north of the subject site.

As discussed in Section 5.4 above, the proposed building has been strategically sited and carefully organized to ensure an appropriate transition in scale to the lands designated *Neighbourhoods*. In our opinion, the proposed development adequately limits built form impacts including potential overlook and shadow impacts (see below).

Light, View and Privacy

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings. In this regard, the City, through its Official Plan policies, zoning and applicable urban design guidelines, seeks to ensure that development appropriately limits its impact on the pedestrian realm and the surrounding area, including adjacent properties, parks and lowrise neighbourhoods, specifically with regards to adequate sunlight. As a matter of good urban design practice, a minimum distance of 11 metres is generally used as an appropriate separation distance between the main windows for mid-rise buildings, between other mid-rise buildings and other tall buildings.

The accepted standard for LVP impacts, as reflected in the CR Zone in By-law 569-2013, as amended, provides that, where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or a lane.

For tower elements, the City-wide Tall Building Design Guidelines recommend a tower separation distance of 25 metres between tower faces and tower setbacks of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e., balconies are permitted within the setback zone). Within the context of the parameters outlined above, it is our opinion that the proposed building and the siting of both the mid-rise and tower elements would result in contextually appropriate setbacks and separation distances and acceptable LVP conditions, as described below.

With respect to the 2-storey shared podium element, to the north, uses within Level 1 of the shared podium element fronting on Danforth Avenue will be non-residential uses, as are existing uses occupying the ground levels of buildings on the opposite side of the street, on the north side of Danforth Avenue. On Level 2, residential uses are only located in the western portion of the podium. In this respect, the podium element in the western portion of the building will be set back a minimum of 0.8 metres from Danforth Avenue. By virtue of the 27-metre right-f-way width of Danforth Avenue, the north-facing windows on Level 2 would have a minimum separation distance of 27.8 metres from both the existing and the proposed south-facing windows on the north side of Danforth Avenue. In our opinion, this separation distance is more than appropriate for a podium window-facing condition and is well in excess of the 11.0-metre standard.

On Level 3 of the building, the mid-rise and tower elements separate and take form. For the midrise building, the minimum setback to the north continues to be 0.8 metres, thereby achieving adequate separation distance, while for the tower element, the uses on Level 3 include an indoor amenity space, therefore raising no privacy issues. Nonetheless, Level 3 in the western portion of the site will be set back a minimum of 1.2 metres from Danforth Avenue, achieving a minimum separation distance of 28.2 metres from both the existing and the proposed south-facing windows on the north side of Danforth Avenue, which is in excess of the 11.0-metre standard. To the east, uses Levels 1-3 of the podium will be non-residential, as are the existing uses occupying the ground level of the building to the immediate east of the subject site (2505 Danforth Avenue). Moreover, the building has a blank wall condition facing the subject site. In addition to this, Level 2 of the podium building is set back a minimum of 9.7 metres and Level 3 is set back a minimum of 14.6 metres, well in excess of the 5.5-metre standard.

To the south, the podium element at grade will be set back a minimum of 10.3 metres from the south lot line and will include non-residential uses only. On Levels 2-3, the western portion of the building that includes residential uses will be setback a minimum of 11.5 metres exceeding the requirements listed above.

To the west, the uses at grade fronting on Westlake Avenue are non-residential. Level 2 will be set back a minimum of 4.2 metres, Levels 3-11 will be setback 7.0 metres and Levels 12-13 will be set back 11.7 metres. The uses on the west slide of Westlake Avenue are commercial uses with a surface parking area (2407 Danforth Avenue), so there would be no privacy issues raised. Moreover, should the property to the west redevelop in the future, by virtue of the 15-metre right-of-way width of Westlake Avenue, the west-facing windows on Levels 2 and 3 would have a minimum separation of 19.2 metres and 22.1 metres respectively.

With respect to the tower element in the eastern portion of the subject site, the tower element (Levels 4-25) will be set back a minimum of 5.4 metres from the front lot line along Danforth Avenue. In a similar fashion to the podium element below, the north-facing windows within the proposed tower will be separated by at least 32.4 metres. To the east and south, the tower will be set back a minimum of 12.7 metres and 15.3 metres, in excess of the recommended 12.5 metres. With respect to the upper levels of the mid-rise element (Levels 2-11), will be set back a minimum of 11.5 metres from the south lot line and Level 11-13 will be further set back, by a minimum of 12.5 metres, exceeding the standards discussed above. To the west, the upper elements of the base building incorporate step backs on Levels resulting in minimum setbacks of 7.0 metres on Levels 3-10, and 11.7 metres on Levels 11-13. In a similar fashion to the lower elements of the building below, by virtue of the 15-metre right-of-way width of Westlake Avenue, providing a separation distance well in excess of the standards.

With respect to the separation between the tower element and mid-rise element on the subject site, they will have a minimum separation distance of 37.6 metres, well in excess of the standards previously discussed.

Sky View Impacts

In our opinion, the proposed development would not have any unacceptable impact on the sky view from the public realm, due in part to the proposed setbacks, step backs and overall articulation of the building mass.

Viewed from Danforth Avenue, the shared podium element would define the scale along the street with a 2-storey (9.6 metres) streetwall that is generally consistent with the existing and planned builtform character of Danforth Avenue, which includes heritage properties and is appropriately scaled to Danforth Avenue's 27-metre right-of-way width. Above the podium element, the tower element in the eastern portion of the site would be clearly delineated from the mass of the podium below through the incorporation of a 4.7-metre step back. The tower element is slender and will have a floorplate of 778 square metres GCA. Furthermore, as noted above, the siting of the tower element allows for appropriate setbacks on all sides, including 5.4 metres from Danforth Avenue, 12.7 metres from the east lot line and 15.3 metres from the south lot line. Given the proposed tower spacing, along with the proposed articulation between the base building and the tower floors, it is our opinion that there will be no unacceptable sky view impacts.

Moreover, with respect to the relationship between the mid-rise building and tower element, they are separated by 37.0 metres, creating ample unobstructed sky views.

Shadow Impacts

A shadow study was prepared by Bousfields Inc. for March 21st, June 21st, September 21st and December 21st at each hour between 9:18 a.m. and 6:18 p.m. in order to assess the incremental shadow impact of the proposed development.

Official Plan Policy 3.1.3(5) requires that new development be located and massed to ensure access to sunlight and daylight on the public realm. Policy 3.1.4(10) further provides that the tower portion of a tall building 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. The policies specific to the *Mixed Use Areas* designation directs that new buildings will adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes (Policy 4.5.2(d)). With respect to lands designated Neighbourhoods, the closest designated Neighbourhoods are located immediately south of the subject site (i.e., the lands fronting on Stephenson Avenue and Westlake Avenue). Lands designated Neighbourhoods are also located to the west of the subject site, on the west side of Westlake Avenue and approximately 60 metres north of the subject site. The shadow study demonstrates that there would be adequately limited shadows on the lands designated *Neighbourhoods*. In this respect, incremental shadows are cast on March 21st and September 21st between the hours of 9:18 a.m. and shortly after 12:18 p.m. and on June 21st and September 21st after 6:18 p.m. On December 21st, the proposed development casts incremental shadow on *Neighbourhoods* throughout the day.

As it related to parks and open spaces, the nearest parks to the proposed development include Stephenson Park, to the south of the subject site and Stanley G. Grizzle Park, which is approximately 98 metres northeast of the subject site. Other nearby parks include Coleman Park, Maryland Park and Dentonia Park. The shadow study demonstrates that there is a minor incremental shadow at the southwest corner of Stanley G. Grizzle Park only between 1:18 p.m. and 2:18 p.m. on March 21st, on Coleman Park to the northeast from 3:18 pm. to 4:18 p.m. on December 21st and on Dentonia Park further to the northeast at 4:18 p.m. only on December 21st.

Based on the foregoing analysis, it is our opinion that the resulting incremental shadow impacts from the proposed development on lands designated *Neighbourhoods* and/or *Parks and Open Spaces* are "adequately limited" in accordance with the applicable Official Plan policies and that the incremental shadow impacts from the proposed development are minor and acceptable.

Wind Impacts

Official Plan Policy 3.1.3(1)(f) requires new development to maintain comfortable wind conditions on the street and adjacent open spaces. Moreover, Policy 4.5(2)(e) directs that new buildings are to be located and massed to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

In order to address these policies, a Pedestrian Level Wind Study was prepared by RWDI. The study assessed wind impacts at the ground level, including surrounding sidewalks, building entrances and the open space area and provides the following conclusions:

- The existing wind conditions on and around the project site are suitable for intended pedestrian uses throughout the year. The area to the east of the subject site is an exception, where uncomfortable wind conditions are expected along sidewalks in the wintertime.
- The introduction of the proposed development is expected to improve the existing uncomfortable conditions to the east.
- On the subject site, wind conditions are predicted to be appropriate for most pedestrian areas, including sidewalks and entrances.
- Elevated wind speeds and uncomfortable wind conditions are expected in the winter around the western corners of 13-storey mid-rise building and near the residential and retail entrances on the west and east building façades.
- Higher-than-desired wind speeds are also predicted at the proposed POPS and on the podium terraces.

In order to address the windy conditions discussed above, the Study provides potential wind mitigation measures, as outlined below.

- With respect to the wind conditions at the entrances, mitigation measures recessing the entrances in the eastern and western portion of the building into the main façades, if feasible, or protecting these entrances with canopies and wind screens/planters on both sides of the doorway.
- With respect to the wind speeds on the podium terraces and outdoor amenity areas, mitigation measures should include tall guardrails along the perimeter and trellises/canopies at the base of the towers. Additional landscaping elements are recommended for seating areas, and they may take the form of planters, local screens and trellises
- With respect to the POPS area, conditions can be improved by landscaping, including screens or rows of dense trees at north and south ends, and canopy-type trees other the space, plus planters, screens and trellises around any seating areas.

The study also recommends that a wind-tunnel testing should be conducted at the Site Plan Application stage to quantify the predicted wind conditions and refine the recommended mitigation measures.

5.6 Block Context Plan

A Block Context Plan (BCP) was prepared by Bousfields Inc. to illustrate and analyze how the physical form of the proposal fits within the existing and planned context and to evaluate the proposal within the urban design and built-form policy framework of the Official Plan and applicable urban design guidelines. It also identifies any additional conceptual redevelopment sites ("soft sites") within the block and adjacent blocks that may develop in a manner generally consistent with the urban design principles and built-form approach proposed on the subject site.

The BCP studied the area generally bounded by the properties fronting on Danforth Avenue to the north, the properties on the east side of Main Street to the east, Stephenson Avenue to the south and the properties just west of Westlake, fronting on Danforth Avenue to the west.

The built-form principles used in the BCP are consistent with the City's policy framework and in our opinion, are widely accepted as appropriate standards in urban design practice. In particular, the conceptual massing demonstrates how the proposed mid-rise and tall building elements fit within the block in which they are located. The BCP also identifies soft sites within the block and illustrates the development potential of each of the sites.

Overall, the BCP demonstrates that, from a block planning perspective, the proposed development has been appropriately sited and massed on the site so as to be compatible with the height and massing of future development in the immediate area. In this regard, the BCP illustrated how the proposed setbacks and resulting separation distances are appropriate and will not preclude the potential for future developments on suitable adjacent lands.

5.7 Urban Design

From an urban design perspective, it is our opinion that the proposal is appropriate and desirable and will fit harmoniously within its existing and planned context. The proposed development, comprised of a mid-rise and tall building, will result in a high-quality development that is a well-designed urban development form. The proposal will provide a distinctive, high-quality addition to the skyline, while also providing improvements to the streetscape along Danforth Avenue. The proposed setbacks, landscape improvements and open space along Danforth Avenue will result in an improved frontage and pedestrian experience along the street.

At an urban scale, the proposed mid-rise and tower heights, sizes and sitings will result in an appropriate addition to the buildings in the surrounding area, providing comfortable separation distances and relationships with surrounding buildings, both existing, approved and proposed. It represents a well-designed addition to the Danforth Village area.

The proposal addresses the pedestrian scale and respects the character of Danforth Avenue with a podium that provides a comfortable 2-storey streetwall height, in combination with the incorporation of setbacks from the front lot line to achieve a 6.0-metre setback from building face to curb, provides for a comfortable streetlevel environment. The proposed tower element is situated in the eastern portion of the subject site and sits atop the podium with a clear distinction from the mass below and from adjacent properties. The mid-rise element is situated in the western portion of the subject site and incorporates setbacks and stepbacks to break up the massing on Danforth Avenue and provide a comfortable pedestrian experience.

In our opinion, from an urban design perspective, the proposal is appropriate and desirable in that it conforms with the applicable built form and urban design policies of the Official Plan. In particular, the design of the proposal meets the intent of Policies 3.1.1(2), 3.1.1(3), 3.1.1(6), 3.1.1(13), 3.1.1(14), 3.1.1(19), 3.1.1(20), 3.1.3(1), 3.1.3(2), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(8), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(1), 3.1.4(4), 3.1.4(5), 3.1.4(8), 3.1.4(9), 3.1.4(10), 3.1.4(11) and 3.1.4(12) of the Official Plan, the public realm and built form policies set out in Sections 3, 5 and 9 of the Danforth Planning Study (OPA 420, SASP 552) and Section 2 of the Main Street Planning Study (OPA 478, SASP 577). In particular, the proposed design will:

- support active transportation and public transit use;
- provide public realm enhancements through the provision of a widened pedestrian boulevard along Danforth Avenue and a new open space in the eastern portion of the subject site, in keeping with the vision of the Main Street Planning Study (OPA 478, SASP 577);
- locate the buildings parallel to the street edges and locate the main building entrances (for retail and residential uses) so that they front onto the public streets;
- provide active ground floor uses and materials that allow views from and to the adjacent streets;
- ensure entrances to residential lobbies and non-residential spaces are clearly visible and identifiable with direct access from public sidewalks and street frontages;
- provide setbacks and separation distances from neighbouring properties to protect privacy;
- locate and organize vehicle parking, vehicular access, loading, servicing and other back-ofhouse activities away from the public realm in order to minimize their impact and improve the overall safety and attractiveness of the public realm;
- integrate service and utility functions within the building;
- locate and mass the building to fit within the existing and planned context;
- frame the edges of the public realm with good street proportion and ensure access to direct sunlight and daylight on the public realm;
- provide indoor and outdoor amenity space for residents of the building;
- provide outdoor amenity space above grade so it has access to daylight;
- ensure that the podium element is contiguous and located parallel to the street, framing the edges of the streets with good proportion at a comfortable pedestrian scale, and in a manner that respects the street proportion;
- ensure that the tower element above the podium is set back to ensure adequate access to the sky view from the surrounding public realm;
- provide a tall building that is designed with a clear base, tower and top;
- provide a tower that has been designed to reduce visual and physical impacts, including light, view, privacy, shadow, wind and sky view impacts, through the incorporation of an appropriate tower floorplate, separation and stepbacks;
- mass the mid-rise element with a height that is in keeping with the proportional relationship that buildings along Danforth Avenue have with the right-of-way width of the street;
- mass the mid-rise building to maintain street proportion and open views of the sky by generally stepping back the massing at the upper levels of the building;
- site and mass building elements to provide a good transition in scale to adjacent *Neighbourhoods* designated lands south;

- incorporate a high-quality and compatible material palette and articulation and fenestration program within the building which differentiates the lower and upper elements, promotes pedestrian stimulation and architectural interest, and breaks up the massing into finer-grained elements; and
- provide rooftop mechanical penthouses that are integrated into the design on all building faces, and internalized to minimize their visibility from the public realm;

Danforth Avenue Urban Design Guidelines

As it relates to the Danforth Avenue Urban Design Guidelines, the proposal will:

- provide a minimum curb-to building face dimension of 6.0 metres along both Danforth Avenue and Westlake Avenue;
- provide stepbacks in the upper portion of the midrise building along Danforth Avenue to break-up the massing;
- provide appropriate setbacks and stepbacks at the rear of the building to provide an adequare transition to the low-rise residential uses to the south;
- consolidating vehicular access to the site and providing servicing areas to the rear of the building; and
- provide a POPS area in the eastern portion of the site.

Tall Building Design Guidelines

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

<u>Guideline 1.3 – Fit and Transition in Scale</u>: 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.

<u>Guideline 1.4 – Sunlight and Sky View</u>: 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.

<u>Guideline 2.1 – Building Placement</u>: 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.

<u>Guideline 2.2 – Building Address and</u> <u>Entrances</u>: 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 proposed 35-storey (122.0 metres, including 6.0-metre mechanical penthouse) tower element will fit harmoniously within the existing and planned context within the node of recent developments in proximity of the intersection of Main Street and Danforth Avenue. The planned context in proximity to the subject site is comprised of a mix of high-rise uses to the east and mid-rise buildings to the west, and the proposed tower height is appropriate within this built-form context.
- As discussed in Section 5.5 of this report, the tower element has been oriented, and massed such that it casts a shadow that will not unduly impact sunlight and sky views within the surrounding context of streets, parks, public and private open space and other shadow sensitive-areas.
- The 2-storey podium element along Danforth Avenue is oriented parallel to the street frontage and will frame the street with good proportion and has been designed to reinforce the existing streetwall along Danforth Avenue.

• The primary building entrances to the retail and residential uses are oriented toward Danforth Avenue, and are accessible from the adjacent public sidewalk. Entrances to retail uses and the residential lobby will be well-defined, clearly visible, and easily accessible from the public realm.

<u>Guideline 2.3 – Site Servicing, Access and</u> <u>Parking</u>: 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.

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

<u>Guideline 2.6 Pedestrian and Cycling</u> <u>Connections</u>: Provide comfortable, safe and accessible pedestrian and cycling routes through and around the tall building site to connect with adjacent routes, streets, parks, open space and other priority destinations.

<u>Guideline 3.1.1 – Base Building Scale and</u> <u>Height</u>: 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.

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

- The proposed development integrates loading, servicing and utility areas within the building envelope, minimizing the visual impact of such spaces from the public realm and ensuring they are screened from public view. These areas are located in the in the southern portion of the building and can be accessed from the driveway off Westlake Avenue.
- High-quality amenity space is proposed on Level 3 of the building and will be shared between the mid-rise and tower elements. The amenity terrace is proposed to be comfortable and attractive shared spaces that will act as a natural extension of private living areas and will provide a mix of social and recreational areas including causal seating areas. The outdoor amenity areas will also be treated with a mix of planting and hardscaping elements.
- The proposed development provides a total of 714 bicycle parking spaces for residential and retail uses. For the residential uses, the proposal provides a total of 560 "long-term" spaces and 124 "short-term" spaces. For the retail uses, the proposal provides 8 "long-term" spaces and 12 "short-term" spaces. All bicycle spaces will be provided below grade, in the P1 Level.
- The 2-storey shared podium element would fit harmoniously within the context of the neighbouring building heights along Danforth Avenue, which includes a streetwall that is generally 2- to 3-storeys in height and includes heritage listed properties.
- The podium element will be programmed with active grade-related uses, including the potential grocery store, to animate the public realm. Materiality will ensure direct views into and out of the building.

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

<u>Guideline 3.1.4 – Façade Articulation and</u> <u>Transparency</u>: 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.

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

<u>Guideline 3.2.2 – Tower Placement</u>: 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.

<u>Guideline 3.2.3 – Tower Separation</u>: 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.

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

- The first-floor height will be 6.1 metres, in keeping with this guideline.
- The podium will be designed with high-quality materials and will incorporate glazing and windows to promote clear, unobstructed views into and out from the ground floor uses facing the public realm.
- The proposed tower has a floor plate area of approximately 778 square metres, excluding balconies. Based on the analysis in Sections 5.4 and 5.5, it is our opinion that the proposed tower floor plates would not result in any undue built form impacts.
- The tower has been sited to provide adequate separation distance from neighbouring properties. See Sections 5.4 and 5.5 above.
- From the east, the tower will be setback a minimum of 12.7 metres from the corresponding lot line, to not preclude a potential development on the property to the east.
- The tower has been articulated to promote design excellence and to be distinguished from its podium element.

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

<u>Guideline 3.3 – Tower Top</u>: 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.

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

<u>Guideline 4.2 – Sidewalk Zone</u>: 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.

<u>Guideline 4.3 – Pedestrian Level Wind Effects</u>: 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.

<u>Guideline 4.4 – Pedestrian Weather Protection</u>: 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.

- Balconies are provided for the residential units located in the tower element and have been designed to maximize usability and comfort, while being sensitive to the impact on the proposed building mass.
- The tower top will be incorporated into the design of the buildings it will provide an appropriate level of visual interest and will contribute to the skyline character within the area.
- New plantings and hardscape features will be introduced along all street frontages. The proposed POPS area in the eastern portion of the site will be of high-quality.
- Along Danforth Avenue, a sidewalk zone of 6.0 metres will be provided. This area can accommodate pedestrian movement, as well as streetscape and landscape elements. The POPS area in the eastern portion of the site will provide additional amenity for area residents.
- This guideline has been addressed through the qualitative wind assessment (see Section 5.5 above).

• Appropriate pedestrian weather protection will be provided and detailed through a future Site Plan Approval application.

Mid-rise Building Guidelines

In our opinion, the design of the proposed 13-storey mid-rise element is generally in keeping with the applicable guidelines set out in the Mid-rise Building Design Guidelines, as set out below.

<u>Performance Standard #1: Maximum</u> <u>Allowable Height</u> recommends that the maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum height of 11 storeys (36 metres).

<u>Performance Standard #2: Minimum Building</u> <u>Height</u> recommends that all new buildings on Avenues achieve a minimum height of 10.5 metres (3 storeys) at the street frontage.

<u>Performance Standard #3: Minimum Ground</u> <u>Floor Height</u> recommends that the ground floor height should be a minimum of 4.5 metres to accommodate retail uses and provide sufficient clearance for loading areas.

<u>Performance Standard #4A: Front Façade</u> <u>Angular Plane</u> recommends that the building envelope should allow for a minimum of 5 hours of sunlight on the Avenue sidewalks between March 21st and September 21st by limiting the streetwall height to 80% of the right-of-way width and stepping back upper storeys within a 45-degree angular plane.

<u>Performance Standard #4B: Front Façade –</u> <u>Pedestrian Perception Stepback</u> recommends that a stepback be provided to mitigate the perception of height and create a comfortable pedestrian condition.

- The planned right-of-way width of Danforth Avenue is 27 metres. The proposed tall mid-rise building is 13-storeys (52.4 metres, including a 6.0-metre MPH) height. Although the proposed building height exceeds a 1:1 relationship between building height and right-of-way width of Danforth Avenue, the overall design generally maintains the intent of this performance standard. As discussed previously, is our opinion that the proposed height is appropriate and desirable.
- A 2- to 4-storey (9.6-metre to 17.2-metre) streetwall height is proposed, which satisfies this guideline.
- The ground floor height is a minimum of 6.1 metres to accommodate at-grade retail units and sufficient clearance for the proposed loading area, which satisfies this guideline.
- As discussed in Section 5.5 of this report, it is our opinion that proposed development adequately limits shadow impacts in accordance with the Official Plan policies and that the incremental shadow impacts from the proposed development are minor and acceptable.
- The mid-rise building includes a stepback of 2.0 metres on Level 5 and 1.5 metres on Level 13 of the mid-rise building element.

<u>Performance Standard #4C: Front Facade</u> <u>– Alignment</u> recommends that the front streetwall of a mid-rise building should be built to the front property lines or applicable setback line.

<u>Performance Standard #5B: Rear Transition</u> <u>to Neighbourhoods: Shallow Properties</u> recommends that buildings include a minimum setback of 7.5 metres from the property line and a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.

<u>Performance Standard #7A: Minimum</u> <u>Sidewalk Zones</u> recommends that buildings set back at grade to provide a minimum sidewalk zone.

<u>Performance Standard #7B: Streetscapes</u> recommends that Avenue streetscapes provide the highest level of urban design treatment to create a beautiful pedestrian environment and great places to shop, work and live.

- The proposed development is only set back 0.8 metres from the property line on Levels 1-4, framing the street with an urban form massing and creating a sense of enclosure along the *Avenue*.
- The mid-rise element is set back a minimum of 11.5 metres from the south lot line, abutting the low-rise neighbourhood. With respect to the 45-degree angular plane, as discussed in Section 4.16, the Updated Rear Transition Performance Standards Proposals Report, recommend a 7.5-metre setback from the rear property line at Levels 1 to 6, with a 2.5-metre stepback above resulting in a 10-metre setback at the upper levels of the building. Based on this, the south building face exceeds these recommendations, with a 11.5-metre setback at Levels 1 to 11, and a step back of 0.8 metres on Level 12.
- The recommended minimum sidewalk zone on streets with rights-of-way between 20 metres and 30 metres is 4.8 metres. The distance from the proposal to the Danforth Avenue curb is 6.0 metres, which exceeds the recommended minimum width and results in a generous sidewalk and coordinated landscaping zone. The distance from the proposal to the Westlake Avenue curb is 6.3 metres, also exceeding the recommended minimum width and results in a generous sidewalk and coordinated landscaping zone.
- The proposed development will improve the streetscape along Danforth Avenue. The building will be set back 0.8 metres at grade and will provide a 2-storey pedestrian-scale streetwall, aligning with the commercial storefronts to the east of the subject site. The existing public realm treatments will be maintained and, where appropriate, enhanced. In this respect, coordinated landscaping improvements, street furnishings and patio space for the at-grade retail space will enhance the streetscape character along the street.

Performance Standard #8C: Side Property Line: Step-backs at Upper Storeys recommends breaks at upper storeys between new and existing, or multiple new mid-rise buildings to provide sky-views and increased sunlight access to the sidewalk.

<u>Performance Standard #8D: Side Property</u> <u>Line: Existing Side Windows</u> recommends that existing buildings with side wall windows should not be negatively impacts by new developments.

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

<u>Performance Standard #13: Roofs and</u> <u>Roofscapes</u> recommends that mechanical penthouses be located within the angular planes measured from the front and rear property lines.

Exterior Building Materials (Performance Standard #14): recommends that buildings utilize high-quality materials selected for their permanence, durability and energy efficiency.

<u>Performance Standard #15: Facade Design</u> <u>and Articulation</u> recommends that buildings be designed with well-articulated and appropriately scaled facades.

- To provide views to the sky from the public realm, a 2.0 metre stepback is provided on Level 5 and an additional 1.5-metre stepback is provided on Level 12, along Danforth Avenue. Moreover, the building provides stepbacks of 2.8 metres on Level 3 and 4.7 metres on Level 12 along Westlake Avenue to the west, in line with the guideline.
- The mid-rise portion is well set back from the south and west property lines (11.5 metres and 4.2 metres respectively). As discussed in Section 5.6, the setbacks do not preclude the future development of the adjacent lands.
- The proposed balconies in the mid-rise element will add architectural interest and will not encroach beyond the adjacent property lines.
- The proposed mechanical penthouse is well set back from the southern extent of Level 13, generally internalizing its visibility from, and impact on, the surrounding public realm.
- The materials proposed are high quality and the proposal meets the standards provided in the Toronto Green Standards Checklist
- The mid-rise element incorporates well-articulated and appropriately scaled facades at and above grade.

Performance Standard #16A: Vehicular

<u>Access</u> recommends that vehicular access to on-site parking, loading and servicing facilities be provided from local streets and rear lanes, not from the Avenue.

<u>Performance Standard #17: Loading &</u> <u>Servicing</u> recommends that loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm and should be integrated within the interior of a building.

- As previously noted, vehicular access, parking, loading and servicing facilities are proposed to be accessed from Westlake Avenue. One curb cut is proposed to accommodate this driveway, greatly improving the existing condition on the subject site.
- The garbage, loading, and servicing functions are located internal to the building.

<u>Design Quality (Performance Standard</u> <u>#18):</u> recommends that mid-rise buildings reflect design excellence and green building innovation, utilizing high-quality materials that acknowledge the public role of the Avenues. • The materials proposed continue to be high in quality and meet the standards provided in the Toronto Green Standards Checklist. The material palette is varied and provides significant visual interest through the introduction of the development proposal.

5.8 Transportation

An Urban Transportation Considerations Report was prepared by BA Group in support of the proposed development.

The report reviewed the prevailing transportation context and of the key transportation-related aspects of the proposed redevelopment, including existing site uses, vehicle and bicycle parking considerations, loading, travel demand forecasts, transportation demand management, multi-modal travel assessments and traffic operations.

Below is a summary of the findings of the report:

- The level of transit service afforded to the site and surrounding area given the extent of existing and planned transit service operating from Main Street Subway Station and Danforth GO Station, will provide significant levels of convenient transit access across the City of Toronto and are strongly supportive of the proposed development.
- The City has requested raised cycle tracks are proposed to replace the existing bike lane along the Danforth Avenue site frontage. Given site constraints, it was agreed to provide a 1.8-metre wide cycle track with a 0.9 metre buffer to the north (separation from traffic) and 0.3 metre buffer to the south.
- The proposed total parking supply of 278 spaces (190 resident, 88 retail/visitor spaces and 2 carshare spaces) are within the parking minimum and maximum rates as prescribed by Zoning By-law 569-2013.
- The overall supply of long-term and short-term bicycle parking meets the prevailing bicycle parking requirements outlined in City of Toronto Zoning By-law 569-2013 and the Toronto Green Standard, Version 4.0.
- Existing Toronto Bike Share spaces (located on the west side of the site) are proposed to be relocated to the Danforth Avenue frontage. The proposed location is by the entrance to the potential grocery store.

- The proposed five loadings space meet the requirements of the City of Toronto Zoning By-law 569-2013 providing 1 Type A, 1 Type B, 1 Type C and 1 Type G loading space.
- The Passenger Pick-Up and Drop-Off (PUDO) demands for the proposed development will be accommodated by two designated 2 at-grade PUDO areas, one serving the mid-rise building an one serving the tower element. The PUDO spaces are located adjacent to the residential lobbies.
- A Transportation Demand Strategy (TDM) strategy has been developed to encourage the use of alternative modes (transit, cycling, walking), beyond single-occupant private automobiles.
- With respect to traffic generation, the proposed development is expected to generate 135 and 175 two-way transit trips during the weekday morning and afternoon, respectively, 5 and 10 two-way combined trips will be accommodated as PUDO taxi trips and 45 and 55 two-way combined walking and cycling trips during the weekday morning and afternoon peak hours, respectively.
- The future total traffic analysis indicates that the Danforth Avenue/Main Street intersection will continue to operate with acceptable conditions with overall volume/capacity ratios of 0.83 and 0.82 during the morning and afternoon peak hours, respectively. The same can be said for the Danforth Avenue/Westlake Avenue intersection which will continue to operate with acceptable conditions with overall volume/capacity ratios of 0.63 and 0.53 during the morning and afternoon peak hours, respectively.

The report concludes that overall, the proposed development is appropriate from a transportation perspective and can be reasonably accommodated on the area transportation network.

5.9 Servicing

A Functional Servicing and Stormwater Management report has been prepared by CivilGo Engineering Inc. in support of the proposed development. The report provides a site servicing strategy for the proposed development that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design. Below is a summary of the servicing strategy.

Watermains & Water Servicing

- There are existing 150mm-diametre and 300mmdiametre watermains within Danforth Avenue, adjacent to the subject site's Danforth Avenue frontage.
- It has been determined that the existing 150mm watermain is sufficient to service the development and domestic/fire service connections are proposed to that watermain.

Sanitary Servicing & Combined Sewers

- There are existing parallel 300mm-diametre and 450mm-diametre combined sewers within Danforth Avenue adjacent to the subject site's Danforth Avenue frontage.
- The subject site is preliminarily serviceable to the combined sewers in the adjacent municipal right-of-way.
- Sanitary sewer connections are proposed to connect to the existing 300mm combined sewer.
- Combined sewer capacity and Procedure F-5-5 are addressed acceptably in the development of the subject site.

Storm Servicing, Storm Sewers & Stormwater Management

- There are no separated storm sewers within the municipal right-of-way adjacent to the subject site.
- It is proposed to service the development to the existing combined sewers, to which the subject site presently (pre-development) drains.
- Stormwater management quality, quantity and retention criteria are satisfied.

Foundation Drainage

& Groundwater

- The proposed building will be constructed in a watertight manner, without drained foundations.
- The report concluded that the proposed development can be completed with the aforementioned servicing designs.



The proposed redevelopment of the subject site will appropriately intensify an underutilized site and significantly improve the streetscape along Danforth Avenue, providing for an improved and widened public realm, with an active frontage, and creating an architecturally distinctive building that fits harmoniously with the existing and planned context.

It is our opinion that the applicable planning framework is supportive of residential/mixed-use intensification on the subject site, given its location within two "major transit station areas", including Main Street and Danforth GO PMTSAs. The proposed redevelopment of the subject site will contribute to the ongoing growth and revitalization of Danforth Avenue, particularly around transit stations, as a vibrant, transit-oriented and mixed-use community. Furthermore, the proposed development will create new housing options in the area.

From a land use perspective, the proposal results in residential/mixed-use intensification and increased housing opportunities within an *Avenue* and within walking distance of Main/Danforth Mobility Hub, Main Street station and Danforth GO station. The site is located within an evolving high-density node that has an existing and planned builtform context which includes numerous existing, approved and proposed tall buildings. The proposed building heights of 13 and 35 storeys and density fit harmoniously within the existing and planned context.

The subject site is currently occupied by a singlestorey grocery store with significant surface parking. The proposal sees these lands redeveloped into a residential/mixed-use community, including at-grade retail uses (including a potential grocery store), residential uses and a POPS area in the eastern portion of the subject site. From a policy perspective, residential/mixed-use intensification on the subject site is promoted by the applicable policies of the Provincial Planning Statement, the Metrolinx Regional Transportation Plan and the City of Toronto Official Plan.

From a built-form perspective, the proposed built form and massing are contextually appropriate and will fit harmoniously within the existing and emerging built-form context, providing an appropriate relationship with the adjacent properties and low-rise neighbourhoods to the south. In terms of the public realm, the proposed development will significantly improve the pedestrian boulevard along Danforth Avenue and provide a new POPS space in the eastern portion of the site, in keeping with the vision of providing open space along Danforth Avenue in the Danforth Planning Study (OPA 420, SASP 552).

The proposal generally conforms with the built form and massing policies of the Official Plan, the Danforth Planning Study (OPA 420, SASP 552) and the Main Street Planning Study (OPA 478, SASP 577) and has regard for the relevant urban design guidelines. The proposed mid-rise and tower elements have been carefully sited and designed to adequately limit shadow impacts on surrounding parks, streets and adjacent properties designated, and will contribute to the character of the skyline.

For all of the foregoing reasons, it is our opinion that the proposal is appropriate and desirable in planning and urban design terms and, accordingly, we recommend approval of the requested Official Plan Amendment and Zoning By-law Amendment application.



