



GOLDBERG GROUP

PLANNING REPORT

PROPOSED SITE PLAN
& ZONING BY-LAW AMENDMENT
APPLICATION

**15 and 17 Elm Street
City of Toronto**

Prepared for :
17 Elm GP Inc.

August 2022

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1.0 Introduction

Goldberg Group has been retained by 17 Elm GP Inc. (the “Applicant”) to assess, from a land use planning perspective, a Zoning By-law Amendment (ZBA) and Site Plan Control (SPA) application for the lands municipally known as 15 and 17 Elm Street (the “subject site”) (**Figure 1**). The subject site comprises two properties, occupied by a 2-storey house-form building (15 Elm Street) and a 1-storey commercial building (17 Elm Street). The application proposes to demolish the existing buildings and construct a new 30-storey mixed-use tower containing 174 dwelling units. The proposed redevelopment consists of a total of 14,163 sq. m of residential gross floor area (GFA) and 200 sq. m of non-residential GFA which results in a total Floor Space Index (FSI) of 18.12, pursuant to GFA calculations under By-law 569-2013.

The subject site is a rectangular shaped parcel of 793 sq. m (0.20 ac.)(0.08 ha), located on the south side of Elm Street, bordered by Harry Barberian Lane to the east and south, approximately 60 m west of Yonge Street, in the City of Toronto (**Figures 1 – 4**). The subject site has an overall frontage of approximately 25 m on Elm Street and a depth of approximately 32 m.

The subject site is designated in the City of Toronto Official Plan (City OP) as *Mixed Use Areas* on Map 18 - Land Use Plan, and is located in the *Downtown and Central Waterfront*, as shown on Map 2 (**Figures 7 and 8**). The subject site is by definition in the Growth Plan within an *Urban Growth Centre*, in a *Strategic Growth Area*, and in *Major Transit Station Areas* due to its location within 800 metres of multiple higher order transit/subway stations. In addition, the subject site is located within six (6) adopted *Protected Major Transit Station Areas* as defined in the Official Plan. As such, this is an area targeted to accommodate significant population growth.

The zoning on the subject site is Commercial-Residential Zone CR 6.0 (c2.0; r6.0) SS1 (x2318) pursuant to the City of Toronto Comprehensive By-law 569-2013 and similarly zoned pursuant to the former City of Toronto Zoning By-law 438-86. Both zones permit a maximum height of 46.0 metres (**Figure 10**).

This Planning Report reviews the existing land use context, the redevelopment capability of the subject site within this context, and the current Provincial and municipal policies and guidelines. ~~The conclusion of this Planning Report is, from a land use planning perspective, the proposed development is a good and appropriate fit within the existing and planned context. It is also~~

consistent with, conforms with, and is in keeping with, applicable policies and guidelines of the Province of Ontario and the City of Toronto.

In addition to this Planning Report, other experts have been retained by the Owners as part of this application, whose reports and plans are being filed with this application.

- Architectural Plans, prepared by Partisans;
- Sun Shadow Study, prepared by Partisans;
- Heritage Impact Assessment, prepared by ERA Architects Inc.;
- Landscape Plans, prepared by Studio TLA;
- Functional Servicing Report and Stormwater Management Report, prepared by IBI Group;
- Transportation Impact Study, prepared by BA Group;
- Pedestrian Level Wind Assessment, prepared by SLR Consulting;
- Community Services and Facilities Study, prepared by Goldberg Group;
- Public Consultation Plan, prepared by Goldberg Group;
- Block Context Plan, prepared by Goldberg Group;
- Energy Strategy, prepared by EQ Building Performance;
- Boundary and Topographical Survey, prepared by KRCMAR;
- Geotechnical Report, prepared by Terrapex Environmental Ltd.;
- Hydrogeological Report, prepared by Terrapex Environmental Ltd.;
- Aviation Report, prepared by Cormier Aviation Consultation;
- Toronto Green Standards Checklist.

2.0 Location and Description of Subject Site

The subject site is located on the south side of Elm Street, bordered by Harry Barberian Lane to the east and south, approximately 60 m west of Yonge Street (**Figures 1 - 4**). Elm Street is located immediately south of Gerrard Street West, approximately 2 blocks south of College Street and approximately 2 blocks north of Dundas Street West.

Figures 1 and 2 are Aerial Context Plans and **Figures 3 and 4** are Height Maps together showing the location, existing context of the subject site, and the locations and renderings of recently approved and constructed tall buildings in the nearby area surrounding the subject site. **Figure 3** is a Location and Area Context Plan, showing the street, lot, building fabric and height in storeys of apartment buildings in the area extending generally from College Street to the north, Church Street to the east, King Street to the south, and Beverley Street/ John Street to the west.

The subject site is a rectangular shaped parcel that occupies approximately 793 sq. m (0.20 ac.) of land. The subject site has an overall frontage of approximately 25 m (82 ft) on Elm Street and a depth of approximately 32 m (105 ft). The subject site is legally described as Lots 1,2,3, and 4 Plan D-36 City of Toronto. **Figure 13** is the Plan of Survey of the existing site.

The subject site is located in close proximity (less than 800 m) to four (4) subway/rapid transit stations, including Dundas station, Queen station, College Station, and St Patrick station. The subject site is also identified within six (6) identified *Protected Major Transit Station Areas (PMTSAs)* including the Dundas station, Queen station, College Station, St Patrick station, Queen's Park station, and Osgoode station (**Figures 11 and 12**).

The subject site is located within the *Downtown and Central Waterfront Area* on Map 2, Urban Structure and is designated *Mixed Use Areas* on Land Use Map 18 of the City OP (**Figures 7 and 8**). The subject site is located within the Downtown Secondary Plan (OPA 406) and is subject to a number of policies that guide development in the *Downtown* and in proximity to existing and planned rapid transit stations.

The subject site is zoned Commercial Residential with a maximum height of 46 m under the City-wide Zoning By-law 569-2013 and the former City of Toronto By-law 438-86 (**Figure 10**). Both zones also permit mixed-use buildings. The site is also subject to restrictive by-law exception 12(2) 256 which limits building heights in the area to protect the flight path for helicopters destined to/from the Hospital for Sick Children (**Figure 13**).

There is no terrain or physical feature on the subject site that would constrain the proposed redevelopment for its intended purpose. The topography of the subject site is generally flat. All tree related implications have been examined and filed under separate cover in the accompanying Arborist Report.

3.0 Description of Surrounding Area Context

The subject site is centrally located in the *Downtown* and is amongst, and in close proximity to, high order transit, shops, services, restaurants, entertainment, institutional and office commercial uses. A considerable amount of growth and intensification has occurred in the area over the past 20+ years resulting in some of the tallest buildings and highest densities in the City, mixed-use streets, and high quality architectural and urban form.

The subject site is surrounded by, and in close proximity to, a mix of tall high density residential, mixed-use and office buildings. Numerous tall buildings are proposed, approved and exist within the immediate area of the subject site and throughout the *Downtown* Area. The distribution of these tall buildings is shown in **Figures 3 - 4**.

As is common in the *Downtown* Area, these tall buildings are amongst other low and mid-rise buildings that may or may not redevelop in the foreseeable future and are among, or close to, parks and open spaces.

3.1 Existing Surrounding Area Context

The following describes in greater detail the land uses and building fabric along Elm Street and in the more immediate surrounding area of the subject site.

Figures 3 and **4** illustrate the surrounding buildings and **Figures 5** and **6** include photographs of the subject site and surrounding area, described as follows:

To the north:

- Immediately north of the subject site on the north side of Elm Street is a 3-storey designated heritage building currently occupied by the Elmwood Spa and formerly the Y.W.C.A (18 Elm Street). The building is of a late Victorian style, built of brick with arched windows and an arched recessed front entrance. To its east is another 3-storey designated heritage building; 14 Elm Street, known as the Arts and Letter Club and the St. George's Hall building. 14 Elm Street is designated as having architectural and historic value for its Gothic style and historic importance with Canadian art, literature and design.
- Further east, at the northwest corner of Yonge Street and Elm Street, is 8 Elm Street and 348 - 356 Yonge Street. Following a settlement with the City of Toronto, the LPAT granted

approval for a 68-storey mixed use building, with a total of 727 dwelling units and 1,202 sq. m. of office space. The application was approved by the LPAT (now known as the OLT) in its decision dated, May 28, 2019.

- Immediately to the north of 8, 14, and 18 Elm Street is the Delta Chelsea Hotel which is comprised of a 26 and 27-storey slab tower with associated driveways and outdoor amenity areas. This site was the subject of a rezoning application (33 Gerrard Street and 22 Elm Street) and has been approved for 3 towers of 32, 49 and 85 storeys, a 762 sq. m. on-site park fronting Elm Street between 18 Elm Street to the east and 38 Elm Street to the west, with commercial, hotel and residential uses distributed throughout. This rezoning application was settled with the City of Toronto and approved by the Local Planning Appeal Tribunal (LPAT) in its decision on June 17, 2019 and is now undergoing Site Plan review.
- Further north along Yonge Street, at the southeast corner of Yonge Street and Gerrard Street is the approved and under construction 85-storey building at 383 Yonge Street.
- At the northeast corner of Yonge Street and Gerrard Street is a recent application proposing to demolish the existing buildings at 399, 401 and 405A Yonge Street to facilitate the construction of a new 75-storey mixed-use building containing 828 dwelling units and retail and service commercial space at-grade. The application is currently under review.
- Further north is an existing 19-storey commercial building at 415 Yonge Street containing retail and service uses at-grade and office uses above. The assembled property at 415 Yonge Street, 9 and 17 McGill Street is currently the subject of Official Plan and Zoning By-law Amendment applications seeking the approval for a 69-storey mixed use building including a 6-storey podium. The application is currently under review.
- At the northwest corner of Yonge Street and Gerrard Street (388 Yonge Street), is a 78-storey mixed residential and commercial building, the Aura, with a 4 to 9-storey podium along Gerrard Street, and a 4-storey podium along the Gerrard Street and Yonge Street frontages. Other uses within the block at the northwest corner of Yonge Street and Gerrard Street include the Residences of College Park that include 45 and 51-storey residential condominium towers connected by a 2 storey podium at 761 and 763 Bay Street, Barbara Ann Scott Park in the centre of this block, and College Park which includes a 30 storey office tower at 777 Bay Street and the College Park shops.
- Immediately, south of The Aura building, at the southwest corner of Yonge and Gerrard is a proposal for a 74-storey building at 372-378 Yonge Street. The proposal the retention of the existing heritage building with the tower cantilevering over it. The application has been appealed to the OLT with a hearing scheduled for September 2022.
- Further north, at the northeast corner of the College and Yonge Street intersection, at 2 Carlton is an approved 80-storey building including an FSI of 33.3, 80,343 sm of GFA, 990 dwelling units and a small dedicated Park along the Carlton Street frontage.

To the east:

- Immediately east of the subject site is a public lane extending southerly from Elm Street named Harry Barberian Lane, after the landmark Barberian's Steak House located east of the subject site at 7 Elm Street. On the east side of the Lane are a mix of low rise 1- to 3-storey residential and commercial buildings (1 – 13 Elm Street).
- On the east side of Yonge Street are 1- to 4-storey buildings, some of which are heritage listed, containing a range of retail and service commercial uses. At the northeast corner of Yonge Street and Gould Street (341 Yonge Street) is the 9-storey Toronto Metropolitan University Student Learning Centre. To the east of this is the main campus of the Toronto Metropolitan University.

To the south:

- Immediately south of the subject site is the east-west portion of Harry Barberian Lane that runs in the rear of the properties fronting the south side of Elm Street between 15 Elm Street to the east and 45 Elm Street to the west.
- South of the Lane and on the north side of Edward Street is a recently constructed L-shaped 30-storey mixed-use building containing 572 residential units as well as a total of 6,399.45 sq. m. of retail space on the ground floor, mezzanine, second floor and concourse level, and 2,843.78 sq. m. of office space on the third floor. The tower has a floor plate size of 1,544 sq. m. From the centre line of the public lane abutting the north property line, the tower is set back 2.9 metres along its narrowest face and approximately 20 metres along the longer portion of the tower. Where the north property line dips south the tower is set back approximately 5.5 metres (20 Edward Street).
- To the west of 20 Edward Street is 633 Bay Street, a 26-storey slab style residential building.
- At the northwest corner of Edward Street and Yonge Street is a proposed 34-storey mixed-use building (595 Bay Street, 304 – 316 Yonge Street and 14 – 40 Dundas Street West). The application is currently under review.
- At the northeast and southeast corners of Yonge Street and Dundas Street are tourist destinations which include a 5-11 storey retail, office and entertainment complex building with a retail floor area of 33,444 m² (360,000 ft²) at the northeast corner; and Yonge-Dundas Square, a public square that hosts public events, performances, and art displays. The intersection of Yonge Street and Dundas Street is one of the busiest pedestrian crossings in Canada and contains the City's first pedestrian scramble.
- Further to the south, and between Dundas Street West and Queen Street West, along the west side of Yonge Street, is the Toronto Eaton's Centre, a major shopping mall and office complex that is a significant tourist attraction of the City. This mall contains a total retail floor area of 160,000 sq. m. (1,722,000 sq. ft), a height of 5 storeys, and 235 stores and services. It provides internal connections to both the Dundas Street and Queen Street subway stations along the Yonge subway line and is connected to the Toronto PATH system. Three high-rise office towers with heights of 35, 29 and 36-storeys, a 17-storey

Marriott Hotel, and a 9 storey Toronto Metropolitan University building are also integrated into this mall complex.

To the west:

- Immediately west of the subject site is a 16-storeys Toronto Community Housing residential rental building (25 Elm Street). The rental building is built to its east lot line adjacent to the subject site with a blank windowless east wall condition. To the west are a mix of 2- and 3-storey row houses and semi-detached dwellings that are listed on the Heritage Register (31-49 Elm Street). These buildings are occupied primarily by restaurant uses.
- At the northeast corner of Elm Street and Bay Street, (38 Elm Street and 655 Bay Street), is the Minto Plaza development which includes a 34-storey condominium building and a 16 storey office building with commercial uses at grade.
- West of Bay Street is the cluster of hospital buildings, including the Hospital for Sick Children among others, providing significant employment and health care services.

3.2 Roadway and Transit Services

Elm Street is a two lane, collector road in the City OP, which runs east-west between Yonge Street in the east and McCaul Street in the west. On street paid parking is available on both sides of the street between the hours of 8 am and 9 pm from Monday to Saturday, and between 1 pm and 9 pm on Sunday.

The area is very well-served with rapid public transportation routes, including four subway stations within convenient walking distance. The subject site is approximately 290 m or an approximate 4-minute walk from Dundas station, approximately 450 m or 5-minute walk from College station, approximately 550 m or 7-minute walk from Queen station, and approximately 700 m or 9-minute walk from St Patrick station. Line 1 and 2 subway trains run frequently every 2 to 3 minutes during rush hours, and 4 to 5 minutes outside rush hours.

Gerrard Street has dedicated bicycle lanes on both north and south sides of the street that extend in east and west directions. These bicycle lanes connect with other dedicated bicycle lanes within the *Downtown* area.

The subject site is located within walking distance of the following bus stops:

- The 97B Yonge bus route operates between Davisville Station and York Mills Station on Line 1, Yonge-University, and the area of Yonge Street and Steeles Avenue West, generally in a north-south direction. It also serves Finch Station and the area of Yonge Street and Queens Quay West. The 97B branch operates during the peak periods, from Monday to Friday only.
- The 320 Yonge Blue Night bus route operates between the area of Queens Quay West and Bay Street, and the area of Steeles Avenue East and Yonge Street, generally in a north-south direction. The 320 branch operates during the overnight period, seven days a week.

In view of the above the subject site has excellent accessibility to existing surface and rapid transit stations.

3.3 Summary of the Area Context

The subject site is within close and convenient walking distance to existing surface and rapid transit and is located in a part of the *Downtown* where high-density and very tall buildings exist, are approved and where additional significant growth is expected. The *Downtown* area in general, and in particular this area of the *Downtown*, is evolving with many tall single-use and mixed-use redevelopments in recognition of its context, existing infrastructure, services provided, and direction, as an *Urban Growth Centre* (Growth Plan) and a *Downtown Centre* (City OP). As found in the majority of the *Downtown*, the surrounding land use patterns illustrate the compatible co-existence of mixed heights and densities, side by side, in close proximity to one another.

Subject to local planning considerations, the location of the subject site is an ideal candidate for significant intensification, in the form of a tall building, although moderated in height when compared to the many others in close proximity to the subject site due to the Hospital for Sick Children's flight path limitations.

The subject site is very well-served by community facilities, indoor and outdoor recreational facilities, religious institutions, institutional facilities, and educational facilities. With its location where a variety of mixed-use high-density tall buildings are concentrated, the subject site is amongst, and within close walking proximity to, a large concentration of private and institutional employers, existing frequent and rapid transit, shops, services, restaurants, institutional uses,

educational facilities, employment buildings, tourist destinations, and entertainment uses. This immediate area is among the richest concentration of such uses in the City of Toronto.

In view of this and subject to a more detailed review of the policy context, the subject site is a very good candidate for significant intensification, compatible with many of the other existing, approved and proposed buildings in the immediate area, designed to be of very high quality and fitting and compatible with its existing and planned context.

4.0 The Proposal

4.1 Description of the Proposal

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the City OP, approved OPA 406 (the Downtown Plan), City guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate height, density and appropriate step backs and setbacks. In our opinion, the proposed building is designed to be sensitive to, and fits into, this context, without adverse planning impacts on the adjacent or nearby properties.

Plans and Renderings for the proposed redevelopment are shown in **Figures 15 to 27** of this Planning Report. **Figure 15** is a Rendering of the proposed building and **Figure 16** is the Site Plan. **Figure 17** is the statistical information related to the proposal and **Figures 18 to 24** are the proposed Floor Plans. **Figures 25 and 26** are the building Elevations and **Figure 27** is the Building Section.

Some of the notable statistics of the proposed redevelopment are outlined in the following table:

Table 1 Site and Building Statistics	
Site Area	793 sq. m (0.20 ac.)(0.08 ha)
Total GFA	14,363 sq. m
Total Residential GFA	14,163 sq. m
Total Non-Residential GFA	200 sq. m
Floor Space Index	18.12
Dwelling Units	
Studio	5 (3%)
One-bedroom	95 (55%)
Two-bedroom	51 (29%)
Three-bedroom	23 (13%)
Total	174 Units (100%)
Amenity Space	
Indoor Amenity Space	348 sq. m
Outdoor Amenity Space	298 sq. m
Height	
Building Height	30-storeys (93 m + 6 m MPH)
Parking	
Number of Vehicle Parking Spaces	22
Number of Bicycle Parking Spaces	192

Key features of the proposal include the following:

- The proposal seeks to redevelop the subject site by demolishing the existing buildings and constructing a new 30-storey mixed use building. The building is uniquely shaped with an undulating and wispy cloud like series of round sculpted forms that lengthen as they go up the building. The total height of the proposed building, including two levels of mechanical penthouse is 99 m.
- The ground floor is setback from the property line along the north property line fronting Elm Street and along to the east and south property lines to allow for the drive aisle. To the west, the tower is built to its lot line with a blank wall facing the existing 16-storey rental building (25 Elm Street) which also includes an east facing blank wall, built to its lot line. At the ground floor, the tower is setback 3.7 m from the front (north) property line, 4.4 m from the side (east) property line, and 4.1 m from the rear (south) property line.
- Above the ground floor, the floor plate gradually increased in size and cantilevers over the ground floor. The building steps back at floors 10 and 21. The floor plate size varies between 423 to 690 sq. m (Gross Construction Area (GCA)).
- At floors 11-20, the tower is setback, 3.8 m from the front (north) property line, 1.4 m from the side (east) property line, and 4.4 m from the rear (south) property line.

- Above the 21st floor, the tower is setback, 6.2 m from the front (north) property line, 1.4 m from the side (east) property line, and 6.8 m from the rear (south) property line.
- The residential lobby is accessed directly from Elm Street. Adjacent to the residential lobby is an entrance to the retail space, a mail and parcel room, garbage room, and south of which is a Type G loading space accessed from the lane to the east.
- One (1) level of underground parking with a total of 22 parking spaces are proposed. The 22 parking spaces are reserved exclusively for residents and are accessed by a private car-elevator.
- A total of 192 bicycle parking spaces are proposed, including 158 long-term (residential) bicycle parking spaces and 34 short-term (residential visitors) bicycle parking spaces. Short-term bicycle parking spaces will be located on the ground floor, while long-term bicycle parking spaces will be located on P1 and level 2.
- The proposal includes a widening of the abutting Harry Barberian Lane. A lane widening of 3 m is proposed along both the north-south and east-west portions of the lane, which results in a 6 m wide lane.
- Access to the underground parking garage and loading/service area will be provided from Harry Barberian Lane. A proposed Type 'G' loading space is located interior to the building. Two car elevators are proposed at the rear of the site that will provide access to the fully automated P2 parking level. No vehicular parking is proposed on P1.
- All back of house operations are internalized into the proposed building so that these activities do not face Elm Street and are not visible from the street or sidewalk.
- The proposal provides for a total combined indoor and outdoor amenity space of 646 sq. m (6,954 sq. ft.). A total of 348 sq. m (3,746 sq. ft.) of indoor amenity space is provided for residents of the building located on the 21st floor. The total indoor amenity space equates to a ratio of 2.0 sq. m per unit of indoor amenity space. A total of 298 sq. m (3,208 sq. ft.) of outdoor amenity space is proposed on the ground floor, 21st floor and on the roof. The total outdoor amenity space equates to a ratio of 1.7 sq. m per unit of outdoor amenity space.

4.2 Applications Required to Implement the Proposal

The subject site is designated *Mixed Use Areas* in the City of Toronto Official Plan ("City OP") and *Mixed Use Areas 2 – Intermediate* in OPA 406. The proposed mixed-use building is a permitted use in the *Mixed-Use Areas* land use designation. As such, an Official Plan Amendment (OPA) is not required as this proposal conforms with the City OP policies.

The subject site is zoned Commercial Residential with a maximum height of 46 m under the City-wide Zoning By-law 569-2013 and the former City of Toronto By-law 438-86. Both zones also

permit mixed-use buildings. The site is also subject to restrictive by-law exception 12(2) 256 which limits building heights in the area to protect the flight path for helicopters using the helipad at the Hospital for Sick Children.

An amendment to both the former City of Toronto By-law 438-86 and Zoning By-law 569-2013 are required to implement the redevelopment proposal. Zoning standards related to permitted setbacks, maximum density (GFA), parking rates, building projections, building height, among other things, will be needed to permit the proposed development. The proposed building height is below the height limit identified by the Hospital for Sick Children flight path. Draft by-laws are included in this submission. As the review of the application progresses, the draft amendments will be discussed and refined as required.

A Site Plan Control (SPA) application is being submitted concurrent with the Zoning By-law Amendment (ZBA) application.

5.0 Policy Context

The proposed development proposal and subject ZBA and SPA applications must be reviewed in the context of applicable Provincial and Municipal policy documents. In this regard, the redevelopment proposal and subject applications are reviewed in relation to the policies of the Provincial Policy Statement 2020 (PPS), The Growth Plan for the Greater Golden Horseshoe (2020), and the City of Toronto Official Plan, including Official Plan Amendment 406 (the Downtown Plan), Official Plan Amendment 524 (Downtown Protected Major Transit Station Areas), and City of Toronto guidelines and standards regarding tall buildings, the Growing Up Guidelines and the Pet Friendly Guidelines. Those documents are reviewed in the sections below.

5.1 Provincial Policy Statement (2020) and Growth Plan (2020)

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020. This document provides policy direction on matters of Provincial interest and all planning applications “shall be consistent with” the PPS. The Growth Plan came into effect on May 16, 2019, was amended in August 2020, and derives its authority from the Places to Grow Act, 2005. The Growth Plan should be read in conjunction with the PPS yet in the event of a conflict between the Growth Plan and

the PPS, the Growth Plan prevails. All applications are required to conform to the policies of the Growth Plan.

The PPS and the Growth Plan direct municipalities to implement within their planning instruments the principles, goals and objectives expressed in these two important Provincial documents. For example, Section 4.6 of the PPS indicates that “the official plan is the most important vehicle for implementation of the PPS.” Section 4.6 of the PPS also indicates that the “policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.”

Since official plan and zoning by-law documents are not static and evolve by way of amendment, each municipality must ensure that the official plan and zoning, and the related amendments, are up to date and are “consistent with” the PPS and “conform to” the Growth Plan.

5.1.1 Provincial Policy Statement (2020)

The Province issued the Provincial Policy Statement, 2020 that came into effect on May 1, 2020, replacing the PPS issued on April 30, 2014. The PPS 2020 provides an update on policy direction on matters of provincial interest related to land use planning and development. The PPS 2020 builds upon the policies of the PPS 2014, by including in Part IV: Vision for Ontario’s Land Use Planning System, the following revisions:

1. “Planning authorities are encouraged to build constructive, cooperative relationships through meaningful engagement with Indigenous communities to facilitate knowledge-sharing in land use planning processes and inform decision-making.”
2. “Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.”
3. Efficient development patterns ... “also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region”.

The PPS provides a policy framework that promotes and encourages intensification in centres and in locations well served by municipal infrastructure. The important policies of the 2020 PPS relating to the redevelopment proposal and subject application include the following:

- Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of

housing, including affordable housing, employment, recreation, parks and open space, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of changing climate, which will vary from region to region.” (Part IV, para 5)

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1(a));
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1(c));
- Promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, and standards to minimize land consumption and servicing costs (1.1.1(e));
- Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. Within settlement areas, sufficient land shall be made available through intensification and redevelopment, and, if necessary, designated growth areas (1.1.2);
- Land use patterns within settlement areas shall be based on densities and a mix of land uses which (a) efficiently use land and resources; (b) are appropriate for, and efficiently use, the *infrastructure* and public services facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; (e) support *active transportation*; (f) are *transit-supportive*, where transit is planned, exists or may be developed. Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated (1.1.3.2);
- Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs (1.1.3.3);
- Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4);
- New development taking place in *designated growth areas* should occur adjacent to the existing built-up context area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities* (1.1.3.6);
- To provide an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the *regional market area*,

planning authorities shall (a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through *residential intensification* and *development* and if necessary, lands which are *designated* and *available* for residential development (1.4.1(a));

- Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area (1.4.3);
- Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.(b)(1));
- Permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment (1.4.3(b)(2));
- Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3(c));
- Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3(d));
- Requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations (1.4.3(e));
- Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (1.4.3(f));
- *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services (1.6.6.2);
- Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible (1.6.7.2);
- A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4);
- Long term economic prosperity should be supported by (a) promoting opportunities for economic development and community investment readiness; (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce; (c) optimizing the long-term

availability and use of land, resources, *infrastructure* and *public service facilities*; (d) maintaining, and where possible, enhancing the vitality and viability of downtowns and mainstreets; and (e) encouraging a sense of place, by promoting well-designed built form (1.7.1);

- Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which (a) promote compact form and a structure of nodes and corridors; and (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1 a and b);
- Significant built heritage resources and significant cultural heritage landscapes shall be conserved (2.6.1);
- Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (2.6.3);
- The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans....In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after the adoption and approval of an official plan (4.6).

The proposed development represents intensification of an underutilized site, in a location where intensification and building growth are approved, planned and anticipated. Intensification of the subject site with a high-rise mixed use building will be an efficient use of land and will cost-effectively utilize existing infrastructure and community facilities. The subject site is strategically located to be within close walking proximity of several subway stations and regular surface transit service, contributing to the ongoing utilization and support of transit, minimizing vehicle trips, promoting energy efficiency and active transportation options. The subject site is also located within a short and convenient walking distance to employment uses, shopping, entertainment and dining which promotes active transportation in the form of walking and cycling. Development of the subject site for a high-rise mixed use building will be an efficient use of land, with a more dense urban form that will cost-effectively utilize existing infrastructure and community facilities.

Section 1.1.3.4 indicates that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding and/or mitigating risks to public health and safety. The proposed high-rise development is fitting for this site and the development standards will be evaluated on their merits. In this regard the height of the building

is moderated by the helicopter flight path of the Hospital for Sick Children.

It is noteworthy that increasing or optimizing the density, as promoted by the PPS, is in this circumstance, linked to the form and setbacks that can be achieved for this proposed building. The proposed tower incorporates a contextually appropriate height, below the maximum allowable height permitted by the Hospital for Sick Children flight path (**Figure 13**). Therefore, the only means of optimizing the use of the land and to make the most efficient use of this *Downtown* location and its related infrastructure, is to provide a distinctive form that differs from the typical podium and tower design, with setbacks, suitable for this context. In our opinion, the proposed 30-storey tower is appropriate in this context, as will be discussed later in this Planning Report, enabling the optimization of the subject site.

The PPS housing policies of Section 1.4 identify the need for municipalities to provide for an appropriate range of housing options and densities and directs new development towards appropriate locations where the levels of infrastructure and public service is available. The PPS also promotes densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and supports the use of alternative transportation modes and transit. The proposed development introduces a range of unit types in the neighbourhood and proposes an increase in density within an area that is rich in commercial services and is very well-served by transit. The proposed development will reduce the length and number of vehicle trips, will support use of transit and promote active transportation.

In addition, Section 1.7.1 links economic prosperity with optimization of the use of land and enhancement of the vitality and viability of downtowns and mainstreets, which is achieved with the proposed development.

Sections 2.6.1 and 2.6.3 of the PPS state that significant built heritage resources will be conserved and protected. The proposed development is consistent with that policy. The proposed development compliments the existing heritage buildings adjacent to the subject site, in a manner that is consistent with the policies of the PPS. The Heritage Impact Assessment (HIA) prepared by ERA Architects Inc. and submitted as part of this application fully evaluates the heritage implications of the proposed development on adjacent heritage resources.

The proposed development advances provincial policy direction by providing intensified mixed-use development that is transit supportive. The proposed development will provide a mix of housing that will serve the market-based needs of the workforce of this area. The location of the site in very close proximity to major transit stations, will support energy conservation through reduced automobile trips, and as such, will contribute to reducing the impacts of climate change.

The redevelopment proposal, if approved, increases the residential population in the *Downtown* by the population equivalent of 174 residential dwelling units. This additional concentration of people contributes to maintaining and enhancing the vitality and vibrancy of this area, it supports the shops and services in the area, and contributes to the 24/7 pedestrian activity and presence. All of this contributes to the vitality, viability, and economic prosperity of this portion of the *Downtown Area*.

It is our opinion that this redevelopment proposal supports and advances the PPS policy direction to optimize the use of the land, resources, and the existing and planned infrastructure. This subject proposal also achieves the many other policy imperatives of the PPS and therefore implements, and is consistent with, the policy direction of the PPS.

5.1.2 Growth Plan (2020)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) derives its authority from the Places to Grow Act, 2005 and came into effect on May 16, 2019 with an amendment in August 2020. Many of the Provincial policy themes enunciated in the PPS have been carried forward, and further articulated, in the Growth Plan. This document therefore is a further expression and articulation of Provincial policy and is a Provincial Plan, pursuant to Section 3 of the Planning Act.

The Growth Plan generally aims to, among other things, revitalize downtowns to become vibrant and convenient centers; create complete communities that offer more options for living, working, shopping and playing; provide greater choice in housing types to meet the needs of people at all stages of life; curb urban sprawl; protect farmland and green spaces; and reduce traffic gridlock by improving access to a greater range of transportation choices. Similar to the PPS, the Growth Plan encourages compact, vibrant complete communities, optimizing the use of land and infrastructure in order to support growth in a compact efficient form. The 2020 Growth Plan updates the 2017 Growth Plan and strengthens, reinforces and supports the Provincial policy

direction of promoting intensification and optimization of the land base and of available and planned infrastructure.

The subject site is located within the area identified as “built-up area”, which encompasses the whole of the City of Toronto, and is also located within the Downtown Toronto *Urban Growth Centre*. In view of this, the subject site is well located, and the area of the subject site has been identified by the Province and the City as an area to accommodate significant growth.

Section 1.2.1 of the Growth Plan includes Guiding Principles. Some of the key principles include:

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

Section 2 of the Growth Plan relates to “Where and How to Grow”. The following quotes from that section capture important policy directions of the Growth Plan relating to the subject ZBA and SPA application:

“This Plan is about accommodating forecasted growth in *complete communities*. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, *public service facilities*, and a full range of housing to accommodate a range of incomes and household sizes. *Complete communities* support quality of life and human health by encouraging the use of *active transportation* and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the *GGH* to reduce the need for long distance commuting. They also support climate change mitigation by increasing the *modal share* for transit and *active transportation* and by minimizing land consumption through *compact built form*.”

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

to support forecasted growth, while also supporting a more diverse range and mix of housing options.”

Policy 2.1 of the Growth Plan also states:

“This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit and seeks to align transit with growth by directing growth to *major transit station areas* and other *strategic growth areas*, including *urban growth centres*, and promoting transit investments in these areas. To optimize provincial investments in *higher order transit*, this Plan also identifies *priority transit corridors*, and the Province expects municipalities to complete detailed planning for *major transit station areas* on these corridors to support planned service levels.”

Policy 2.1 goes on further to state:

“It is important to optimize the use of the existing urban land supply as well as the existing building and housing stock to avoid over-designating land for future urban development while also providing flexibility for local decision-makers to respond to housing need and market demand. This Plan’s emphasis optimizing the use of the existing urban land supply represents an *intensification* first approach to development and city-building, one which focuses on making better use of our existing *infrastructure* and *public service facilities*, and less on continuously expanding the urban area.”

Policy 2.2.1.2 relates to managing growth and indicates that growth will be accommodated by:

“2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

a) the vast majority of growth will be directed to *settlement areas* that:

- i. have a *delineated built boundary*;
- ii. have existing or planned *municipal water and wastewater systems*, and
- iii. can support the achievement of *complete communities*.

c) Within *settlement areas*, growth will be focused in:

- i. *delineated built-up areas*;
- ii. *strategic growth areas*;
- iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
- iv. areas with existing or planned *public service facilities*;

Policy 2.2.1.4 relates to the achievement of *complete* communities:

“4. Applying the policies of this Plan will support the achievement of *complete communities* that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;
- c) Provide a diverse range and mix of housing options, including second units, and *affordable housing*, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) Expand convenient access to:
 - i. A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
- e) Provide for a more *compact built form*, and a vibrant public realm, including public open spaces;

According to the Growth Plan, by definition, the subject site is located within a *Strategic Growth Area*, an *Urban Growth Centre*, and a *Major Transit Station Area*, which are serviced by *High Order Transit* and *Frequent Transit*. As such, this site is within a number of policy areas, which when combined, place the subject site in area, to where the Growth Plan policies direct, the most intensive forms of growth. These are defined in the Growth Plan as follows:

“Intensification: The development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites*;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings.”

“Major Transit Station Area: 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, representing about a 10-minute walk.”

“Strategic Growth Areas: Within *settlement areas*, nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials or other areas with existing or planned *frequent transit* service or *higher order transit* corridors may also be identified as *strategic growth areas*.”

“Urban Growth Centre: Existing or emerging downtown areas shown in Schedule 4 and as further identified by the Minister on April 2, 2008.”

“Higher Order Transit: Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.”

“Frequent Transit: A public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.”

Policy 2.2.2 relates to General Intensification and indicates that municipalities, through their Official Plans and other documents, implement a strategy to achieve intensification. As one means of doing this, municipalities are to encourage intensification generally throughout the built-up area, and to facilitate and promote intensification.

Delineated Built-up Areas, Policy 2.2.2 (3) states:

“3. All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* through *delineated built-up areas*, which will:

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

Policy 2.2.3 relates to *Urban Growth Centres* and provides the following policies:

1. *Urban Growth Centres* will be planned:
 - a.) As focal areas for investment in regional *public service facilities*, as well as commercial, recreational, cultural, and entertainment uses;

- b.) To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
 - c.) To serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
 - d.) To accommodate significant population and employment growth.
2. *Urban Growth Centres* will be planned to achieve, by 2031 or earlier, a minimum density target of:
 - a.) 400 residents and jobs combined per hectare for each of the *Urban Growth Centres* in the City of Toronto;

Furthermore, Schedule 3 of the Growth Plan identifies a population of 3.65 million in the City of Toronto's by 2051, Employment forecast identify 1.98 million jobs by 2051.

The following are excerpts from Policy 2.2.4 of the Growth Plan, regarding Transit Corridors and Station Areas:

1. The *priority transit corridors* shown in Schedule 5 will be identified in official plans. Planning will be prioritized for *major transit station areas* on *priority transit corridors*, including zoning in a manner that implements the policies of this Plan.
2. For *major transit station areas* on *priority transit corridors* or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of *major transit station areas* in a *transit-supportive* manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.
3. *Major transit station areas* on *priority transit corridors* or subway lines will be planned for a minimum density target of:
 - a) 200 residents and jobs combined per hectare for those that are served by subways;
 - b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or
 - c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.
6. Within *major transit station areas* on *priority transit corridors* or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.
8. All *major transit station areas* will be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by

providing, where appropriate: connections to local and regional transit services to support *transit service integration*;

- a. *infrastructure* to support *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - b. commuter pick-up/drop-off areas.
9. Within all *major transit station areas*, development will be supported, where appropriate, by planning for a diverse mix of uses, including second units and *affordable* housing, to support existing and planned transit service levels;
- a. fostering collaboration between public and private sectors, such as *joint development* projects;
 - b. providing alternative development standards, such as reduced parking standards; and
 - c. prohibiting land uses and built form that would adversely affect the achievement of *transit-supportive* densities.

Section 2.2.6.1 a) i. of the Growth Plan speaks to housing and the need to “identify a diverse range and mix of housing options and densities, including second units and *affordable* housing to meet projected needs of current and future residents.”

Policy 4.2.7 identifies a key policy regarding Cultural Heritage that identifies the following:

Cultural heritage resources will be *conserved* in order to foster a sense of place and benefit communities, particularly in *strategic growth areas*. (4.2.7.1)

The HIA prepared by ERA has demonstrated that the design of the proposed development will have no adverse impact on adjacent or nearby heritage resources.

Policy 5.2.5.1 of the Growth Plan relates to targets directed in the Growth Plan as follows:

“The minimum intensification and density targets in this Plan, including any alternative targets that have been permitted by the Minister, are minimum standards and municipalities are encouraged to go beyond these targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan.”

From a population perspective, adding residential uses to the subject site at the density proposed will contribute to satisfying or exceeding the projected population growth needs for this *Urban Growth Centre*. The subject site is very accessible to existing rapid transit stations, surface transit

stops, and is well served by shopping, services, places of employment and community facilities in close walking proximity to the subject site. The proposal is intended to better utilize and optimize the subject site. In addition, by introducing a variety of housing units, the housing policies relating to providing a mix of housing options and densities are satisfied and advanced. This will contribute to the achievement of a more complete community, which will complement the existing mixed-use buildings in the area and will contribute to the evolution and maturation of this part of the *Downtown*.

Also, as will be illustrated later in this Planning Report, the City has implemented a strategy for this *Downtown Urban Growth Centre*, by virtue of the Ministerial approval of the Downtown Secondary Plan (OPA 406). As will be explained later in this Planning Report, the subject proposal conforms with OPA 406 and therefore implements the approved strategy for this *Downtown* area.

In our opinion, the subject proposal implements the policies of the Growth Plan by:

- a) Accommodating a compact, intensified, transit-supportive, pedestrian-oriented urban form. The proposed redevelopment is also supportive of alternative modes of active transportation such as walking and cycling.
- b) Making more efficient use of and optimizing the land base and infrastructure, in a location well served by high order public transit and within very close proximity to areas of employment, recreation, shops, and services.
- c) By introducing new residential housing, the housing policies relating to providing a mix of housing options and densities are satisfied and advanced. This will achieve a more 'complete community', which will complement the existing buildings in the area and will contribute to the evolution and maturation of this part of the *Downtown*.
- d) The Growth Plan policies encourage intensification in appropriate locations. The subject site is located in an *urban growth centre* and a *major transit station area*, where often high rise and high-density mixed use developments conventionally co-exist comfortably and compatibly with lower forms of development. This central part of the City of Toronto is also rich with available public services for health, education, recreation, employment and entertainment uses and activities. This redevelopment proposal will contribute to this richness by providing new dwelling units and retail space, which will positively contribute to the public realm.
- e) The proposal contributes to the municipality achieving, if not exceeding, its minimum intensification targets for residential growth as set out in the Growth Plan.

In view of the foregoing analysis, and subject to local planning considerations, the proposed redevelopment advances, and conforms with the policies of the Growth Plan.

5.1.3 Section 2 of the Planning Act

Section 2 of the Planning Act indicates that municipalities shall have regard to the following matters of provincial interest:

- (a) The protection of ecological systems, including natural areas, features and functions;
- (b) The protection of the agricultural resources of the Province;
- (c) The conservation and management of natural resources and the mineral resource base;
- (d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) The supply, efficient use and conservation of energy and water;
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) The minimization of waste;
- (h) The orderly development of safe and healthy communities;
- (i) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (j) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (k) The adequate provision of a full range of housing, including affordable housing;
- (l) The adequate provision of employment opportunities;
- (m) The protection of the financial and economic well-being of the Province and its municipalities;
- (n) The co-ordination of planning activities of public bodies;
- (o) The resolution of planning conflicts involving public and private interests;
- (p) The protection of public health and safety;
- (q) The appropriate location of growth and development;
- (r) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (s) The promotion of built form that is:
 - (i) Well designed,
 - (ii) Encourages a sense of place, and
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (t) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development has regard for provincial interests that are applicable as follows:

- The proposed transit-oriented development will contribute to the efficient use of transportation, sewage and water services;
- Redevelopment of the subject site represents the orderly development of a safe and healthy community;
- The development has been designed to be accessible for persons with disabilities;
- The development will add a range of residential units to the existing stock of housing;
- The subject site is an appropriate location of growth and development;
- The design is sustainable, will support public transit and is pedestrian oriented; and
- The built form includes a well-designed building and streetscape that is accessible and attractive, contributing to a vibrant sense of place.

In view of the foregoing, it is concluded that the proposed development has regard for Section 2 of the Planning Act.

5.1.4 Summary of the Proposal in Relation to the PPS, the Growth Plan, and Section 2 of the Planning Act

The key policies and goals of the PPS and the Growth Plan place an emphasis on efficient and optimized use of the existing land base and the existing and planned infrastructure, including transit. These policy documents also emphasize the provision of a full range of housing types and tenures. The subject site is located within an *Urban Growth Centre*, a *Strategic Growth Area*, and a *Major Transit Station Area*, as defined by the Growth Plan, to where significant growth is directed.

Notably, the subject site is restricted by the current in force zoning which does not enable the optimization of this intrinsically valuable piece of land. The location of the subject site provides for an urban design fit for the tall mixed-use redevelopment. The subject site is part of a *Downtown Mixed Use Area* that is located within an *Urban Growth Centre* where the existing zoning only permits a maximum height of 46 m, or approximately 15-storeys, and a density of 6.0 times the area of the lot under both By-law 569-2013 and By-law 438-86. As such, the limitation of the existing zoning hinders or restricts any efficient or optimized redevelopment potential of the subject site, resulting in its overall under-utilization at this important location.

In our opinion, acting solely on the existing zoning regime governing the subject site would result in an under-utilization of the subject site, from a built form perspective. In contrast, the redevelopment proposal for the subject site includes optimizing the height and density of this location and context. The redevelopment proposal is a contemporary expression of Provincial policy that would enable the realization of the intensification and 'complete communities' policy imperatives of the PPS and the Growth Plan.

As such, it is our opinion that the existing zoning under both By-law 438-863 and By-law 569-2013 under-utilize this valuable urban redevelopment site, and as such, are not consistent with the PPS and do not conform to the Growth Plan. By contrast, the proposed development includes density that is called for and promoted by these two important provincial policy documents, leading us to conclude that the current redevelopment proposal is consistent with the PPS and conforms to the Growth Plan.

The subject site is in a location anticipated to accommodate significant growth and intensification, subject to local planning considerations. Redevelopment of this centrally located site in an *Urban Growth Centre* as proposed will be an efficient and optimized use of land with an urban form that will more efficiently utilize existing infrastructure and community facilities. The convenient access to a range of transit options allows for maximum utilization of transit, minimizing vehicle trips, maximizing alternative forms of active transportation and promoting energy efficiency.

In view of the above, it is concluded that the proposed development and ZBA application is consistent with the PPS, conforms with the Growth Plan and has regard for Section 2 of the Planning Act.

5.2 City of Toronto Official Plan

The City OP, adopted by City Council in November 2002, was first granted approval in large part by the Ontario Municipal Board (OMB) on July 6, 2006. The subject site is located within the *Downtown and Central Waterfront* on Map 2 of the City OP and is designated *Mixed Use Areas* on Map 18 of the Land Use Plan of the City OP (**Figure 8**). Both of these policy areas promote the type of tall, high density, mixed-use and transit-supportive development that is proposed. The majority of the *Downtown* is designated *Mixed Use Areas*.

5.2.1 Growth Management Policies – City OP

Section 2 of the OP contains the growth management policies, with Section 2.2 entitled Structuring Growth in the City: Integrating Land Use and Transportation stating:

“Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: *Downtown*, including *Central Waterfront*, the *Centres*, the *Avenues* and the *Employment* Districts. A vibrant mix of residential and employment growth is seen for the *Downtown* and the *Centres*....”

Section 2.2(2) indicates that “Growth shall be directed to the *Centres*, *Avenues*, *Employment* Districts and the *Downtown* on Map 2, to meet objectives that include:

- a) “Use municipal land, infrastructure and services efficiently;
- b) Concentrate jobs and people in areas well served by surface transit and rapid transit stations;
- d) Promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- f) Facilitate social interaction, public safety and cultural and economic activity; and
- i) Protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.”

Section 2.2.1 “Downtown: the Heart of Toronto” recognizes that growth will be accommodated in the *Downtown*. The policies encourage residential intensification to increase opportunities for those living close to work, supporting walking and cycling for local trips, and transit usage. The policies also encourage mixed-use developments that include employment opportunities. The location and form of the proposed development supports these objectives and is consistent with the policies for growth in the *Downtown*.

5.2.2 The Downtown: The Heart of Toronto (Section 2.2.1, City OP)

Section 2.2.1 of the City OP sets out narrative paragraphs describing the *Downtown* and addressing how *Downtown* growth will be managed, as follows:

“Toronto has only one downtown. It plays a vital role as the city’s economic and cultural hub and is critical to the health and prosperity of the entire region that surrounds it....

Downtown, with its recognizable skyline, is Toronto’s image to the world and to itself: comfortable, cosmopolitan, civil, urbane and diverse. It is the oldest, most dense and most complex part of the urban landscape, with a rich variety of building forms and activities.

Toronto’s *Downtown* includes a portion of the *Central Waterfront* , which offers unique opportunities for substantial employment and residential growth and for upgrades and expansion to the public realm and community facilities as waterfront revitalization proceeds. Both *Downtown* and *Central Waterfront* are guided by their own Secondary Plans.

...The economic strength of *Downtown* arises not only from the largest concentration of office towers in the nation but also from the myriad of other activities located here:

- government offices;
- arts and cultural venues;
- entertainment activities and sporting events;
- destination and specialty retail;
- restaurants and food markets featuring Toronto’s diverse cuisines;
- major tourist attractions and convention facilities;
- concentration of print and broadcast media;
- post-secondary educational institutions;
- health sciences and related treatment and research facilities, many linked to the University of Toronto and Ryerson University..

....

Other parts of *Downtown* will see development of vertical mixed-use communities in predominantly mid-rise and tall buildings. Mixed use is a key ingredient to the successful functioning of *Downtown* that creates “accessibility through proximity”. Every home built within the *Downtown* area offsets the need for in-bound commuting each day.

Many *Downtown* activities are interdependent. These activities are linked through *Downtown*’s public realm: the streets, sidewalks and pedestrian connections, parks, squares, open spaces, natural areas and other publicly accessible spaces. This is where people experience *Downtown* life most directly. The key to successfully shaping *Downtown*’s future is to improve connections within the public realm and create places that foster public life.”

The above description of Toronto’s *Downtown* is built upon by the growth management policies of Section 2.2.1, as follows:

- “1. *Downtown* will continue to evolve as a healthy and attractive place to live and work as new development that supports the reurbanization strategy and the goals for *Downtown* is attracted to the area. In particular, the *Downtown* policies of this Plan will shape the City’s future by accommodating development that:
- a) achieves a minimum combined gross density target of 400 jobs and residents per hectare for *Downtown* which delineates the *Downtown urban growth centre* for the purposes of the Growth Plan; (emphasis added)
 - i) builds on the strength of *Downtown* as the premier employment centre in the GTA;
 - ii) provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting...;”
- “8. Investment in the *Downtown* environment on the part of the City, other levels of government and public/private partnerships will be sought to:
- i) maintain and improve the public realm, especially linkages among *Downtown* streets, parks, accessible open spaces and the water’s edge;
 - ii) promote an environment of creativity and innovation for arts and culture;
 - iii) support and enhance the specialty retail and entertainment districts found *Downtown* as important regional and tourist destinations;

5.2.3 Living Downtown (Section 2.2.1, City OP)

- a) The narrative portion of this section of the City OP provides as follows:

“Increasingly, *Downtown* is seen as an attractive place to live. New housing *Downtown* makes an important contribution to the economic health of the City. There is a great degree of social and economic diversity among the *Downtown* population, accompanied by a diversity of house types, tenures and affordability. Different communities have different needs in terms of community services and support. Planning for *Downtown* community services and facilities cannot follow a broad city-wide template.”
- b) The applicable policies associated with Living Downtown, include the following:

“9. The quality of the Downtown will be improved by:

 - a) developing programs and activities to maintain and upgrade public amenities and infrastructure;

- b) recognizing the high maintenance needs of streets, open spaces and City services in this heavy demand area;
- d) preserving and strengthening the range and quality of the social, health, community services and local institutions located *Downtown*;
- e) supporting the development of complete communities;
- f) developing buildings that are shaped, scaled and design to enhance livability.

5.2.3.1 Summary of Our Planning Opinion Concerning the Proposal and Toronto's City OP Urban Structure

- i) This proposal contributes to the *Downtown* by contributing to the population targets, as set out in the City OP. In our opinion, Toronto is expected to meet (if not exceed) its minimum targets and that the approval of this proposal would contribute toward that end.
- ii) The subject ZBA application is amply supported by the application submission materials including both plans and reports, and has demonstrated in detail that the scale and character of the proposal will:
 - a) build on, and strengthen the *Downtown* as the premier employment centre in the GTA;
 - b) provide a broad range of residential dwelling units, including larger units creating additional housing opportunities for *Downtown* workers and families, supporting the principle of reducing the demand for in-bound commuting, and encouraging the use of public transportation and/or active transportation. This supports an urban structure where people live, work and play locally, and reduces automobile dependency.
 - c) The central location of the subject site in conjunction with the compact design of the proposal on this site, is a prime example of successfully integrating transportation and land use planning. In this case, the City OP

planning concepts of “mobility” and “proximity” leading to maximized “accessibility” are embodied in the subject proposal. These key factors support and reinforce the most appropriate use and form for the subject site and are integral urban structural factors supporting the proposal.

- d) The proposal improves and enhances the public realm along the Elm Street frontage.

5.2.4 Bringing the City Together: A Progressive Agenda of Transportation Change (Section 2.4, City OP)

- a) The narrative provisions of this section of the City OP contain both narrative paragraphs and sidebars to assist in explaining the breadth and intent of the policies addressed in this section of the City OP. The narrative paragraphs provide as follows:

“This Plan integrates transportation and land use planning at both the local and regional scales. Within the City, the Plan addresses the differing transportation demands between areas targeted for growth and those other part of the City where little physical change is foreseen.

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.

In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place. 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 toward a more sustainable transportation system.”

5.2.4.1 Summary of Our Planning Opinion Concerning the Proposal and the City OP Provisions Relating to Downtown Accessibility and Mobility, and A Progressive Agenda of Transportation Change

- i) This Planning Report has opined on how the subject proposal successfully integrates mobility with proximity leading to accessibility. The existing and

planned land uses within close walking proximity to the subject site are tall, high density and mixed use. As a result, promoting living, working and playing within the neighbourhood and within the *Downtown* area of the City. As such, this proposal responds directly to these these key components of the City OP.

- ii) The parking strategy of this proposal reflects the goals of the latest in City parking policy direction. In the context of this *Downtown* site, the provision of very little parking is generally aimed at promoting and encouraging options for alternative modes of transportation such as: cycling, walking and transit, and reducing automobile dependency. In our experience and based on the City OP provisions promoting the reduction of automobile dependency and the use of alternative modes of transportation, we agree with the findings of the transportation consultant (BA Group) that the location of the subject site, in proximity to transit, within the inner *Downtown*, that other modes of transportation are suitable and warrants the low provision of parking on site. The subject proposal supports the City OP provisions calling for creative solutions and flexibility in how urban growth is managed and the encouragement that we have to plan in “next generation” terms.

5.2.5 Mixed Use Areas Policies - City OP

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Section 4.5.2 of the City OP contains the following development criteria relating to developments in mixed use areas:

“In Mixed Use Areas development will:

- a) Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) Provide for new jobs and homes for Toronto’s growing population on underutilized lands in the Downtown, the Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- c) Locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan,

through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;

- d) Locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- e) Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) Provide an attractive comfortable and safe pedestrian environment;
- g) Have access to schools, parks, community centres, libraries, and childcare;
- h) Take advantage of nearby transit services;
- i) Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- k) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- l) Provide for energy conservation peak demand reduction, resilience to power disruptions, and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- m) Provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.”

The policies for *Mixed Use Areas* promote the type of higher density, mixed use, transit supportive development proposed on the subject site. As **Figure 8** indicates, the subject site is surrounded by *Mixed Use Areas* and existing tall buildings with high densities in all directions. The subject site is remote from the closest *Neighbourhoods* area lands. Therefore, from planning and urban design perspectives, the lands immediately surrounding the site are conducive to the tall building height of the subject proposal. The subject site is located within a context that contemplates, and is evolving with, the scale of redevelopment proposed, if not even higher. But for the helicopter flight path, this proposal could have been supported at an even higher height and density. As such, the subject site is located within a context that merits the consideration of maximizing the height and density, in order to achieve the policy objectives of the Province and the City OP.

From a height perspective, **Figures 3 and 4** provide the heights of buildings in the nearby vicinity

of the subject site. An examination of the existing building heights within his portion of the *Downtown Centre* indicates a range of heights up to 85-storeys, including an 85-storey approval immediately across Yonge Street from the subject site.

Service and vehicular access to the subject site is provided from the lane leading from Elm Street. All vehicular parking is internalized and located in an underground parking garage. All service functions are located internal and at the rear of the building which provides for functional operation and limits visibility from the public realm. The underground parking garage elevators and loading spaces are proposed to be located internal to the building, screened from the street frontage.

In addition, the proposed parking standard is adequate for this location, being less than 800 m to four subway/rapid transit stations and being located deep in the *Downtown*, very close to many amenities and employment locations. The objectives of the City OP are to minimize automobile dependency and to promote the use of walking and cycling. BA Group has examined the parking standards and they are satisfied that an adequate supply of parking is proposed for the residents of the proposed building. The Transportation Impact Study notes that the City of Toronto has recently undertaken a review of its residential parking requirements through their Review of Parking Requirements for New Development Study. A draft amendment to By-law 569-2013 was considered on November 25, 2021 at Planning and Housing Committee which recommended modifications to residential parking spaces including the elimination of minimum residential parking standards. The Transportation Impact Study goes on to state that the subject site is located in the new proposed "Parking Zone A" boundaries where no residential parking minimum will apply.

In relation to the proposed parking spaces, BA Group is of the opinion that the proposed parking elevator design and parking rate are appropriate.

The Transportation Impact Study also concludes that under future conditions, signalized and unsignalized movements which are currently operating under capacity are expected to largely operate similar to current conditions and traffic generated from the proposal is anticipated to have minimal impact on the surrounding road network. The study also concludes that the proposed bicycle parking supply meets the requirements under By-law 569-2013, and the proposed loading supply is appropriate.

The policies also state that buildings are to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes, and also to maintain sunlight for pedestrians on adjacent streets, parks and open space. The subject site is not close to any *Neighbourhoods*. The immediate adjacent uses in all directions are designated *Mixed Use Areas*. A new park was recently approved on the north side of Elm Street as part of the Chelsea Hotel redevelopment (33 Gerrard Street and 22 Elm Street). The proposed development will cast a quickly moving, slender shadow on the future park in March and September between 9:18am and 12:18pm. In general, the proposed development casts very limited additional shadows to the surrounding area. The shadow results from the proposed development is slender, it moves quickly through the landscape and in any one stop does not stay for any undue length of time.

The proposed development also provides for a total 646 sq. m (6,954 sq. ft.) or 3.7 sq. m per unit of combined indoor and outdoor amenity space. By-law 569-2013 requires 2.0 sq. m of indoor and outdoor amenity space per dwelling unit, however area research into approved rates reveals that due to the areas rich amenities (community centres, libraries, schools, public squares, and parks), the typical combined indoor and outdoor amenity rate for new buildings in this part of the *Downtown* is 3.0 sq. m per dwelling unit. In particular as one example, immediately across the street, 8 Elm was approved with a rate of 3.0 sq. m per dwelling unit of combined indoor and outdoor amenity.

In addition, as detailed in the Community Services and Facilities Study, included with this application submission, the area is well served by community centres, libraries, schools and parks.

As such, it is our opinion that the proposed redevelopment is in conformity with the City OP policies for *Mixed Use Areas*.

5.2.6 Public Realm and Built Form Policies - City OP

Section 3.1. of the City OP provides direction concerning the City's objectives relating to site development and built form with relevant provisions found in three sub-sections: Public Realm (3.1.1), Built Form (3.1.2) and Built Form – Tall Buildings (3.1.3). The policies relate specifically to the interaction of a proposed building and the immediate surroundings of the street,

neighbouring properties, and any existing and planned open spaces. Amended policies of OPA's 479 and 480, that were approved by the Minister of Municipal Affairs and Housing on September 11, 2020, are reviewed below.

Policy 3.1.1 regarding Public Realm includes the promotion and encouragement of design quality and creative approaches to achieve a well-connected, walkable, attractive, safe, functional and accessible public realm. Development will enhance and extend, where appropriate, a high-quality public realm, and support the creation of complete communities inclusive of streets, parks and open spaces for every scale of city building.

The following is a summary of the relevant policies contained in this section of the City OP:

- The public realm is comprised of all public and private spaces to which the public has access. It 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 public is invited into (3.1.1.1.);
- The public realm will 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; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods; be functional and fit within a larger network; contribute to the City's climate resilience (3.1.1.2);
- New and existing streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by balancing the needs of the various users within the right-of-way; improving the quality and convenience of active transportation options; reflecting differences in local context and character; providing building access and address, as well as amenities such as view corridors, sky view and sunlight, and serving as community destinations and public gathering places (3.1.1.6);
- Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by providing well designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements; locating and designing 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; providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes (3.1.1.13);
- Design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings (3.1.1.14);

- New and existing city blocks and development lots within them will be designed to expand and enhance the public realm network; have an appropriate size and configuration for the proposed land use; promote street-oriented development with buildings fronting onto and having access and address from street and park edges (3.1.1.15).

Policy 3.1.2 contains built form policies for site organization and location that provide principles on key relationships of the location and organization of development, its massing and amenity within the existing and planned context to inform the built form. The following is a summary of the relevant policies within this section of the City OP:

- Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by:
 - a) Generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks;
 - b) Providing additional setbacks or open spaces at appropriate locations;
 - c) Locating main entrances on the prominent building facades so that they are clearly visible and directly accessible from a public street;
 - d) Providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces;
 - e) Preserving existing mature trees wherever possible; and
 - f) Providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing (3.1.2.1);
- Development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows (3.1.2.3);
- Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impacts and improve the safety and attractiveness of the public realm, the site and surrounding properties (3.1.2.4);
- Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by providing streetwall heights and setbacks that fit harmoniously with the existing and or planned context, and, stepping back building mass and reducing building footprints above the streetwall height (3.1.2.5);

- Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm (3.1.2.6);
- Transition in scale will be provided within the development site and measured from shared and adjacent property lines (3.1.2.7);
- The design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to ensure fit with adjacent building facades; contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm; break up long facades in a manner that respects and reinforces the existing and planned context, and ensure grade relationships that provide direct access and view into and from the public realm (3.1.2.9);
- Development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets attractive, interesting, comfortable and functional by providing improvements to adjacent boulevards and sidewalks; coordinated 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 awning (3.1.2.10);
- New indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high-quality, well designed indoor and outdoor amenity space. (3.1.2.11);
- Outdoor amenity space should:
 - a) Be located at or above grade;
 - b) Have access to daylight;
 - c) Have access to direct sunlight, where possible;
 - d) Provide comfortable wind, shadow, and noise conditions;
 - e) Be located away or physically separated from loading and service areas;
 - f) Have generous and well-designed landscapes areas to offer privacy and an attractive interface with the public realm;
 - g) accommodate existing and mature tree growth;
 - h) promote use in all season (3.1.2.13).

With respect to Policy 3.1.2.1 requiring that development fit in with its existing and/or planned context, **Figures 3, 4 and 8** indicate that the subject site is surrounded by *Mixed Use Areas* which are occupied by numerous tall mixed-use buildings with a peak height of 85-storleys immediately north and northeast of the subject site. The subject site is also located in the *Downtown*, within *Major Transit Station Areas*, as defined in the Growth Plan, in proximity to *Higher Order Transit Corridors*, as identified in Map 4 of the City OP, within six (6) *Protected Major Transit Station areas* and designated *Mixed Use Areas*, a land use designation where growth is anticipated. The scale of the proposed redevelopment is moderate for this context and a good and compatible fit with the existing and planned context of the surrounding area.

The proposed development has been designed to frame both Elm Street, presenting a “front elevation” to the street and contributing to an enhanced streetscape. The main entrance to the residential entrance is clearly visible and directly accessible from the public sidewalk on Elm Street. A retail entrance is also proposed adjacent to the residential entrance which will result in an active 24/7 presence on the street, creating a safe and comfortable pedestrian-oriented streetscape. In addition, the massing, scale and siting of the building provides an appropriate relationship with the neighbouring buildings and the public right-of-way.

As previously discussed, the architecture of the proposed tower results in varying setbacks. At floors 11-20, the tower is setback, 3.8 m from the front (north) property line, 1.4 m from the side (east) property line, and 4.4 m from the rear (south) property line. Above the 21st floor, the tower is setback, 6.2 m from the front (north) property line, 1.4 m from the side (east) property line, and 6.8 m from the rear (south) property line. To the west, the tower is built to its lot line with a blank windowless wall facing the existing 16-storey rental building (25 Elm Street) which also includes a blank windowless east wall, built to its lot line. The tower setback to the north in combination with the right-of-way width of Elm Street exceeds the 12.5 m guideline and is therefore appropriate.

Should a redevelopment of the site to the east occur, it is our opinion that the proposed tower setback of 1.4 m in combination with the right-of-way width of Harry Barberian Lane would be sufficient to allow for adequate light, view and privacy in this *Downtown* context. To the south, it is our opinion that the tower is setback between 4.4 m to 6.8 m in combination with the right-of-way width of Harry Barberian Lane would be sufficient to allow for adequate light, view and privacy in this *Downtown* context. The building to the south (20 Edward Street) is setback from the centre line of the lane 2.9 m along its narrowest face and approximately 20 m along the longer portion of the tower. Where the north property line dips south the tower is set back approximately 5.5 m.

Appropriate built form standards and architectural design details have been employed to adequately limit new shadows, to maintain comfortable wind conditions, and to ensure adequate light and privacy. Policy 3.1.2.3(e) states that new development will adequately limit any resulting shadowing of neighbouring streets, properties and open spaces. The shadow studies, submitted under separate cover, illustrate the incremental shadows arising from the proposed 30-storey building. The shadow study prepared for the proposed development demonstrates that the

shadow resulting from the proposed development is slender, it moves quickly through the, and on any one spot, the shadow does not stay for any undue length of time. A new park was recently approved on the north side of Elm Street as part of the Chelsea Hotel redevelopment (33 Gerrard Street and 22 Elm Street). The proposed development will cast a quickly moving, slender shadow on the future park in March and September between 9:18am and 12:18pm.

In addition, the redevelopment proposal can also be accommodated by the existing servicing infrastructure, as discussed in more detail in the Functional Servicing Report and Stormwater Management Report prepared by C.F Crozier & Associates Inc., included with this application submission package. In particular, as it relates to stormwater management “through initial abstraction and water reuse, the site will meet the City’s target for Tier 1 water balance. The results of the sanity calculations indicate that the proposed site will create a net reduction in flows to the combined sewer on Elm Street under wet weather conditions. Due to this decrease in site flows, the development represents no negative impacts on the existing sewers.” As it relates to water supply, “the existing 150mm watermain within Elm Street does not have sufficient pressure to support the proposed fire demands. It is therefore anticipated that the 150mm watermain be upsized to a 300mm watermain between Yonge and Bay Street”.

With respect to policy 3.1.2.1(f), a Pedestrian Level Wind Assessment was prepared by SLR Consulting and included with this submission package. Wind mitigation measures, if required, will be explored as the application progresses.

In addition to the above, a Block Context Plan is a new requirement under OPA 479. The Block Context Plan provides a conceptual and comprehensive idea of development on the block and a framework to evaluate proposed development. It will inform Official Plan Amendments (OPAs), rezoning applications, plans of subdivision and other planning processes. The Block Context Plan will illustrate and analyze the development proposal in both existing and planned context for an area larger than the development site itself, regarding the layout and design of public streets and other pedestrian and cycling connections, parks and open spaces and built form issues such as building type, location, site organization, and massing. A Block Context Plan is being submitted under separate cover with this application submission package and provides for a more detailed analysis of the proposed building in relation to the adjacent properties.

With respect to Policy 3.1.2.4, vehicular parking, access and loading spaces are all internalized

into the building and not visible from the streetscape, with no curb cut proposed as Harry Barberian Lane will provide vehicular and servicing access to the subject site. No vehicle parking spaces are proposed in the front yard to/from Elm Street.

Proposed indoor and outdoor amenity space is located on the ground floor, 21st floor, and roof. As previously discussed, the total rate of 3.7 sq. m of combined indoor and outdoor amenity space is proposed which is higher than other approved rates of other area developments.

In addition, as detailed in the Community Services and Facilities Study, included with this application submission, the area is well served by community centres, libraries, schools and parks. Residents of the proposed development will have access to outdoor and indoor amenity spaces, as well as access to local community service facilities.

The redevelopment proposal has an attractive and appropriate design that will enhance the pedestrian environment and compatibly fit in its existing and planned context, adhering to the design criteria as directed in this section of the City OP. As such and in our opinion, the Built Form policies applicable to the redevelopment proposal have been satisfactorily addressed and the proposed redevelopment is in conformity with the City OP policies for Built Form.

5.2.7 Housing Policies – City OP

The City OP provides policy direction concerning the provisions of housing. For instance, Section 1.2 of the City OP provides the Principles for a Successful Toronto, wherein one of the principles promoted is that “housing choices are available for all people in their communities at all stages of their lives”.

Section 3.2.1 provides the Housing Policies of the City OP, including the following:

- 3.2.1.1 “A full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing...housing that meets the needs of people with physical disabilities...”
- 3.2.1.2 “The existing stock of housing will be maintained and replenished. New housing supply will be encouraged through intensification and infill that is consistent with this Plan.”

The City OP seeks to strike a balance amongst housing types within the City and in the neighbourhoods. The above policies speak to ensuring that both the current and future needs of residents are met across the City and within neighbourhoods. This is aimed at accommodating growth generally in the City and within the different neighbourhoods to ensure that housing choice and need is addressed and accommodated where people live. This allows those seeking housing alternatives in their neighbourhood to be accommodated in the neighbourhood without the need to dislocate from their neighbourhood, due to their housing needs. This is particularly germane to families and our aging population.

The subject area includes a range of building types and uses. The area surrounding the subject site includes a mix of low-rise commercial buildings, mid- and high-rise commercial buildings, along with mid-rise and high-rise residential buildings and various other tall mixed-use buildings. In addition, this part of the *Downtown* includes a strong employment sector, providing numerous office and institutional buildings (health and education). As such, residential uses on the subject site would contribute to providing more housing opportunities in a community that is in close proximity to employment buildings, *Downtown* amenities, and existing rapid transit stations. Adding more housing units to this area will contribute to creating a more 'complete community' by providing more housing options for those individuals who work in the *Downtown*.

The proposed development provides for a range of unit types and sizes. The total proposed unit types and size are broken down as follows:

Unit Type	Total Provided	Average Size
Studio	5 (3%)	47 sq. m (506 sq. ft)
1 Bedroom	95 (55%)	61 sq. m (657 sq. ft)
2 Bedroom	51 (29%)	78 sq. m (840 sq. ft)
3 Bedroom	23 (13%)	90 sq. m (969 sq. ft)
Total:	174 (100%)	

The unit types are distributed throughout the building.

The proposed redevelopment increases the housing stock within the area and in turn, provides a greater choice of housing opportunities in ownership tenure in this highly-desirable neighbourhood. The inclusion of a number of two bedroom and three bedroom units (resulting in 42% of the total unit mix) provides options for families that choose to live in a *Downtown* location

close to existing subways, a transit hub, places of employment and other services. The subject proposal will also help to satisfy the life-cycle circumstances of existing and future residents in the City.

From a planning perspective, it is highly desirable to broaden the housing type and choice of housing in this neighbourhood, providing larger units for families, households with children, and multi-family households, and in having this community evolve as a more 'complete community'. As such, the proposed development conforms with the applicable housing policies in Section 3.2.1 of the City OP.

5.2.8 Heritage Resource Policies

Lands to the north of the subject site are designated under Part IV of the Heritage Act (2 to 18 Elm Street). In addition, to the west (31 to 41 Elm Street) are properties listed on the heritage register. The relevant policies of Section 3.1.5 of the City OP, as amended by OPA 199, pertaining to Heritage Resources are summarized as follows:

- A Heritage Impact Statement will be required to evaluate whether the proposal will have any impact on the integrity of any adjacent Heritage District (3.1.5.5);
- Impacts of site alterations, developments, municipal improvements, and/or public works within or adjacent to Heritage Conservation Districts will be assessed to ensure that the integrity of the districts' heritage values, attributes, and character are conserved. This assessment will be achieved through a Heritage Impact Assessment, consistent with Schedule 3 of the Official Plan, to the satisfaction of the City (3.1.5.32).

Pursuant to the above policies, ERA Architects has completed a Heritage Impact Assessment (HIA), wherein, the HIA concludes that there are no anticipated heritage impacts associated with the proposed development on the adjacent heritage resources.

In view of the above, we conclude that the proposal's impact on heritage resources on nearby heritage resources has been adequately considered and satisfies the applicable City OP policies relating to Heritage Resources.

5.3 Downtown Tall Buildings Setback Site and Area Specific Policy (SASP) 517 (OPA 352)

On October 5, 6, and 7, 2016 City Council adopted the recommendations of the Final and Supplementary Reports on TOcore: Updating Tall Building Setbacks in the Downtown. The City-initiated Official Plan Amendment 352 (“OPA 352”) applies to all tall building development proposals in the *Downtown Centre*. OPA 352 was modified and partially approved at the Local Planning Appeal Tribunal (LPAT) on May 28, 2021 and is in full force and effect, except for outstanding site-specific appeals.

OPA 352 sets out the overall purpose, intent, and desired outcomes of establishing minimum setbacks for tall buildings in the *Downtown*; however, it does not contain specific minimum numeric standards. The numeric standards are contained in the implementing Zoning By-laws. Relief from these standards may be permitted through rezoning or minor variance provided that, according to the policies, appropriate space between towers will:

- “ii) a) provide a high-quality, comfortable public realm;
- b) consider development potential, where appropriate, of other sites within the block;
- c) appropriately limit shadow impacts on the public realm and surrounding properties;
- d) provide appropriate access to natural light and protect privacy for occupants of tall buildings;
- e) provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces;
- f) appropriately limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, open spaces and surrounding properties.”

OPA 352 also indicates that “when reviewing minor variance or re-zoning applications, and in determining whether the policy objectives of (ii) are met, the existing and planned context of a site will be considered, including but not limited to the following considerations:

- a) the use of the proposed tall building and adjacent properties;

- b) the physical relationship between tall buildings, including the extent to which the buildings can be located, oriented and designed to mitigate impacts; and/or
- c) development potential, where appropriate, of other sites within the block, including agreements, such as limiting distance agreements, heritage easement agreements, or air rights agreements, between landowners and the City.

In view of the individual circumstance of this *Downtown* site, and for the reasons stated above, we are of the opinion that the subject proposal conforms to OPA 352.

5.4 The Downtown Plan (OPA 406)

In August 2017 City Planning Staff released TOcore: Proposed Downtown Plan (the “Downtown Plan”), a plan to provide detailed direction on the scale and location of future growth in the *Downtown* area. The *Downtown* is defined as those lands bound by Bathurst Street to the west, Dupont Street and the Rosedale Valley to the north, the Don Valley to the east, and Lake Ontario to the south. The Downtown Plan was granted approval through many modifications, by the Minister of Municipal Affairs and Housing on June 5, 2019 as OPA 406, and it is now in full force and effect.

Some of the proposed new policy directions within the Downtown Plan include the following:

- Expanding the *Financial District*;
- Redefining City OP *Mixed Use Area* designations into four distinct districts;
- Protection of *Downtown* parks and open spaces by adequately limiting shadows; and
- Requirement of a Complete Community Assessment for all development applications.

The subject site is located within the *Mixed Use Areas 2 – Intermediate* designation on Map 41-3 (**Figure 8**). Development in this designation may be of the scale and typology that responds to the existing and planned character of those areas, including tall buildings.

Under Section 3 Goals of the Downtown Plan, Policy 3.5 provides that “*Downtown* will be inclusive and affordable, with a range of housing that meets the requirements of a diverse population with varied needs, including accessible and supportive services for vulnerable populations, as provided for by this Plan.”

Policy 5.2 of the Downtown Plan requires a Complete Community Assessment:

“To support the city, other levels of government and other public agencies in the delivery of community service facilities, parkland, green infrastructure and physical infrastructure in providing for complete communities, a Complete Community Assessment will be required as part of significant and large scale development applications within *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3 and Regeneration Areas.*”

The Complete Community Assessment is provided in **Appendix A** of this Planning Report. Policy 5.4 indicates that “the Complete Community Assessment may include the site and block in which the development is located, as well as all of the surrounding blocks. A larger area of assessment may be required where the development intensity is greater than the planned context.” In our opinion, the proposed development is not greater than the planned context, therefore the Complete Community Assessment will include the site and surrounding blocks.

Policy 6.25 states that “Development within *Mixed Use Areas 2* will include building typologies that respond to their site context including mid-rise and some tall buildings. Policy 6.26 states that: “The scale and massing of buildings will be compatible with the existing and planned context of the neighbourhood, including the prevailing heights, massing, scale, density and building type. Policy 6.27 states that “Development in *Mixed Use Areas 2* will be encouraged to provide for a diverse range of uses, including retail, service, office, institutional and residential uses.

Policy 6.34 states that:

“Development in proximity to existing and planned rapid transit stations, as shown on Map 41-4, will prioritize mixed-use development. These areas will be planned to accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels.”

As mentioned earlier in this Planning Report, the subject site is within six (6) *PMTSAs* including, Dundas station, Queen station, College Station, St Patrick station, Queen’s Park station, and Osgoode station. Other surface transit options are also available and given the central *Downtown* location, options such as walking and cycling are very viable and customary alternatives.

The following policies also speak to development near existing or planned rapid transit stations:

“6.35 Lands within 500-800 metres of all existing or planned rapid transit *stations* within the *Downtown* will be planned to be transit supportive and, where appropriate, to achieve multi-modal access to stations and connections to major trip generators. Development within such areas will be supported, where appropriate, by:

6.35.1 planning for a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit service levels;

6.35.2 fostering collaboration between public and private sectors;

6.35.3 providing alternative development standards, and

6.35.4 prohibiting built-form that would adversely affect the optimization of transit infrastructure.”

“6.36 The highest density of development within the *Downtown* shall be directed to *Mixed Use Areas* in close proximity to existing or planned rapid transit stations. Where possible, development that is integrated into the transit station will be encouraged in order to optimize investments in transit infrastructure.”

In our opinion, the proposed development provides appropriate consideration of the matters identified in Policy 6.35 and 6.36. The proposal contains an appropriate land use mix, balancing at-grade commercial retail uses with residential uses. The development is pedestrian oriented at grade, is accessible, and in proximity to six (6) *PMTSAs* (Four (4) *MTSAs* as defined by the Growth Plan), and will provide sufficient bicycle parking spaces, supporting walking, cycling, and other modes of active transportation.

As shown on Map 41-5 on **Figure 9**, the subject site is also located on a “priority retail street”. The network of commercial streets within the *Downtown* is a defining feature of the City, particularly the eclectic character of the Yonge Street corridor. These retail streets contribute to the *Downtown’s* vibrant and walkable neighbourhoods, provide employment opportunities, and play an integral role in streetscape animation through links between the public realm and built

form. The expansion and/or maintenance of retail streets to areas anticipating growth will facilitate the overall experience of neighbourhoods as they evolve.

The following policies speak to maintaining and enhancing retail streets:

“6.39 To maintain and enhance *Downtown’s* retail vitality, serving local needs and destination shoppers, Priority Retail Streets are shown on Map 41-5

6.40 Where development fronts onto one or more Priority Retail Street(s), the ground floor frontage will include only retail and service commercial space and limited small scale offices with exception for:

6.40.1 lobbies;

6.40.2 publicly accessible institutional or community uses that animate the space at grade; and or;

6.40.3 parking entrances, servicing spaces and other service exists where no secondary street or laneway access exists

6.41 The retail and service commercial space within any development on a Priority Retail Street will:

6.41.1 Provide generous floor to ceiling heights, while considering the scale of surrounding ground floor heights to allow flexible and useable retail space;

6.41.2 provide appropriate setbacks at grade, in order to provide space for public realm and pedestrian enhancements as a community benefit, in accordance with the policies of Section 9 of this plan;

6.41.3 be of high-quality design, with flexible spaces that allow for adaptability over time.

6.43 When a property has a frontage on both a Priority Retail Street and a local street, residential uses may be considered at grade for the portions of the development that front onto the local street.

The proposal development proposes commercial uses along Elm Street with a 4.0 m floor to ceiling height at the ground floor and on P1, where commercial spaces are proposed, providing flexible and adaptable space. The ground floor also provides a 6.9 m setback to the Elm Street curb (or 3.7 m to the property line). In our opinion, the proposed development provides appropriate consideration of Priority Retail Street, as identified in Policies 6.39 – 6.43.

Section 8 goes on to detail the complex and interdependent mobility network that consists of: pedestrian, cyclists, transit users and drivers. These integrated and well-connected networks cumulatively provide a range of safe and sustainable travel options and choices to providing mobility and accessibility for all people, contributing towards the creation of more “complete communities”. As growth in the *Downtown* continues, the width of rights-of-ways and improvements to the public realm for new and improved transportation infrastructure may be initiated by the City.

Policy 8.27 states that development will generally be required to limit and/or consolidate vehicle access points and will be encouraged to provide facilities for passenger pick-up/drop-off, loading and parking in off-street locations and/or within building footprints, in order to free up on-street curbside and *public realm* space and improve safety of pedestrians and cyclists. Policy 8.29 states “Pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever possible. The proposed development conforms to this as it relates to: loading, servicing, and parking as these elements are located internal to the site and as such, screened from view. Pick up and drop off will take place either at the curb or in the lane.

Built Form related policies are found in Chapter 9 of the Downtown Secondary Plan. In Policy 9.1, among other matters, development is encouraged to contribute to livability by reasonably limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky-view; expanding and improving the *public realm*; maintaining adequate privacy; providing high-quality amenity spaces; and conserving heritage; (Policy 9.1.2).

Policy 9.8 the Plan includes design objectives for base buildings, such as:

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

In our opinion, as described in earlier sections of this report the proposed development provides appropriate consideration of policies related to design objectives of the base building, as identified in Policies 9.81 – 9.87.

The physical determinants of intensity, scale and heritage are dealt with in Policies 9.12 - 9.16. Policy 9.13 states that tall building floorplates should be designed to adequately limit shadow impacts of the tower on the *public realm* and neighbouring properties and maintain adequate sky view from the *public realm*.

Policy 9.15 states that in a tall building, a storey which contains residential units, but does not form part of a base building, will generally have a maximum floorplate size of 750 sq. m. above the base building. Increases to the 750 sq. m. floorplate size may be appropriate where the impacts of the larger floorplate, including but not necessarily limited to shadow, sky-view and wind, are addressed.

The proposed tower floor plate is between 423 and 690 sq. m. which is below this standard.

Policy 9.24 states that development may be required to incorporate transition in scale to achieve built form compatibility when it is:

“9.24.3 adjacent to a property designated under Part IV of the *Ontario Heritage Act* or a Heritage Conservation District, and/or

9.24.4. adjacent to existing or planned parks and open spaces.”

Pursuant to the above policies, ERA Architects has completed a Heritage Impact Assessment (HIA), wherein, the HIA concludes that there are no anticipated heritage impacts associated with the proposed development on the adjacent heritage resources.

Policy 9.25 states that built form adjacencies, such as the following, will require a review to determine if any transition to the planned context is required to achieve compatibility:

“9.25.1 Tall to low-rise: through the application of separation distance, stepping down of heights and an angular plane, and informed by the City Tall Building Guidelines;

9.25.3. Tall to tall: through the application of a separation distance, orientation of the tower portions of the building, and, as appropriate, through stepping down of heights.”

Policy 9.26 states that transition may be required between development and adjacent streets, parks, or open spaces to provide access to sunlight and sky-views as well as establish a human scale. Where such transition is necessary, development may achieve transition in ways such as:

9.26.1 Tall buildings to streets, parks and open spaces through appropriate setbacks and step-backs

Policy 9.27 states that where transition is desirable to achieve compatibility, it will generally be provided within the development site.

The proposed tower is of a height that is within range of, if not lower than, the heights of the existing, approved, and under construction buildings surrounding the proposed building. Adequate separation distances are maintained for the approved building at, 33 Gerrard Street and 22 Elm Street and for the building northeast of the subject site at 8 Elm Street. This is largely due to the separation distance of the existing Elm Street right-of-way that is in excess of 20 m.

Should a redevelopment of the site to the east occur, it is our opinion that the proposed tower setback of 1.4 m in combination with the right-of-way width of Harry Barberian Lane would be sufficient to allow for adequate light, view and privacy in this *Downtown* context.

To the south, it is our opinion that the tower setback of between 4.4 m to 6.8 m, in combination with the right-of-way width of Harry Barberian Lane, would also be sufficient to allow for adequate light, view and privacy in this *Downtown* context.

To the west, the existing 16-storey rental building has been built to its lot line adjacent to the subject site with a blank windowless wall condition. The subject proposal matches this condition. This, in our opinion is appropriate and sufficient to ensure adequate light, view and privacy from property to property in this *Downtown* context, where the urban fabric of this neighbourhood is tightly knit, dense, a compact urban pattern.

Policy 9.29 states that new buildings and structures will be sited and massed to protect the flight paths to hospital heliports. To this effect, as discussed in the Aeronautical Assessment prepared by Cormier Aviation Consultation the proposed total building height is below the height limit identified by the Hospital for Sick Children flight path and provides a 2.05 m clearance at the northwest corner of the MPH. This meets the minimum clearance of 2 - 3 m, established as the minimum vertical buffer to permit personnel and equipment for construction and maintenance. A flat crane and manual construction techniques will be developed to build the uppermost structure and the MPH.

Policy 9.30 states that amenity space will be encouraged to be:

9.30.1 located at or above grade;

9.30.2 located in visible and accessible locations for the building inhabitants;

Policy 9.31 states that development will ensure that outdoor amenity spaces will be sited and designed to address the following:

9.31.1. provide for appropriate sky-views and sunlight in the space;

9.31.2. generally ensure wind conditions that are suitable for comfortably sitting and standing; and

9.31.3. include trees and other landscaping.

The proposed amenity space is located at various levels of the proposed tower at a rate of 3.7 sq. m per dwelling unit. Outdoor amenity is adjoining indoor amenity for ease of access and convenience of use. The indoor space can be programmed and designed to provide elements that respond to a variety of ages and abilities for all seasons.

Under Section 11 related to Housing, the following policies apply:

“11.1 To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 60 new residential units will include:

11.1.1 a minimum of 15 per cent of the total number of units as 2-bedroom units;

11.1.2 a minimum of 10 per cent of the total number of units as 3-bedroom units;

11.1.3 an additional 15 per cent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2 and 3 bedroom units through the use of accessible or adaptable design measures.

As described earlier in this report, the proposed unit mix includes 42% larger units, which complies with policy 11.1.

Based on the foregoing, in our opinion the proposed development conforms to the Downtown Secondary Plan.

5.5 Official Plan Amendment No. 524 – Downtown Plan PMTSAs

OPA 524 identifies minimum population and employment density targets for each *Downtown PMTSA*. The subject site is identified within six (6) identified *Protected Major Transit Station Areas (PMTSAs)* including the Dundas station, Queen station, College station, St Patrick station, Queen’s Park station, and Osgoode station (**Figures 11 and 12**). The closest *PMTSA* to the subject site is the Dundas Station area (approximately 290 metres south of the subject site). Existing and new development within the *PMTSA – Dundas Station* is planned for a minimum population and employment target of 1900 residents and jobs combined per hectare.

As such, a redevelopment like the proposal is illustrative of transit-supportive intensification that supports and implements these municipal policies.

5.6 Summary Opinion Concerning the City OP

For the reasons set out above, the proposed development satisfies the policies of the City OP and the policies from OPA 406 for the following reasons:

- The proposed development creates for a well-designed, high quality, mixed use building on this underutilized site, offering a range of residential unit types and amenities and some commercial space that is compatible with its surrounding area context.
- The subject site is identified as part of the *Downtown*, an area identified to accommodate significant growth. The height of the proposed building is in keeping with, if not lower than, the existing, approved and planned character of this part of the *Downtown*.
- The subject site is located within an *Urban Growth Centre*, a *Major Transit Station Area*, and is designated as *Mixed Use Areas*, a land use designation where significant growth of jobs and population is planned. The proposal will add density and residential use to an underutilized parcel of land, consistent with the *Mixed Use Area* policies.
- The proposed development has been designed in general accordance with the Public Realm and Built Form policies and provides appropriate tower stepbacks and setbacks and adequately limits incremental shadows.
- The proposed redevelopment has been evaluated by the qualified heritage consultant who concluded that the development represents an appropriate development, within its context that will not impact adjacent heritage resources.
- The proposed development introduces a housing form familiar to this neighbourhood and provides for a range of dwelling unit types, including 42% larger family sized unit conforming to the Housing policies of Policy 3.2.1 of the City OP and OPA 406.

- The subject site is also identified within six *PMTSAs* where growth and intensification are encouraged.

In view of the analysis set out above, it is our opinion that the proposed redevelopment is in conformity with the City OP, including OPA 406.

5.7 Tall Building Design Guidelines, May 2013/Downtown Tall Buildings Vision and Supplementary Guidelines, July 2012

City Council endorsed updated City-wide Tall Building Design Guidelines in May 2013 pursuant to Section 5.3.2 of the City OP, which indicates:

- “1. Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in this Plan adopted under the *Planning Act*.”

These guidelines are intended to establish a unified set of performance measures for the evaluation of tall building development applications City-wide, including all areas within the *Downtown*. Previously in July 2012 City Council endorsed Downtown Tall Buildings Vision and Performance Standards Design Guidelines. Both of these documents are intended to be used together in evaluating new tall building proposals in the *Downtown*.

5.7.1 Tall Building Design Guidelines, May 2013

The important guideline statements, germane to the consideration of the subject application, and the manner in which the design guidelines are addressed, are as follows:

- a) Section 1.1 - Context Analysis - Evaluate the existing and planned context and demonstrate how the proposed building responds to the patterns, opportunities, and challenges within the area.

The subject site is located in the *Downtown* and is in very close walking proximity to *high order transit*, shops, services, restaurants, entertainment, institutional and office commercial uses. A considerable amount of growth and intensification has occurred in the area over the past 20 plus years resulting in the highest heights and densities in the City, mixed-use streets, and a dense urban form. The proposed building has an appropriate height when considered in its context of other existing, approved and planned buildings within the surrounding area having heights up to 85-stories.

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

The subject site is generally surrounded by existing, approved and planned tall buildings of varying heights and typologies within this portion of the *Downtown*. As such, the proposal fits into this context. The subject site is not near a *Neighbourhoods* designation but is located across the street from a future park. In our opinion, the need for transition in scale is context specific, and in this context, the proposed building's relationship to the future park is appropriate.

- c) Section 1.4 - Sunlight and Sky View - Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks and private open space, and other shadow sensitive areas.

As indicated in the preceding shadow analysis of this Planning Report, the minimal incremental shadows cast as a result of this development are transitional, short in duration and are adequately limited due to the slender profile of the building.

- e) Section 1.6 - Heritage Properties and Heritage Conservation Districts - Locate and design tall buildings to respect and complement the scale, character, form and setting of on-site and adjacent heritage properties and Heritage Conservation Districts (HCDs).

The HIA submitted in conjunction with this ZBA provides a complete evaluation of the development as it relates to the adjacent heritage properties. The HIA concludes that the proposed development will not cause any adverse impact on heritage resources in the vicinity.

- f) Section 2.1 - Building Placement - Locate the base of tall buildings to frame the edges of streets, parks and open space, reinforce corners, and to fit harmoniously within the existing context.

The proposed building has been designed to fit harmoniously within the existing context.

- g) Section 2.2 - Building Address and Entrances - Organize tall buildings to use existing or new public streets for address and building entrances.

All entrances will be clearly visible and universally accessible.

- h) Section 2.3 - Site Servicing, Access and Parking - Locate "back of house" activities, such as loading, servicing, utilities, and vehicle parking, underground or within the building mass, away from the public realm and public view.

All loading, servicing and utilities are enclosed within the building, and not visible from the street.

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

Given the size of the site, there is no opportunity to provide open space along the public street. Appropriate setbacks at the ground floor have been provided.

- j) Section 2.5 - Private Open Space - Provide a range of high-quality, comfortable private and shared outdoor amenity space throughout the tall building site.

Indoor and outdoor amenity spaces are provided on the ground floor, 21st floor and roof.

- k) Section 2.6 - Pedestrian and Cycling Connections - Provide comfortable, safe and accessible pedestrian and cycling routes through and around the tall building site.

The subject site fronts onto Elm Street which provides safe and accessible routes for both pedestrians and cyclists. Bike lanes are located just north of the subject site along Gerrard Street.

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

As previously discussed, the building design is not of a combined typical base and tower elements. In our opinion, this is an appropriate design response to the site and context, as a means of presenting interesting and unique architecture to this site and of optimizing density on the subject site.

- m) Section 3.1.2 - Street Animation - Line the base building with active, grade-related uses to promote a safe and animated public realm.

The proposed development includes a residential and commercial entrance at grade fronting on Elm Street providing for a safe and animated public realm.

- n) Section 3.1.3 - First Floor Height - Provide a minimum first floor height of 4.5m, measured floor-to-floor from average grade.

The proposed development provides for a 4.0 m first floor height, generally meeting this guideline.

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

The building design is highly articulated as shown conceptually in the renderings for the proposed building.

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

The proposed building includes an entrance along Elm Street which will maintain visual and physical access and public overlook onto the street.

- q) Section 3.2.1 - Floor plate Size and Shape - Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.

The proposed tower floor plate is between 423 and 690 sq. m. which is below this guideline.

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

These proposed tower placement and setbacks are suitable for reducing visual and physical impacts of the tower.

- s) Section 3.2.3 - Separation Distances - Setback tall buildings 12.5 metres or greater from the side and rear property lines or centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or greater, measured from the exterior wall of the buildings, excluding balconies.

The tower setback to the north in combination with the right-of-way width of Elm Street exceeds the 12.5 m guideline and is therefore appropriate. Should a redevelopment of the site to the east occur, it is our opinion that the proposed tower setback of 1.4 m in combination with the right-of-way width of Harry Barberian Lane would be sufficient to allow for adequate light, view and privacy in this *Downtown* context. To the south, it is our opinion that the tower is setback of between 4.4 m to 6.8 m, in combination with the right-of-way width of Harry Barberian Lane, would also be sufficient to allow for adequate light, view and privacy in this *Downtown* context. To the west, the existing 16-storey rental building has been built to its lot line adjacent to the subject site with a blank windowless wall condition. The subject proposal matches this condition.

In our opinion the building has been designed appropriately and sufficiently to ensure adequate light, view and privacy in this *Downtown* context, where the urban fabric of this neighbourhood is tightly knit, dense, and a compact urban pattern.

- t) Section 3.2.4 - Tower Orientation and Articulation - Organize and articulate tall building towers to promote design excellence, innovation and sustainability.

The building elevations show a highly articulated tower, promoting architectural design excellence on the subject site.

- u) Section 3.3 - Tower Top - Design the top of all 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 sky glow.

These items are conceptually shown on the renderings and the elevation plans and are design details that will be addressed and further refined as the application progresses.

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

The landscaping plans address at grade streetscape and landscaping.

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

A 3.7 m setback is proposed at the ground level fronting on Elm Street providing a comfortable sidewalk zone.

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

Wind mitigation measured, if required shall be considered as the application progresses.

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

The building along the north and east faces cantilevers slightly over the ground floor providing weather protection, as shown conceptually in the renderings of the proposed building.

5.7.2 Downtown Tall Buildings Vision and Supplementary Design Guidelines, July 2012

The Downtown Tall Buildings Vision and Supplementary Design Guidelines (the “Downtown Guidelines”) contain location specific design guidelines intended to be used in the evaluation of proposals within the *Downtown* area. The Downtown Guidelines identify the subject site as being located on a Secondary High Street which is a street that runs between and adjacent to High Streets and is mostly lined with residential apartment buildings on which tall buildings are an appropriate form of development.

Table 4 – Secondary High Street– Street Segments, identifies Elm Street between McCaul Street in the west and Yonge Street in the east as a Tower-Base Form.

A review and evaluation of the Supplementary Design Guidelines, in relation to the subject proposal is provided below:

- b) Section 1.3 - Factors Mitigating Height - The guidelines indicate three mitigating or limited factors that could function to further restrict a site's ability to achieve height. These limiting factors include the following:

- Heritage properties located on or adjacent to the development site;
- Sunlight on parks and open spaces; and
- Views of prominent and heritage properties, structures and landscapes

These factors have been considered in preceding sections of this Planning Report, with the conclusions being that there are no anticipated heritage impacts associated with the proposed development on the adjacent heritage resources. The analysis of the sunlight implications on the neighbouring street and on the future park to the north concluded that the shadows are limited, transitional, similar in extent to shadows that already occur due to existing and proposed buildings, and are not considered of a magnitude that would limit the ability of the site to accommodate a tall building.

- d) Section 2.2 - Downtown Typologies, Secondary High Street Forms, Map 3 - High Streets Typologies Map identifies the site as a Tower – Base Form or Residential Landscape Setback Form type of building. This type of form applies to tall buildings that have retail uses located at grade. The guideline states that along these street segments, the front face of the base building may be built to the front property line with city-wide Tall Building Design Guideline requirements 3.2.2 b. Tower Placement applying.

The proposed building is designed in this manner and Guideline 3.2.2 b. has been reviewed above.

- e) Section 3.1 - Supplementary Design Guideline #1 - Fit and Transition in Scale - When a tall building abuts a low scale neighbourhood area, the tower portion should be setback at least 20m from abutting property boundaries. In addition, the base building is to be no higher than the height of adjacent lower scale buildings, transitioning into a higher base as the distance from the area increases.

In this instance, there is no low scale *Neighbourhoods* area abutting the subject site.

- f) Section 3.2 - Supplementary Design Guideline #2 - Sunlight and Sky View - Locate and design tall buildings to not cast new net shadows on:

- a) Parks and open space identified as “Signature Parks/Open Spaces” between 10am and 4pm on Sept. 21st;
- b) All other parks located within and adjacent to the Downtown Tall Buildings: Vision and Supplementary Design Guideline boundary area, between 12 Noon and 2pm on Sept. 21st; and
- c) Locate and design tall buildings to best mitigate all new net shadowing of Jesse Ketchum Park, School Playground and Open Space and Ramsden Park in the Bloor-Yorkville/North Midtown Area and St. James Cathedral’s park lawn and spire, throughout the entire day for all seasons of the year.

The proposed development does not cast any new net shadows on any signature parks or open spaces. A new park was recently approved on the north side of Elm Street as part

of the Chelsea Hotel redevelopment (33 Gerrard Street and 22 Elm Street). The proposed development will cast a quickly moving, slender shadow on the future park in March and September between 9:18am and 12:18pm. In general, the proposed development casts very limited additional shadows to the surrounding area. The shadow results from the proposed development is slender, it moves quickly through the landscape and in any one stop does not stay for any undue length of time.

g) Section 3.3 – Supplementary Design Guideline # 3 – Prominent Sites and Views from the Public Realm – Locate and design tall buildings to not interrupt views or appear behind the building silhouettes of three prominent Downtown buildings as follows:

a) Queen’s Park Legislature: The view up University Avenue to Queen’s Park. Locate and design tall buildings to:

i) not interrupt or rise above the silhouette of Queen’s Park Legislature when viewed from any vantage point along College Street at the intersection of University Avenue; and

ii) not interrupt views of the centre dome of the Ontario Legislative Assembly building when viewed from the north-side intersection of Queen Street and University Avenue;

b) Old City Hall: the views up Bay Street in the Financial District to the main entrance, clock tower and cenotaph of Old City Hall. Locate and design tall buildings to not interrupt or rise above the silhouette of the clock tower when viewed from the southwest and southeast corners of Temperance Street.

c) Toronto City Hall: The view from Queen Street of the east and west towers, the council chamber and podium of City Hall. Locate and design tall buildings to not breach the silhouette of features comprising City Hall, including the sky view between the east and west towers, when viewed from the north side of Queen Street West along the edge of the eastern half of Nathan Phillips Square.

The View Impact Analysis prepared by ERA concludes the following:

“The proposed building is located at a distance and within a context such that it will not obstruct or have an impact on the identified view A2 in the Official Plan from the southwest and southeast corners of Bay and Temperance Streets looking north to the silhouette of the roofline and clock tower of the Old City Hall. The proposed development is located approximately 500 metres north of Old City Hall. A new tall building constructed at 20 Edward Street immediately south of the Site is taller than the proposed development.”

h) Section 3.4 - Supplementary Design Guideline #4 - Heritage Properties and Heritage Conservation Districts - Locate and design tall buildings to:

a) Respect and complement the scale, character, form and setting of on-site and adjacent heritage buildings;

b) Respect the character and values of downtown area Heritage Conservation Districts; and

- c) Respect the history and character of downtown streets (corridors) identified in the Waterfront Culture and Heritage Infrastructure Plan, 2001 and complement any initiatives affecting these streets stemming from this Plan.

As previously indicated, the heritage report concluded that there are no anticipated heritage impacts associated with the proposed development on the adjacent heritage resources.

The subject site is not within, or adjacent to, a Heritage Conservation District. The Waterfront Culture and Heritage Infrastructure Plan lists seven cultural corridors and Elm Street is not one of those corridors.

5.7.3 Conclusions Concerning the Tall Building Design Guidelines

As previously discussed, the Tall Building Design Guidelines are a guideline tool that should be considered with flexibility and discretion, given the context of each development proposal.

The proposed 30-storey mixed-use building fronts onto Elm Street and provides for an improved pedestrian realm with new landscaping, a residential lobby entrance facing Elm Street, and screened vehicular access to the parking and loading. The location, height and massing of the building together with the above, will provide a compatible and fitting relationship with other existing and planned buildings nearby and adjacent to the subject site.

Earlier sections of this Planning Report have analyzed the specific development proposal in relation to City OP policies, design elements of this proposal, and contextual circumstances. The proposed development in relation to this guideline document has also been reviewed and many of the important suggestions from this document have been incorporated into the proposal. In view of the foregoing analysis of the design guidelines for tall buildings, it is our conclusion that the proposed building has been designed to generally satisfy this City guideline document.

5.8 Growing Up: Planning for Children in New Vertical Communities

In 2015, City staff initiated a study to explore how new multi-unit residential buildings can accommodate the needs of larger households with children. In July 2017, a staff report was prepared, including draft guidelines. Subsequently, the final guidelines were endorsed by City Council in July 2020. This guideline document is generally referred to as the “Growing Up Guidelines”.

The Growing Up Guidelines seek to enhance the experience of children in the City. Such objectives include promotion of independent mobility, access to community infrastructure, parks and schools. At the building scale, consideration is given to adequately accommodating and supporting resident interaction through well designed common spaces, increasing the number of larger units and encouraging the design of amenity spaces that are functional and flexible. At the dwelling unit scale, the guidelines focus on the size, function, and form of a dwelling unit in order to provide space for the social functions of larger households.

The Growing Up Guidelines establish parameters to guide the design of buildings for families through the promotion and provision of “larger units”, including two and three bedroom units of adequate size to support family functions. The guidelines identify a minimum of 25% large units, of which 10% should be three-bedroom units and 15% should be two-bedroom units. The guidelines also recommend optimum dwelling unit sizes.

The proposed development contains 29% two-bedroom units and 13% three-bedroom units, exceeding this guideline. The proposal also includes a range of unit sizes within each residential unit type category. In our opinion and, at this stage in the development approval process, this proposal has had an appropriate regard for the Growing Up Guidelines.

5.9 Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

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 to be supportive of a growing pet population as development policy encourages intensification in compact urban communities. The Pet Friendly Design Guidelines are intended to complement other City initiatives to create and design high-quality pet friendly amenities in private development, including the building, private internal and external open spaces, and in living spaces. The Pet Friendly Design 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 discretion and flexibility in application.

Similar to the Growing Up Guidelines, the Pet Friendly Design 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 high-density neighborhoods characterized by multi-unit, high-rise buildings, where parks and green spaces are heavily utilized.

At the building scale, the guidelines provide direction as to the types 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 residents and their pets includes the following: 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. These amenities should 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.

Opportunities for Pet Friendly amenities will be explored as the application progresses. In our opinion and at this stage, the proposal has an appropriate regard for the Pet Friendly Guidelines.

6.0 Overall Conclusions

The Provincial policies contained in the PPS and the Growth Plan actively promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development which will take better advantage of existing public transit. We conclude that the proposal advances the policy imperatives expressed in these two Provincial policy documents and is therefore, consistent with the PPS and conforms with the Growth Plan.

From a local planning perspective, the proposal, if approved, implements and satisfies the applicable Growth Management, Mixed Use Areas, Housing, Built Form, and Heritage provisions and policies of the City OP. It has been demonstrated that the subject site can comfortably accommodate the height and density and provides for appropriate separation distances. The proposal complies with the helicopter flight path of Sick Children's Hospital. The design of the

proposed development has also been undertaken to sensitively accommodate for new residential dwelling units, contributing to the evolution of this area as a 'complete community'.

The proposed development arises from a design process aimed at achieving, to the greatest extent possible, appropriate, and attractive architecture, massing, and interface within the context of the subject site. The subject site is located within convenient walking distance of six (6) subway stations and various surface transit routes. Proximity and accessibility to transit in combination with the high quality design of the proposed building, leads us to conclude that the subject site warrants positive consideration for the proposed height and density.

The proposed development promotes the achievement of several policy directives that support and promote intensification, particularly within the *Downtown*. The proposal has been reviewed in relation to the policies of the Downtown Plan (OPA 406), all of which, we conclude have been satisfactorily addressed. The proposal also generally satisfies the visions for this site as expressed in OPA 352 and the applicable City guidelines for tall buildings, including the City-wide Tall Building Design Guidelines and Downtown Tall Buildings Guidelines. As such, the proposal is an appropriate development for this location and will be compatible with the existing and planned context of the subject site.

For the reasons stated above, it is our opinion that the proposed application satisfies both Provincial and City policies, is premised on a sound and reasonable planning analysis, represents good planning, and is in the public interest. We, accordingly, recommend that the redevelopment proposal and subject ZBA application be supported by City staff and approved by City Council.

FIGURES

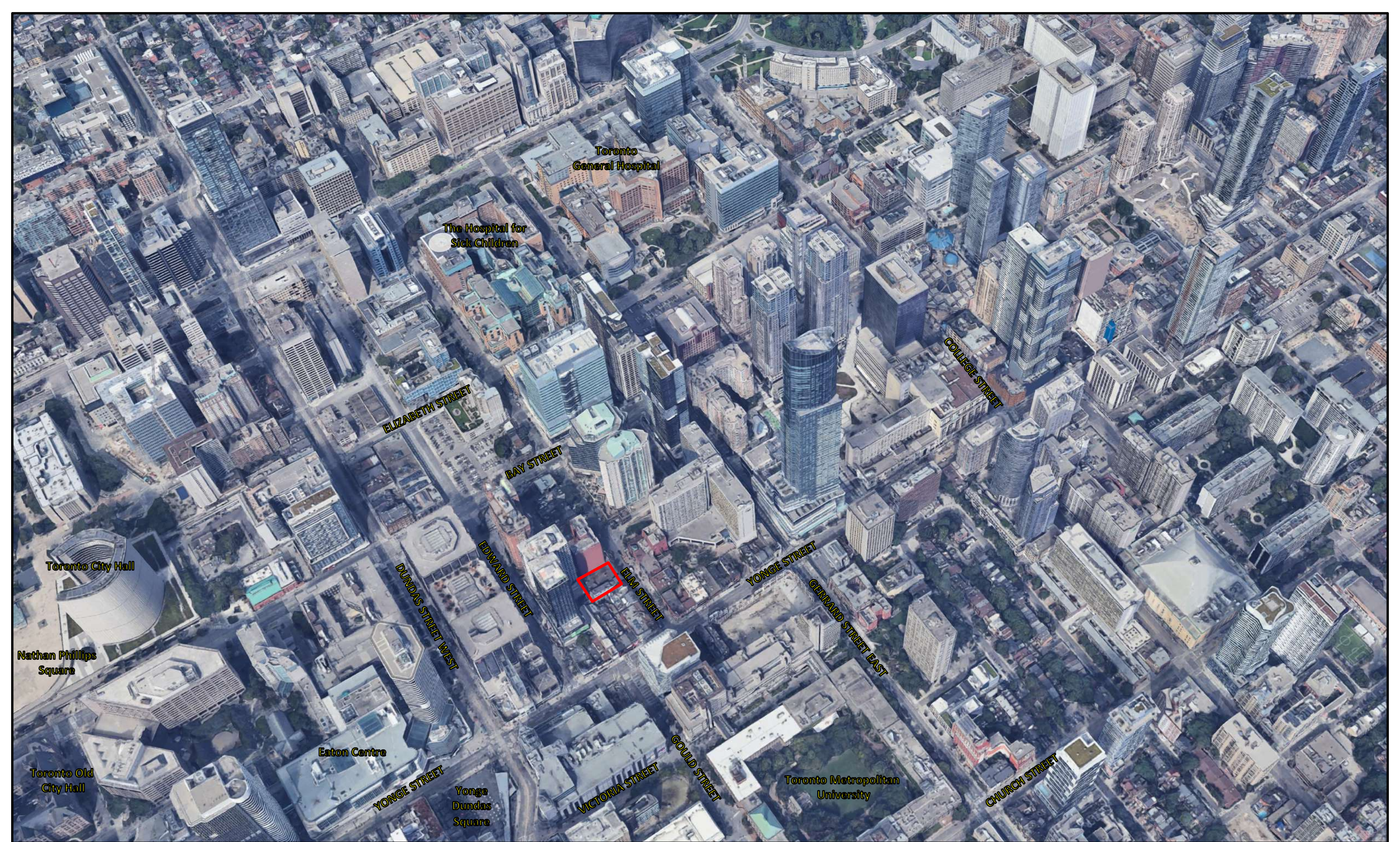


Figure 1

CONTEXT AERIAL VIEW LOOKING WEST

Source: google.com/maps. Imagery 2022

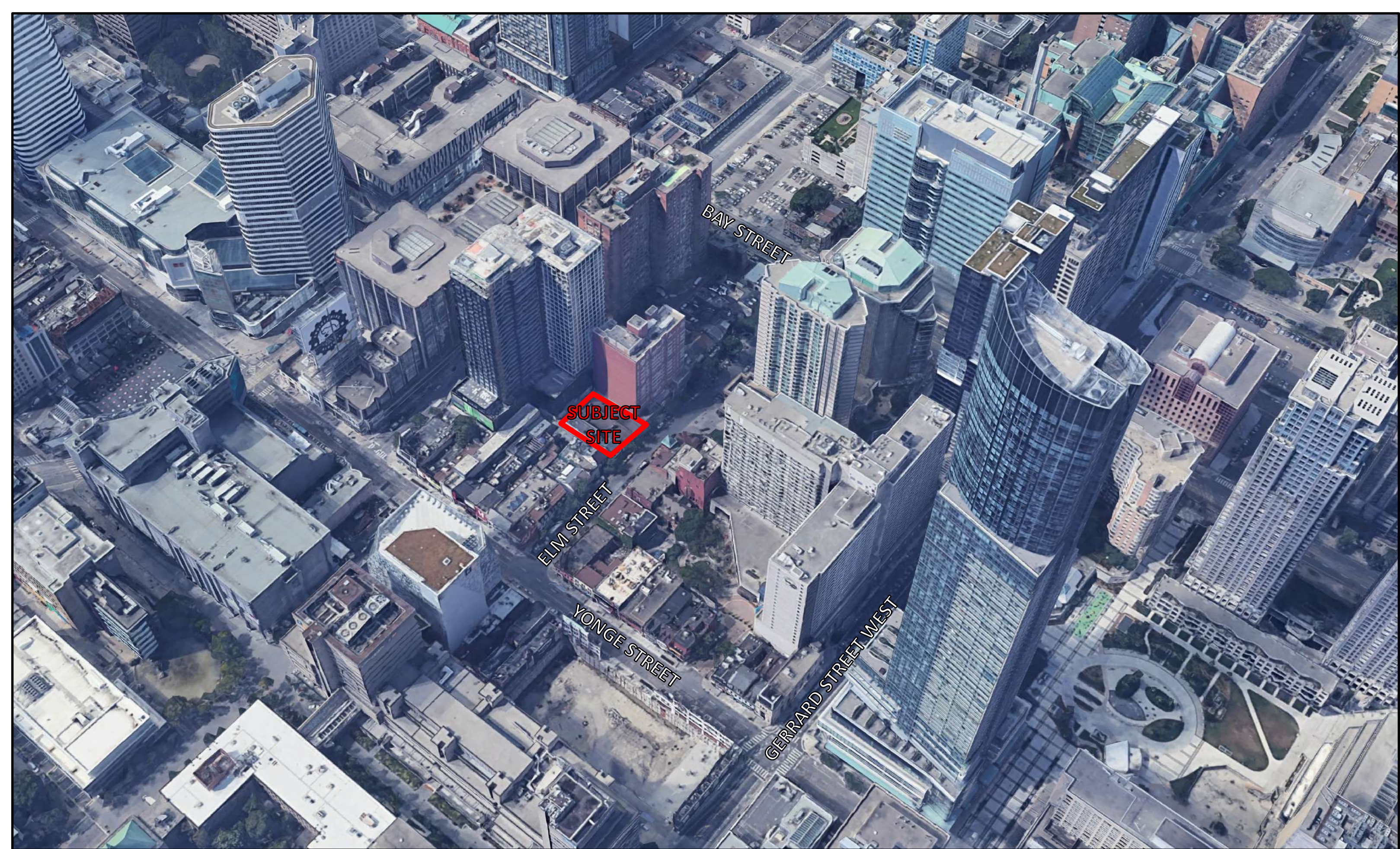
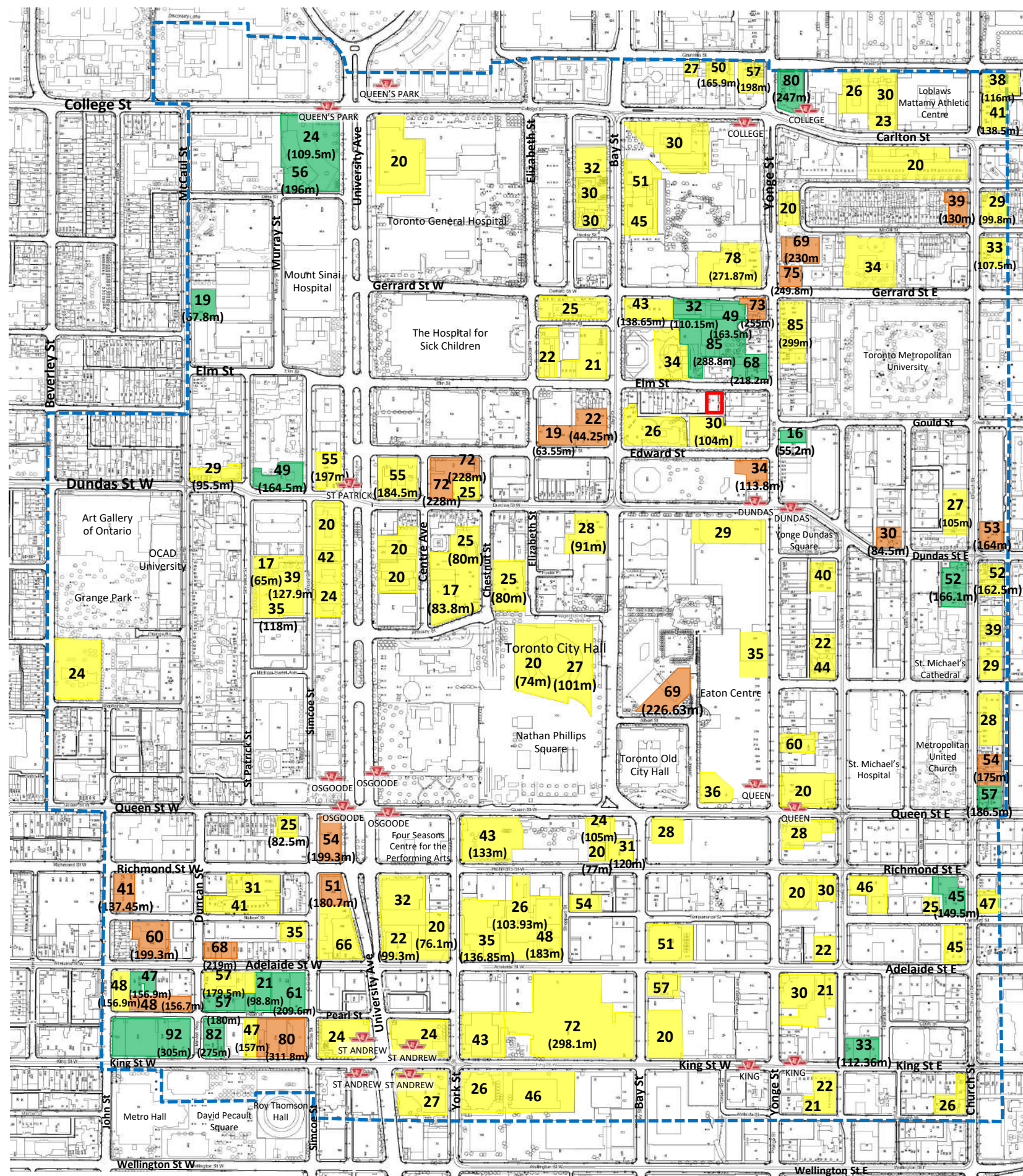


Figure 2

BIRD'S EYE VIEW LOOKING SOUTHWEST





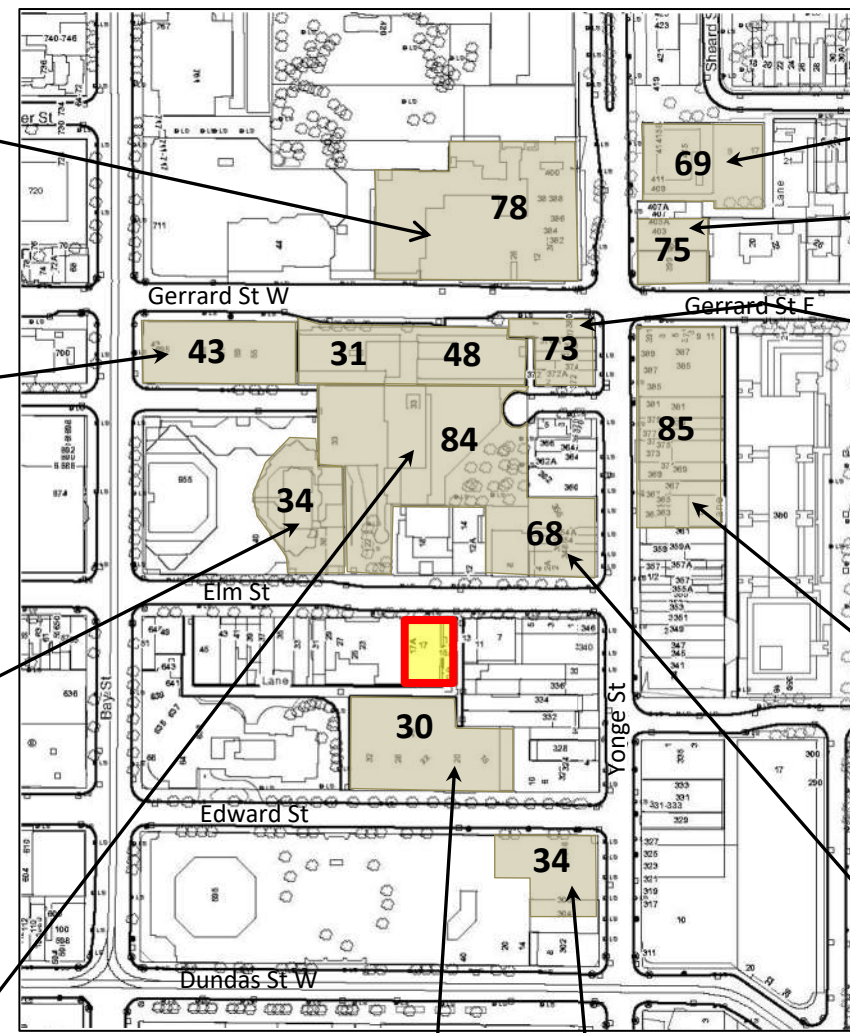
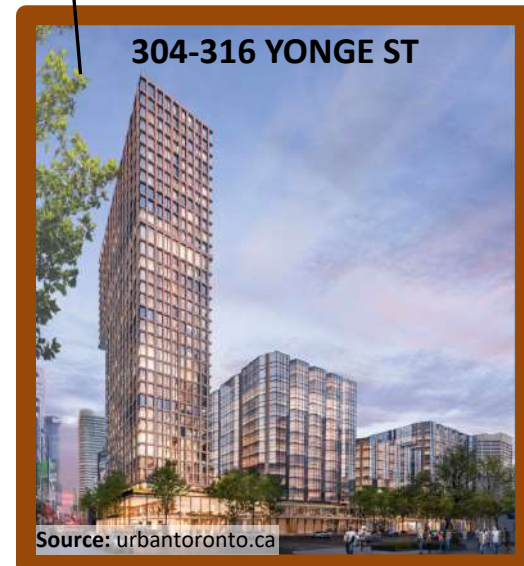
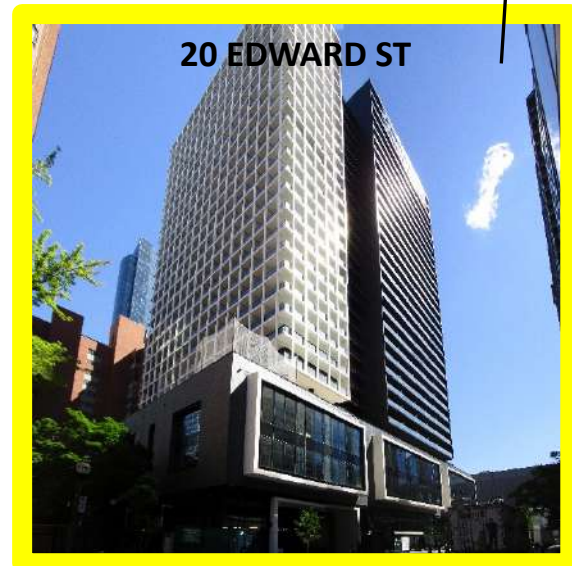
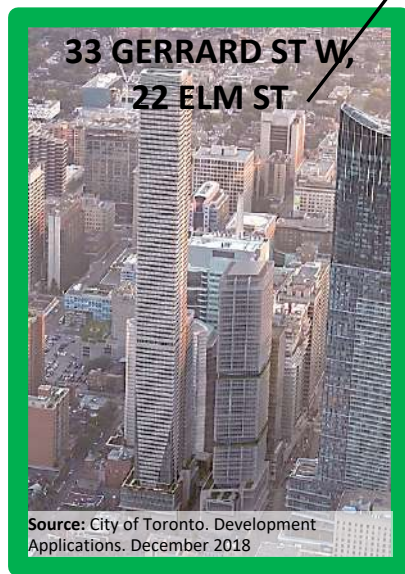
- EXISTING OR UNDER CONSTRUCTION
- APPROVED
- PROPOSED
- # NUMBER OF STOREYS
- (xxm) HEIGHT IN METRES
- SUBJECT SITE
- STUDY AREA
- TTC STATION

Figure 3

AREA CONTEXT AND BUILDING HEIGHT



Source: City Of Toronto. Geospatial Competency Centre. January 2019



- EXISTING
- UNDER CONSTRUCTION
- APPROVED
- PROPOSED
- #** NUMBER OF STOREYS
- SUBJECT SITE

Figure 4

NEARBY DEVELOPMENTS





1. View southerly towards 15 and 17 Elm Street (Subject Site)



2. View northerly towards the rear of 15 and 17 Elm Street (Subject Site) from Harry Barberian Lane

BUILDINGS ON THE SOUTH SIDE OF ELM STREET



3. 1, 3, 5 Elm Street



4. View southerly towards 15 Elm Street (Subject Site) and adjacent properties to the east



5. View southerly towards 17 Elm Street (Subject Site) and 25 Elm Street

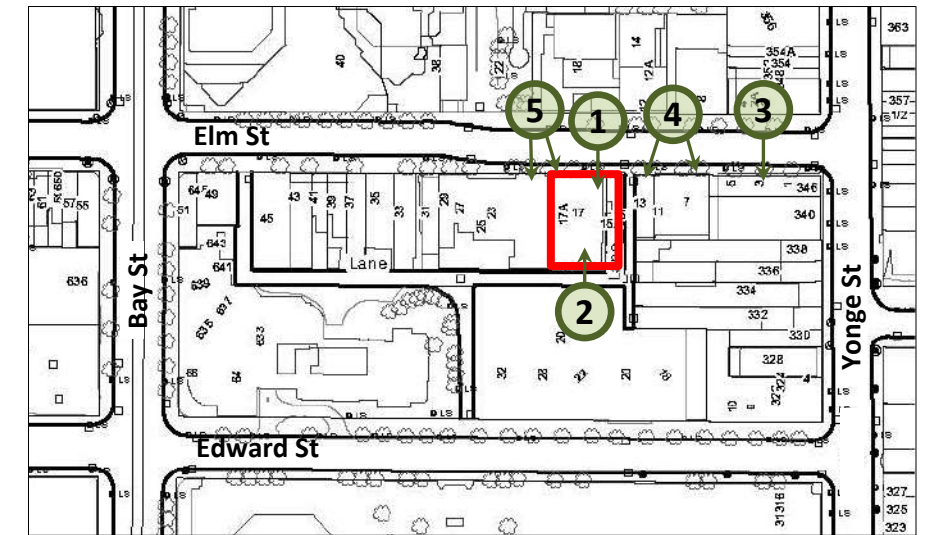


Figure 5



6. 25 Elm Street



7. 31, 33, 35, 37, 39 Elm Street



8. 45, 49 Elm Street

BUILDINGS ON THE NORTH SIDE OF ELM STREET



9. 2, 4, 8 Elm Street



10. 12 Elm Street



11. 18 Elm Street



12. 38 Elm Street



13. View easterly along Elm Street



14. View northeasterly from Bay Street and Elm Street intersection

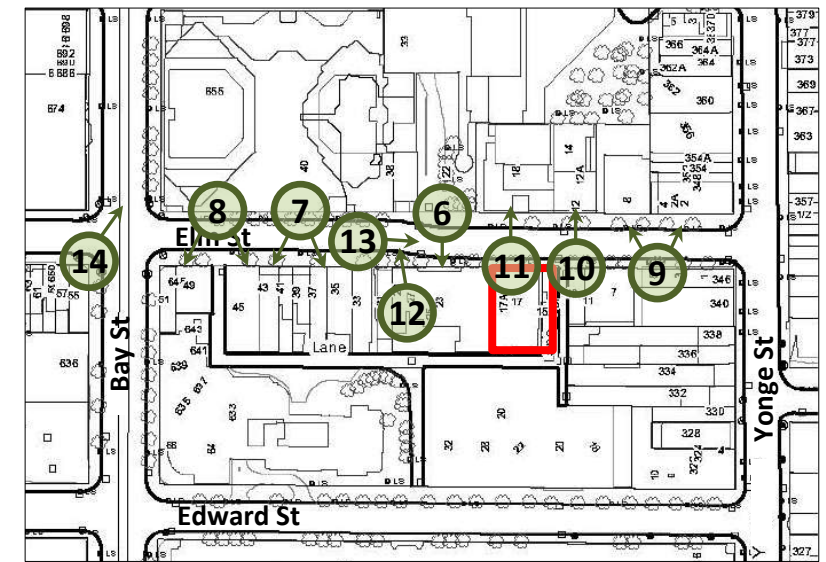
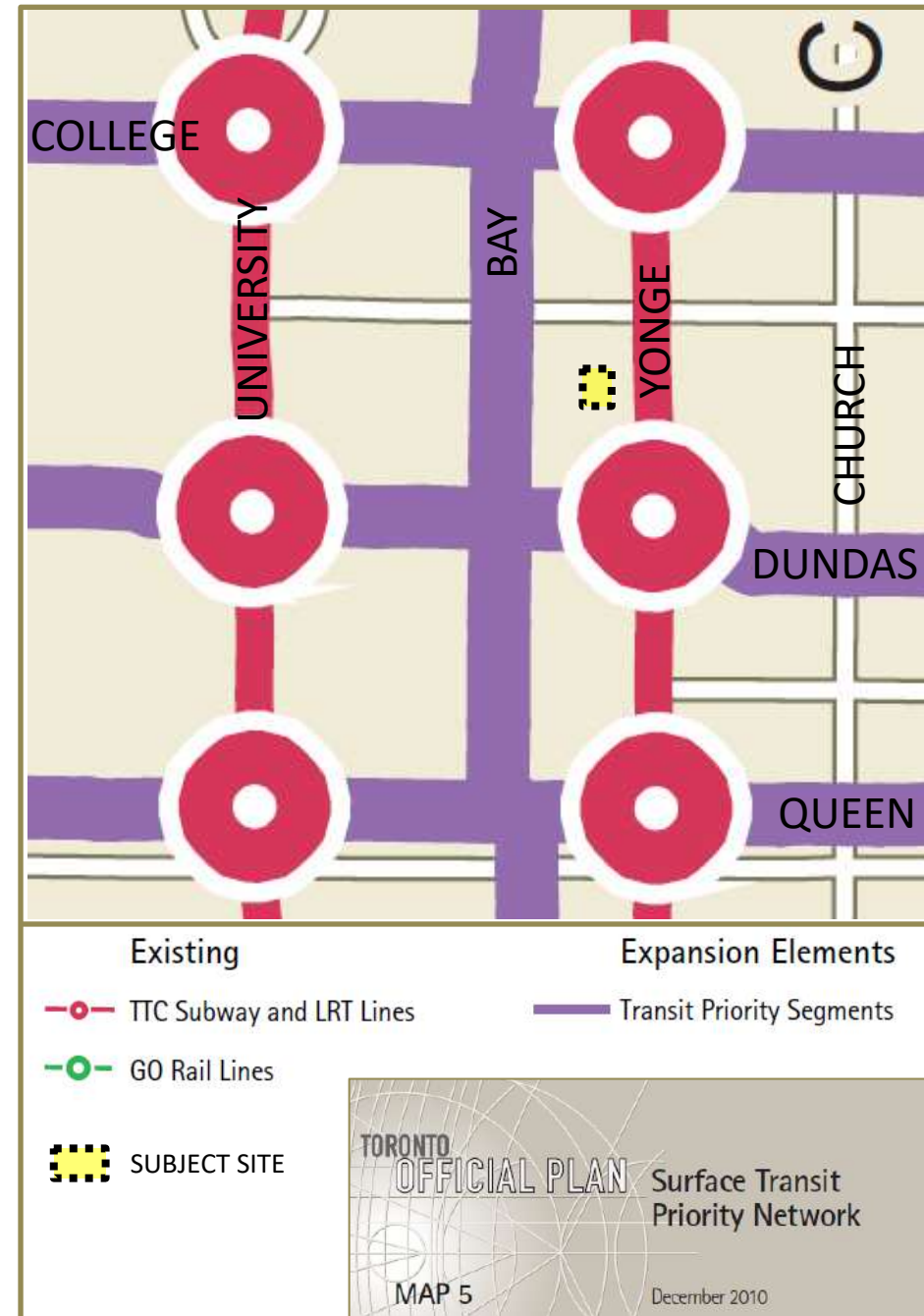


Figure 6

MAP 2
Urban Structure



MAP 5
Surface Transit Priority Network



MAP 6
Downtown and Central Waterfront Boundaries

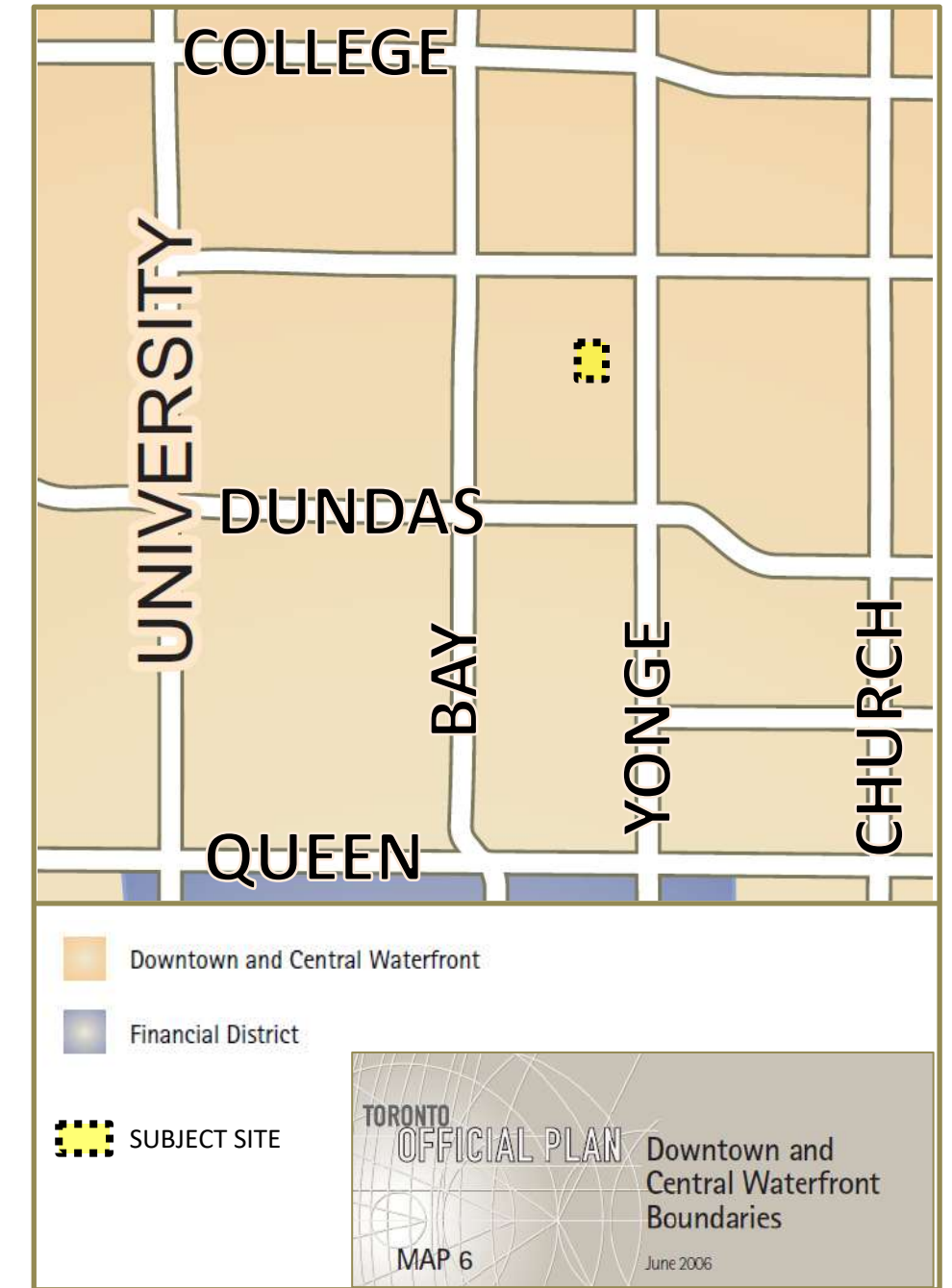
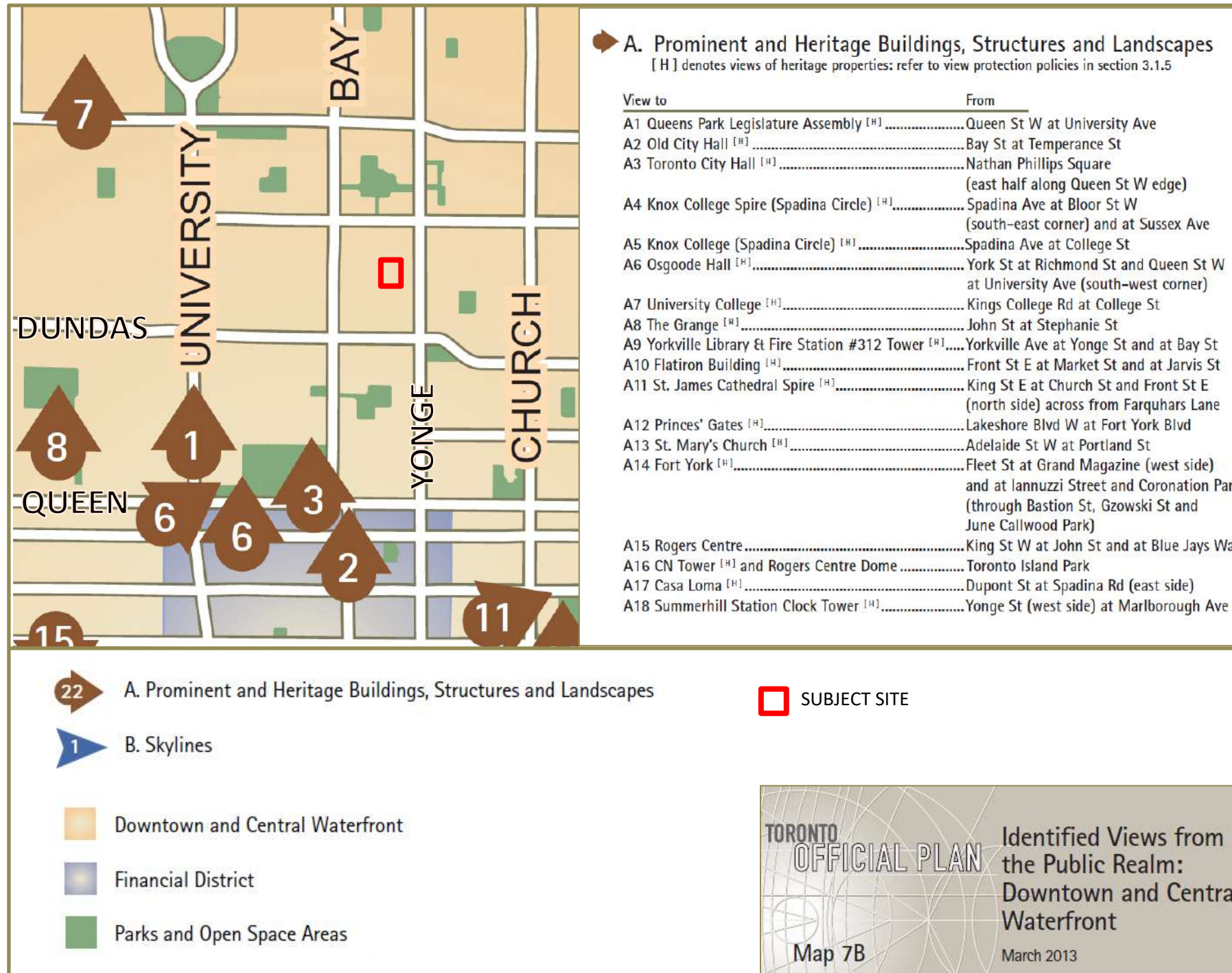


Figure 7

MAP 7B

Identified Views from Public Realm: Downtown and Central Waterfront



MAP 18 Land Use Plan

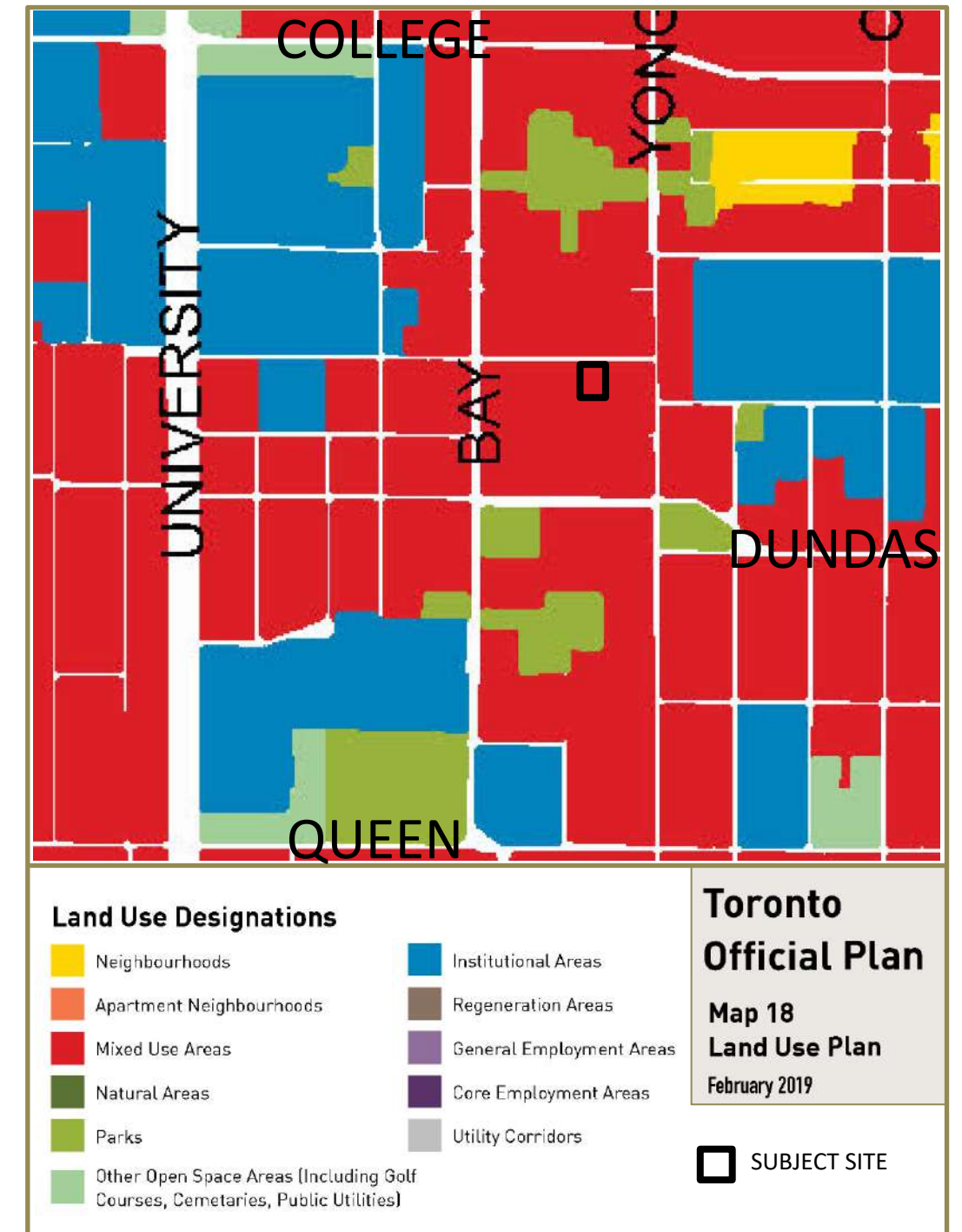


Figure 8

MAP 41.3-B
Mixed Use Area 2 - Intermediate



Downtown Plan

MAP 41.3-B Mixed Use Areas 2 - Intermediate

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Mixed Use Areas 2 - Intermediate
- SUBJECT SITE

MAP 41.4
Existing and Planned Rapid Transit Stations



Downtown Plan

MAP 41.4 Existing and Planned Rapid Transit Stations

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Subway Existing
- SmartTrack
- Existing Stations
- Planned Stations
- Subway Planned Relief Line (west extension alignment to be determined)
- SUBJECT SITE

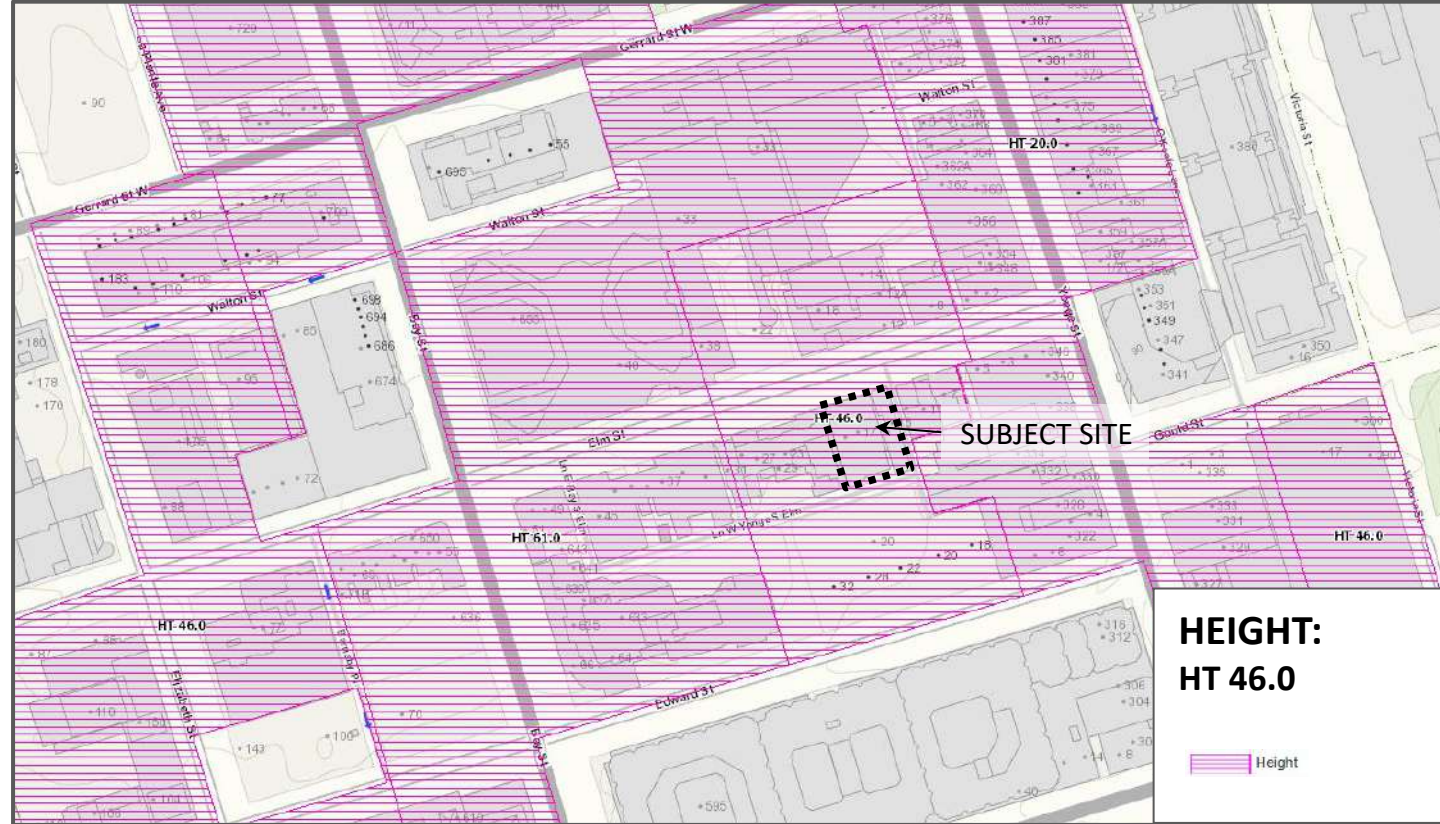
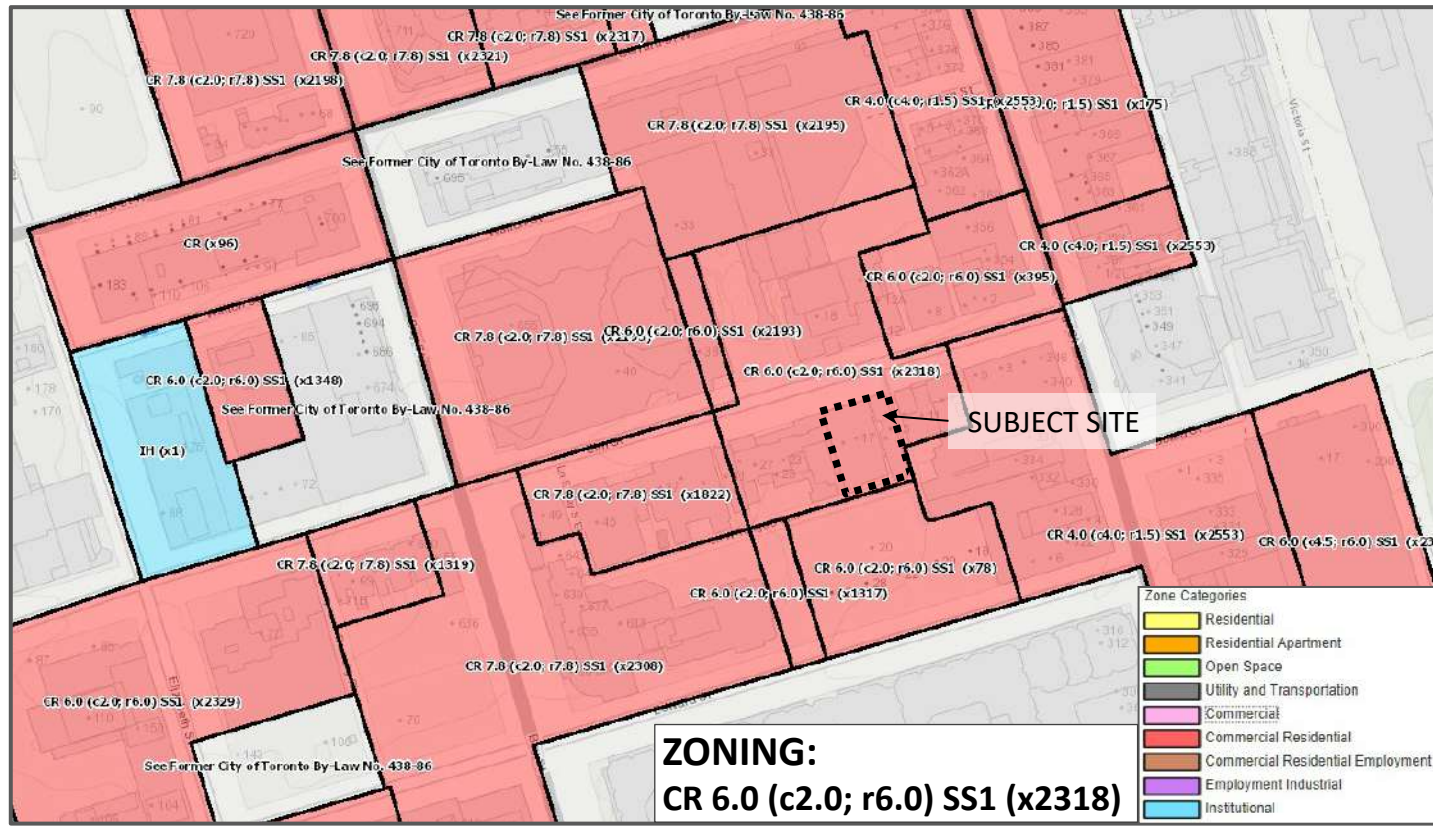
MAP 41.5
Priority Retail Streets



Downtown Plan

MAP 41.5 Priority Retail Streets

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Priority Retail Streets
- SUBJECT SITE



ZBL 438-86

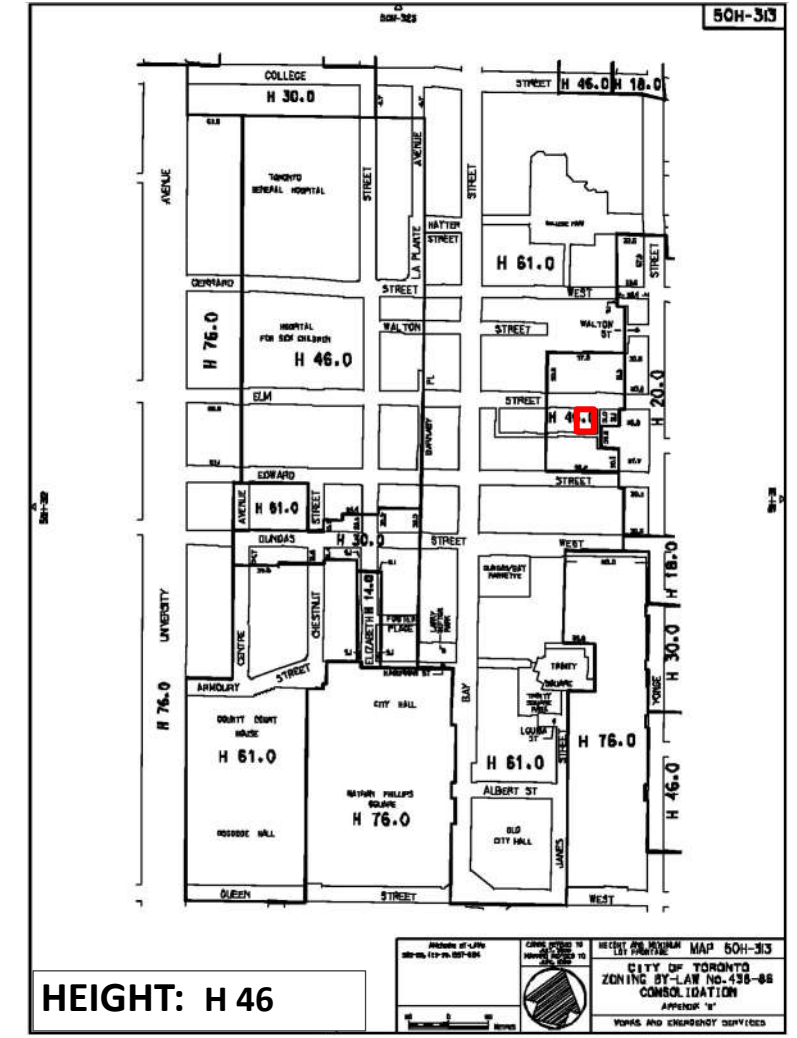
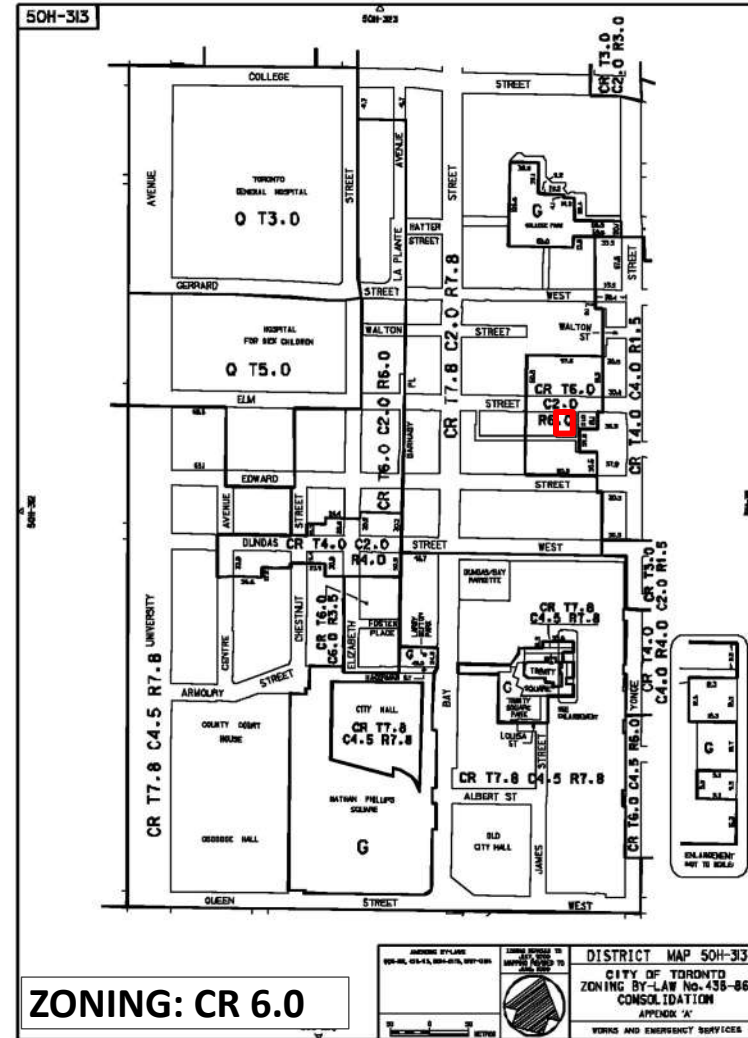
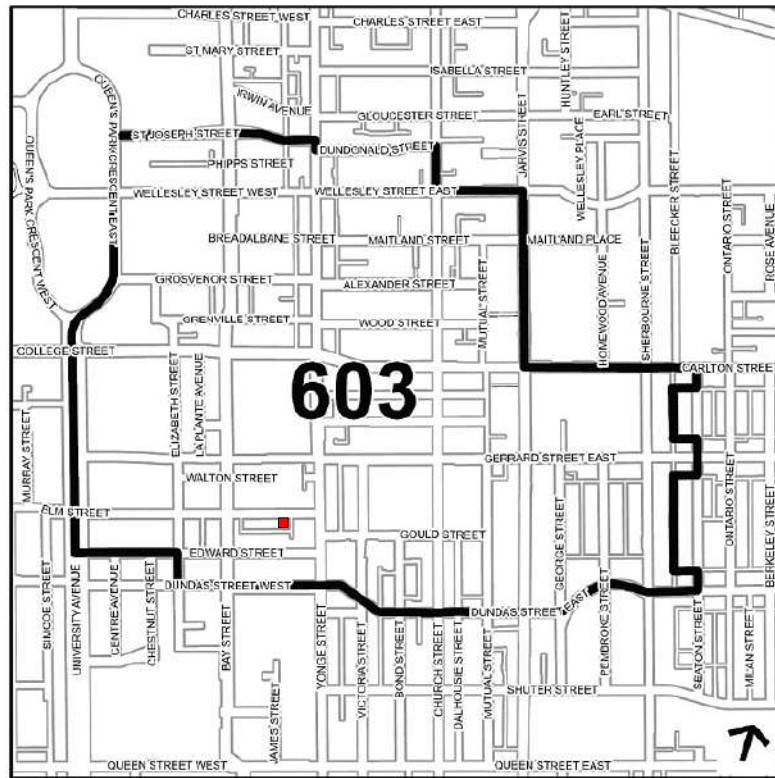
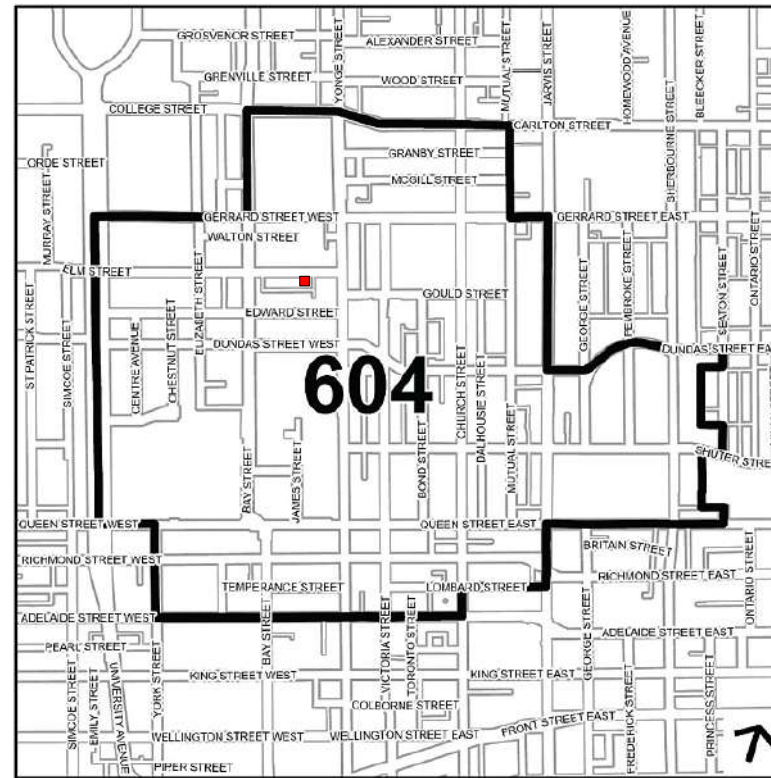


Figure 10

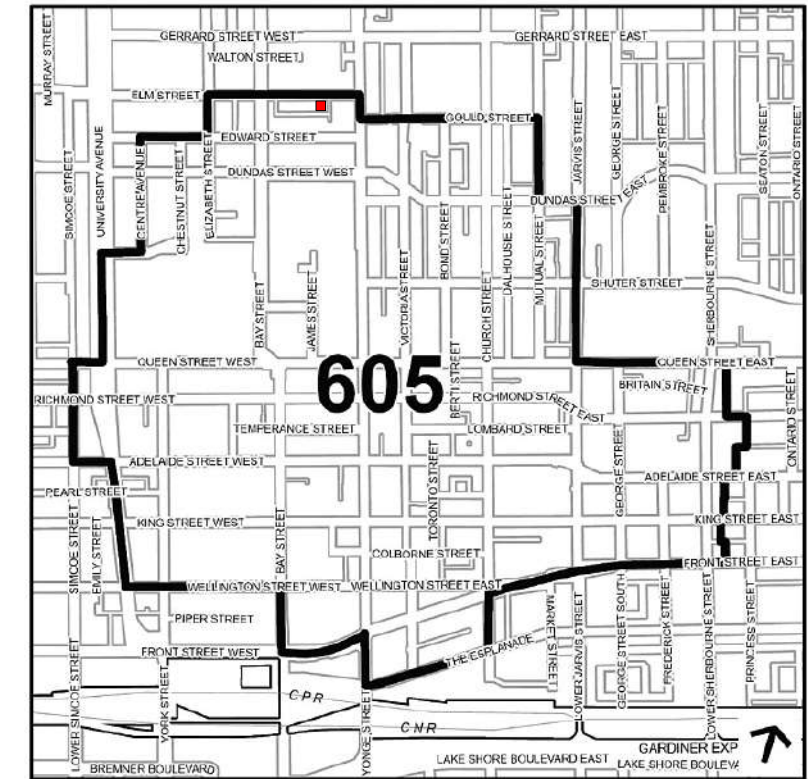
Map 1 – College Protected Major Transit Station Area



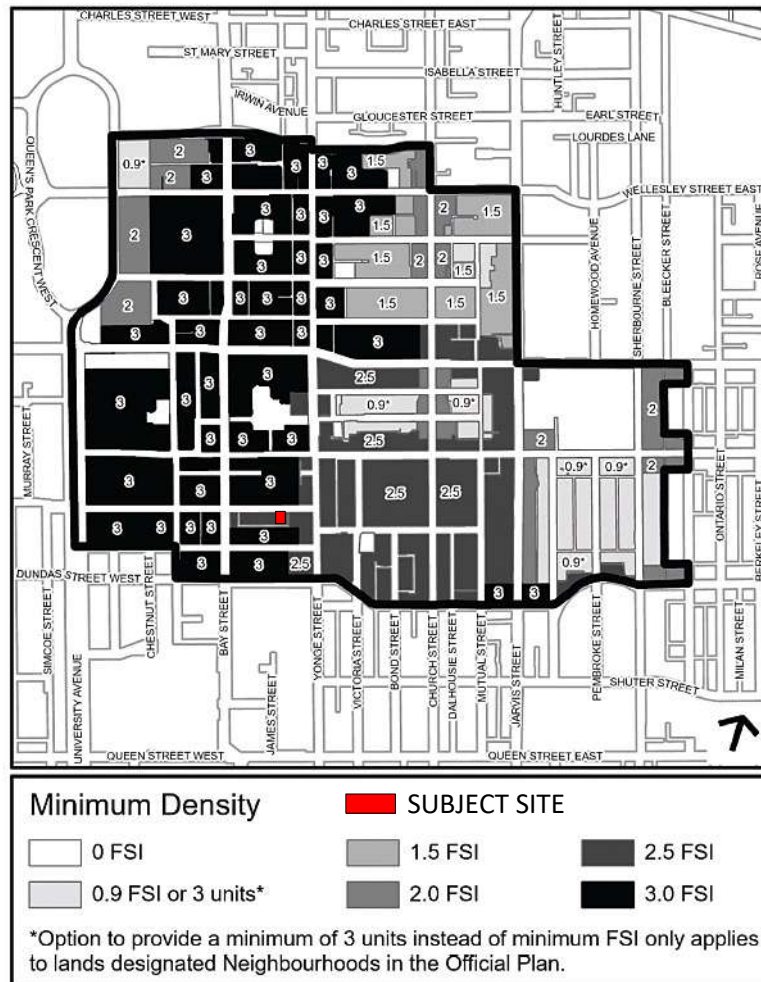
Map 1 – Dundas Protected Major Transit Station Area



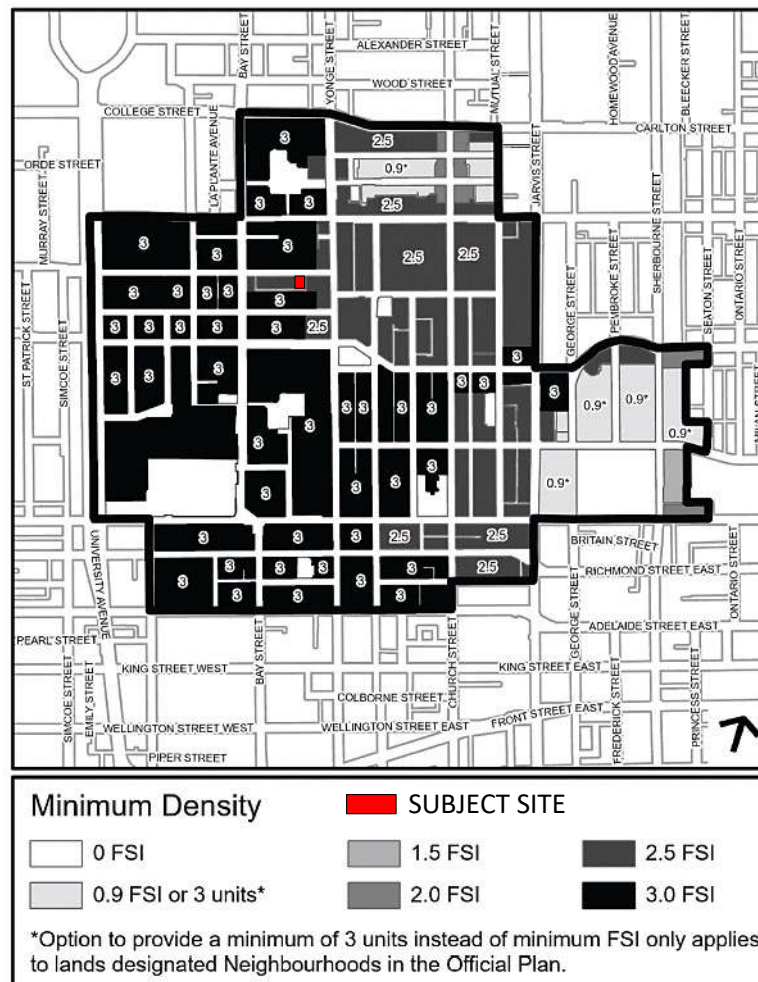
Map 1 – Queen Protected Major Transit Station Area



Map 2 – Minimum Densities, College Protected Major Transit Station Area



Map 2 – Minimum Densities, Dundas Protected Major Transit Station Area



Map 2 – Minimum Densities, Queen Protected Major Transit Station Area

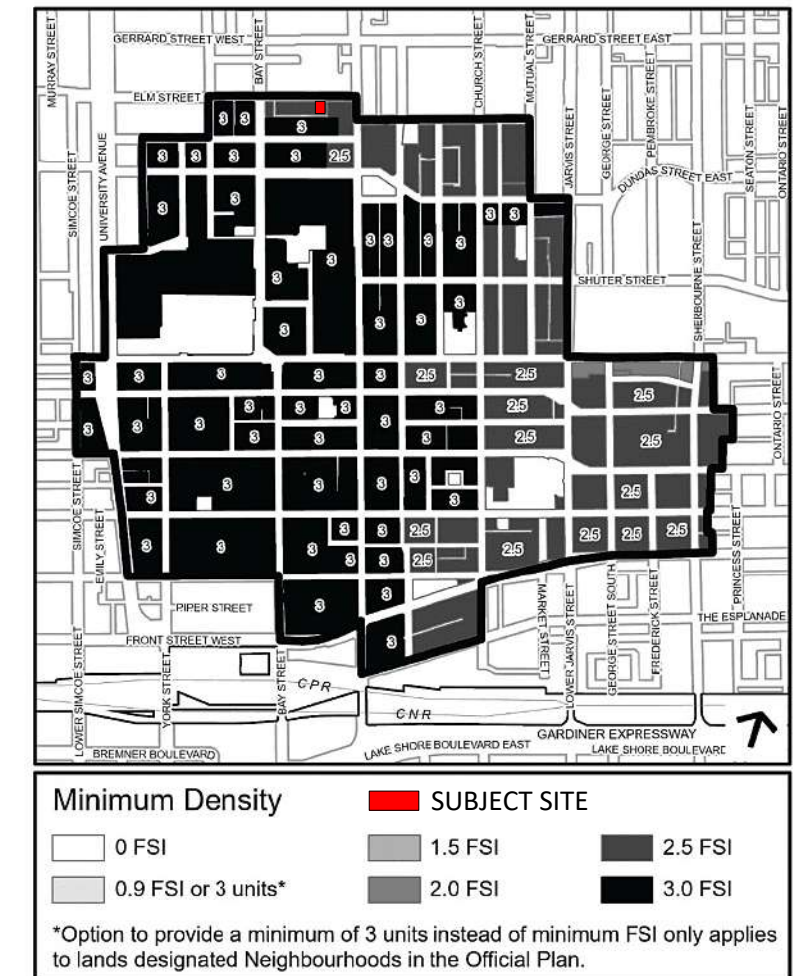
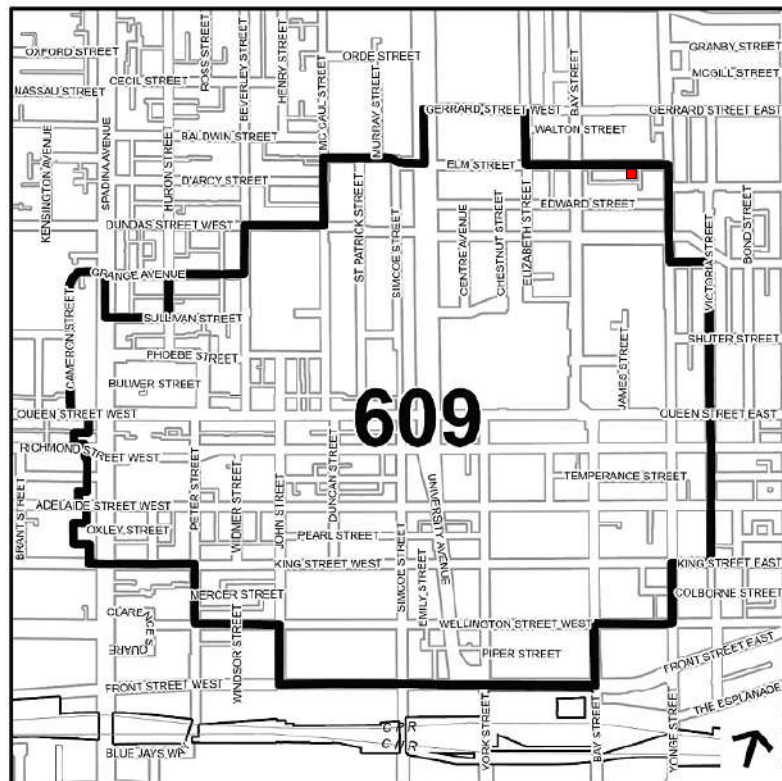
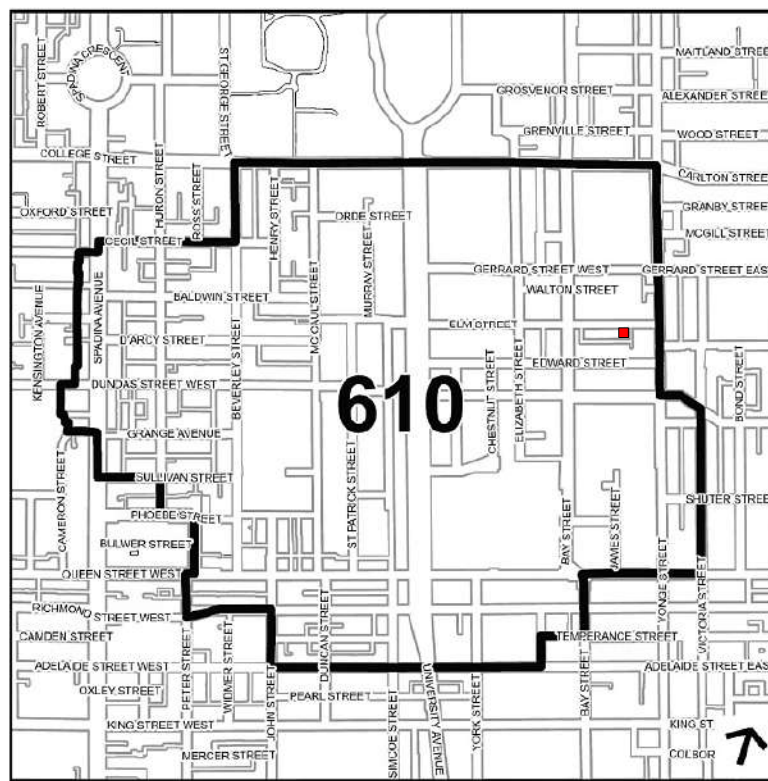


Figure 11

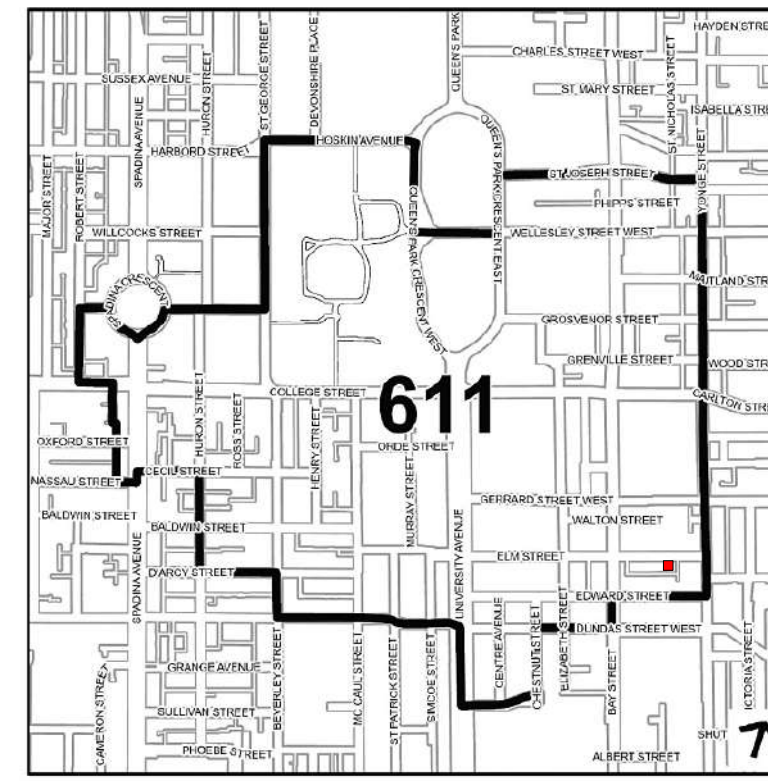
Map 1 – Osgoode Protected Major Transit Station Area



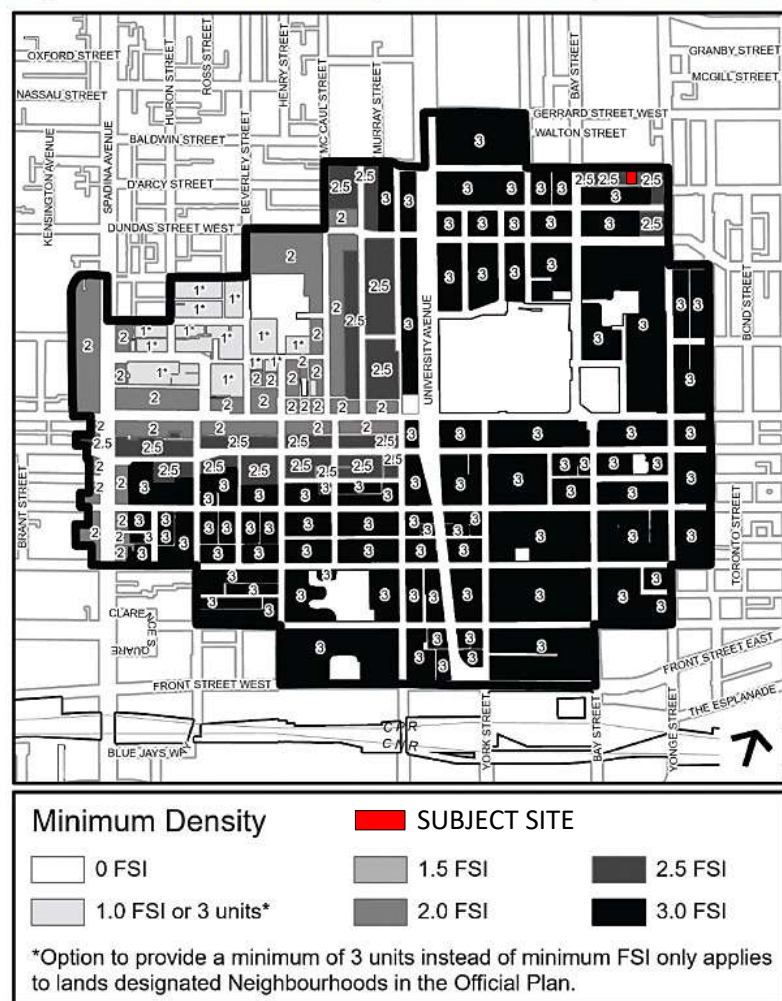
Map 1 – St. Patrick Protected Major Transit Station Area



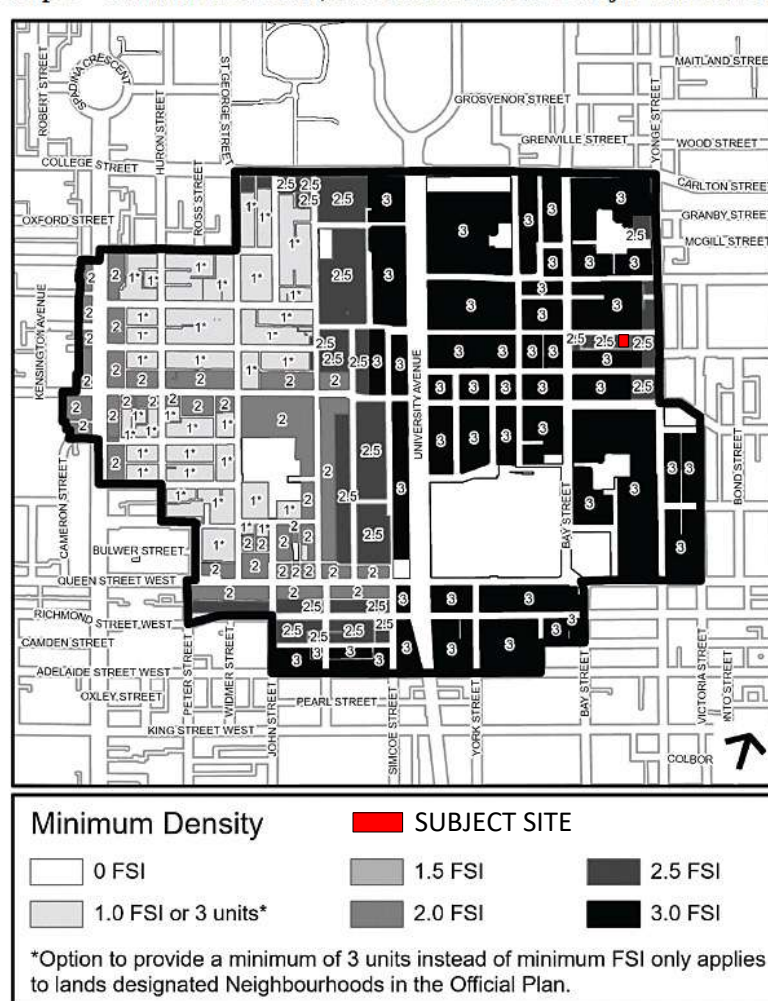
Map 1 – Queen's Park Protected Major Transit Station Area



Map 2 – Minimum Densities, Osgoode Protected Major Transit Station Area



Map 2 – Minimum Densities, St. Patrick Protected Major Transit Station Area



Map 2 – Minimum Densities, Queen's Park Protected Major Transit Station Area

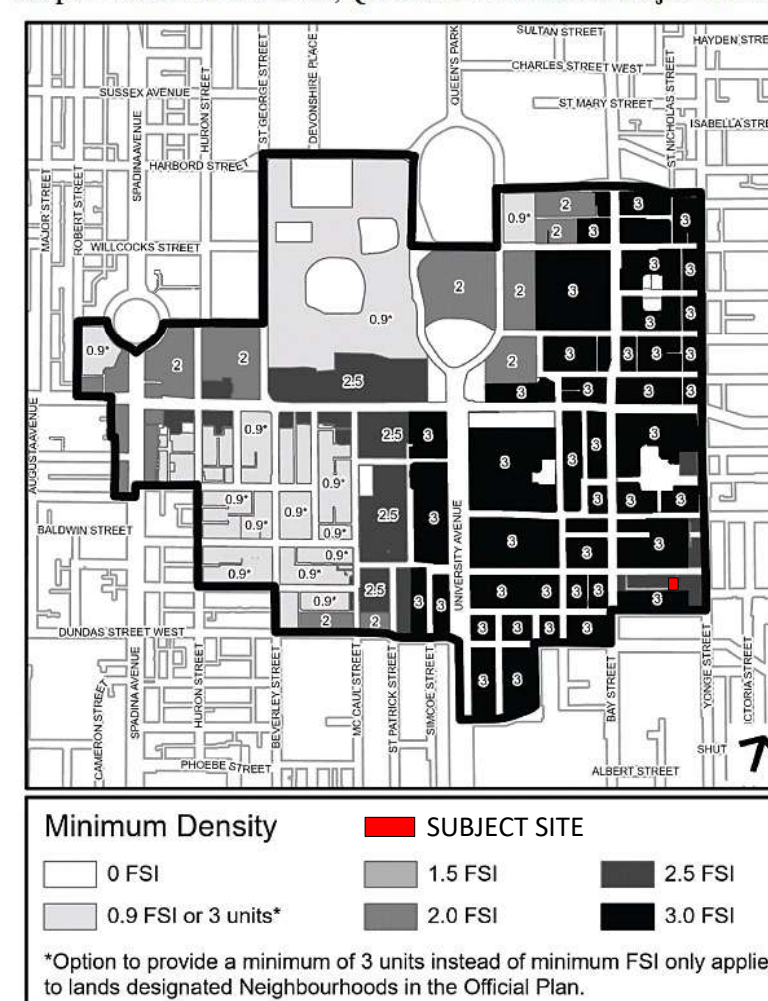
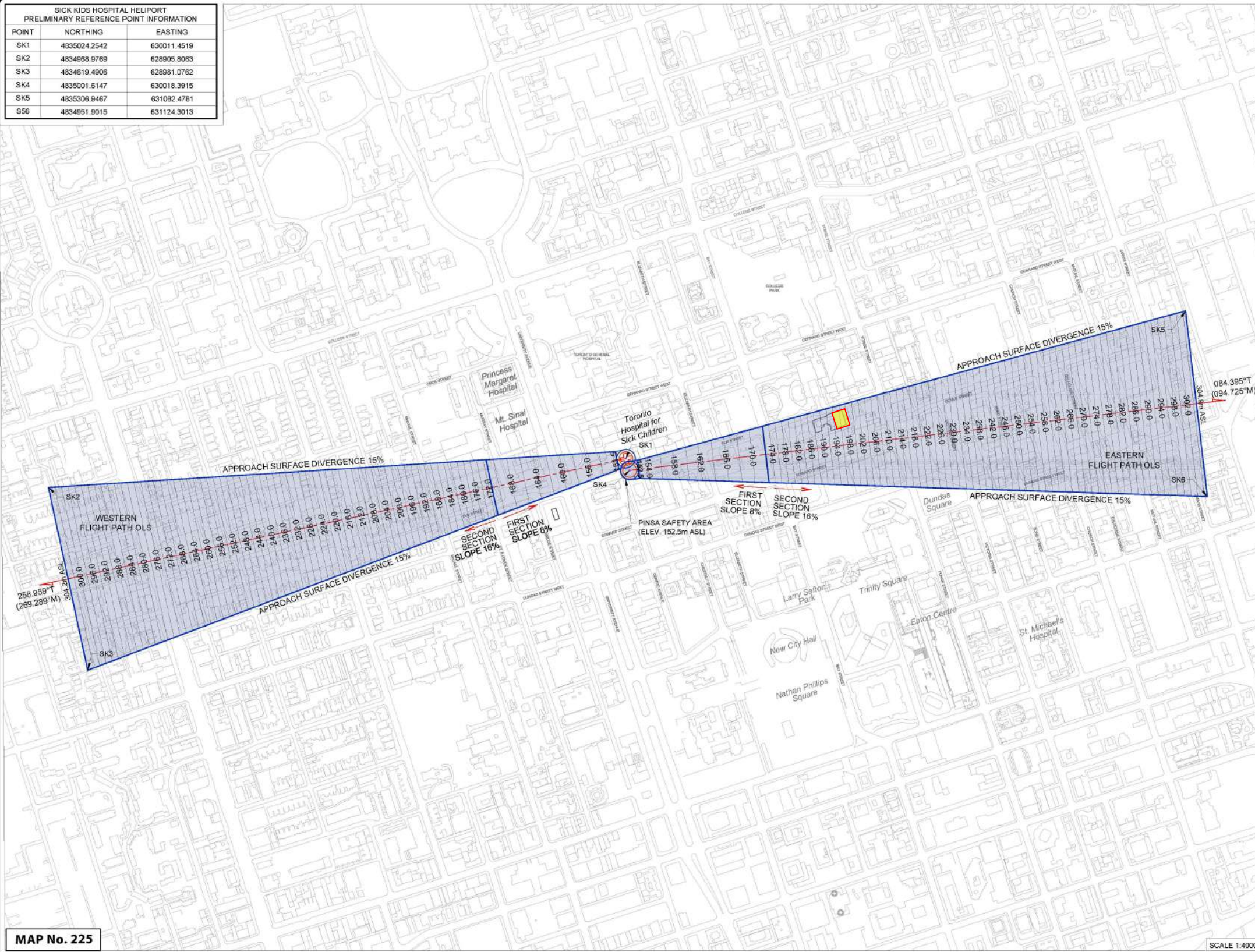


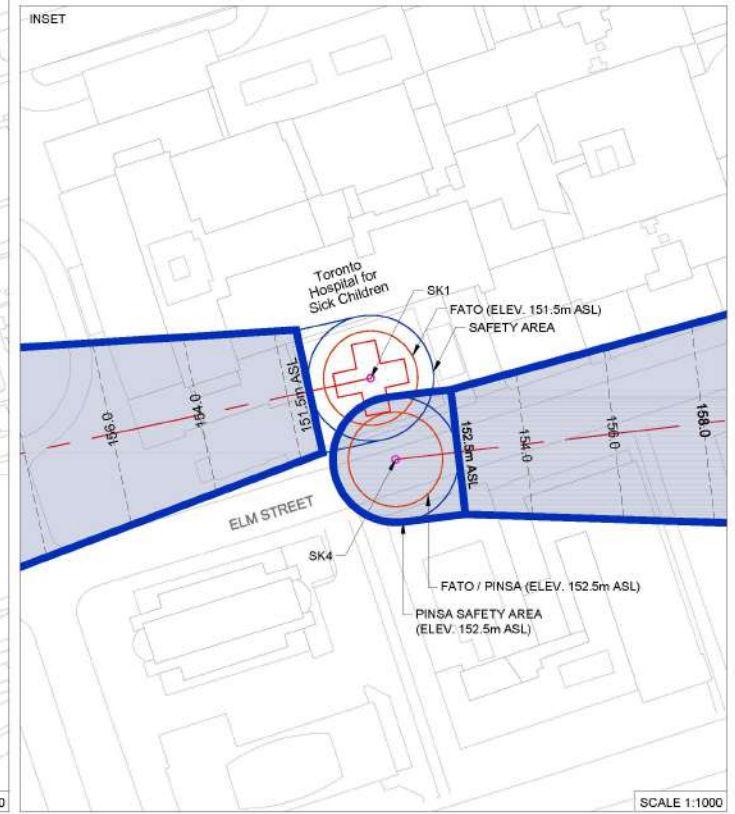
Figure 12

SICK KIDS HOSPITAL HELIPORT PRELIMINARY REFERENCE POINT INFORMATION		
POINT	NORTHING	EASTING
SK1	4835024.2542	630011.4519
SK2	4834968.9769	628905.8063
SK3	4834619.4906	628981.0762
SK4	4835001.6147	630018.3915
SK5	4835306.9467	631082.4781
SK6	4834951.9015	631124.3013



THE HOSPITAL FOR SICK CHILDREN HELIPORT (CNW8)	
GENERAL INFORMATION	
HELIPORT CLASSIFICATION	
H1	
DAY/NIGHT	
VFR	
HELIPORT PHYSICAL CHARACTERISTICS	
FATO WIDTH	26.25m
SAFETY AREA WIDTH	35.00m
ELEVATION	151.5m ASL

DATA	EASTERN FLIGHT PATH	WESTERN FLIGHT PATH
FLIGHT PATHS		
TYPE	ARR/DEP	ARR/DEP
GEOMETRIC CENTER	POINT-IN-SPACE	STANDARD
FATO ELEVATION	152.5m ASL	151.5m ASL
ORIGIN LOCATION (WGS84)		
NORTHING	4835001.6147	4835024.2542
EASTING	630018.3915	630011.4519
LATITUDE	N 43° 39' 23.927608"	N 43° 39' 24.665537"
LONGITUDE	W 79° 23' 15.288084"	W 79° 23' 15.576151"
BEARINGS (FROM)		
GRID NORTH	83.282°	257.846°
TRUE NORTH	84.395°	258.959°
MAGNETIC NORTH	94.725°	269.289°
OBSTACLE LIMITATION SURFACES		
APPROACH SURFACE		
DIVERGENCE	15%	15%
LENGTH FIRST SECTION	245m	245m
SLOPE FIRST SECTION	8% [1:12.5]	8% [1:12.5]
LENGTH SECOND SECTION	830m	830m
SLOPE SECOND SECTION	16% [1:6.25]	16% [1:6.25]
TOTAL LENGTH	1075m	1075m



MAP No. 225

Legend

OBSTACLE LIMITATION SURFACES (OLS)

OLS ELEVATION CONTOUR (m ASL)

FLIGHT PATH PROJECTED CENTRELINE

SUBJECT SITE

Copyright Reserved

- Notes**
- OLS BASED ON CARs STANDARD 325 AND THE HELIPORT OPERATIONS MANUAL (HOM).
 - COORDINATES COMPUTED FROM SURVEY BY WSP CANADA INC. MARCH 2016.
 - COORDINATES UNLESS OTHERWISE SPECIFIED ARE IN WGS84 UTM Z17 (TRF 2008), EPOCH OF 16 MARCH 2016, AND ELEVATIONS IN REFERENCE TO CGVD2013.
 - GEIOD HEIGHT COMPUTED AS -37.184 METRES RELATIVE TO WGS84.
 - BEARINGS COMPUTED BASED ON GRID CONVERGENCE AND MAGNETIC DECLINATION OF 10.33° WEST.

Consultant

Client

THE HOSPITAL FOR SICK CHILDREN

North Arrow

GRID NORTH

Scale

Scale 1:4000

SCALE BASED ON SHEET SIZE 22" x 34"

Location

TORONTO, ONTARIO

Airport

THE HOSPITAL FOR SICK CHILDREN HELIPORT (CNW8)

Title

THE HOSPITAL FOR SICK CHILDREN HELIPORT OBSTACLE LIMITATION SURFACES

Project No. 161-01643-00 Amendment No. 1 Date April 27, 2016

EXHIBIT 1

HOSPITAL FOR SICK CHILDREN FLIGHT PATH



Figure 13

PLAN OF SURVEY SHOWING TOPOGRAPHICAL INFORMATION OF
LOTS 1, 2, 3 AND 4
PLAN D-36
CITY OF TORONTO
 SCALE 1:150
 KRCMAR SURVEYORS LTD. 2022

METRIC: DISTANCES AND COORDINATES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

BEARING
 BEARINGS SHOWN HEREON ARE GRID DERIVED FROM GPS OBSERVATIONS OF OBSERVED REFERENCE POINTS 'A' AND 'B', USING THE LEICA SMARTNET RTK NETWORK AND ARE REFERRED TO THE 3° NAD COORDINATE SYSTEM, ZONE 10, CENTRAL MERIDIAN 79°30' WEST LONGITUDE (3° MODIFIED TRANSVERSE MERCATOR PROJECTION, NAD 83 (CSRS)(2010)). DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999886.

INTEGRATION DATA

3° MTM ZONE 10 COORDINATES
 NAD 83 (CSRS)(2010) CENTRAL MERIDIAN 79°30' WEST LONGITUDE
 THE NEW COORDINATES LISTED BELOW ARE TO BE USED TO CORRECTLY INTERPOLATE THE OLD COORDINATES LISTED BELOW TO BE USED TO RE-ESTABLISH CORNERS OF BOUNDARIES SHOWN ON THIS PLAN.

OBSERVED REFERENCE POINTS		
MONUMENT ID.	NORTHING	EASTING
(A) CC	4 835 310.81	314 238.59
(B) CC	4 835 425.12	314 312.98

REFERENCE POINTS		
POINT	NORTHING	EASTING
1	4 835 297.52	314 259.80
2	4 835 304.64	314 263.46
3	4 835 268.89	314 269.00
4	4 835 273.91	314 292.71

ELEVATION
 ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE RELATED TO CITY OF TORONTO BENCH MARK No. CT767 HAVING AN ELEVATION OF 95.467 METRES.

- LEGEND**
- DENOTES SURVEY MONUMENT FOUND
 - DENOTES SURVEY MONUMENT PLANTED
 - SIB DENOTES STANDARD IRON BAR
 - SB DENOTES SHORT STANDARD IRON BAR
 - CP DENOTES CONCRETE PIN
 - CC DENOTES CUT CROSS
 - (M) DENOTES MEASURED
 - (S) DENOTES SET
 - (OU) DENOTES ORIGIN UNKNOWN
 - (WT) DENOTES WITNESS
 - (BA) DENOTES PLAN BA-1773
 - (P) DENOTES PLAN D-36
 - (P2) DENOTES PLAN 63R-2964
 - (P3) DENOTES BUILDING LOCATION SURVEY BY TOM CZERNIWSKI SURVEYING LTD., O.L.S. DATED MAY 23, 1985
 - (P7) DENOTES PLAN OF SURVEY SHOWING TOPOGRAPHICAL INFORMATION BY KRCMAR SURVEYORS LTD., O.L.S., DATED MARCH 02, 2022
 - (FN) DENOTES FIELD NOTES BY CITY OF TORONTO DATED AUGUST 4, 1982 (NOTE INDEX 35-26)
 - (1370) DENOTES KRCMAR SURVEYORS LTD. O.L.S.
 - (MM) DENOTES MARSHALL, MACGLIN & MONAGHAN, O.L.S.
 - PROD DENOTES PRODUCTION OF BEARING
 - (T) DENOTES TOP OF CURB
 - (Bc) DENOTES BOTTOM OF CURB
 - DENOTES EXISTING GRADE ELEVATION
 - A/C DENOTES AIR CONDITIONER
 - DENOTES CATCH BASIN
 - DENOTES DECIDUOUS TREE WITH TRUNK DIAMETER
 - DENOTES FIRE HYDRANT
 - DENOTES GAS METER
 - DENOTES HYDRO HAND WELL
 - DENOTES HYDRO MANHOLE
 - DENOTES LAMP POST (PRIVATE)
 - DENOTES MANHOLE
 - X/M DENOTES PARKING METER
 - DENOTES SIGN
 - DENOTES WATER VALVE
 - ILB DENOTES INTERLOCKING BRICK
 - DENOTES TIE TO CONCRETE BLOCK
 - DENOTES LAMP ON WALL
 - DENOTES CAMERA ON WALL
 - H- DENOTES OVER-HEAD WIRE
- ALL BUILDING TIES TAKEN TO BRICK UNLESS NOTED OTHERWISE

SURVEY REPORT

- THE RE-ESTABLISHMENT OF THE SUBJECT PROPERTY BOUNDARIES IS BASED ON INFORMATION CONTAINED IN THE RELEVANT TITLE DOCUMENTS, REGISTERED PLANS AND ON THE EVIDENCE OF PRIOR SURVEYS FOUND DURING THE COURSE OF PREPARING THE SUBJECT SURVEY.
- THE TYPE AND LOCATION OF THE EXISTING BUILDINGS AND OTHER IMPROVEMENTS, FENCES ETC., ON OR NEAR THE SUBJECT PROPERTY ARE AS SHOWN ON THE SURVEY PLAN.
- COMPLIANCE WITH MUNICIPAL ZONING REQUIREMENTS IS NOT CERTIFIED BY THIS REPORT.
- LAND COMPRISES ALL OF PINs 21103-0087(LT) AND 21103-0088(LT).

TOTAL SITE AREA = 792.7m²

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON THE 19th DAY OF MAY, 2022

DATE MAY 25, 2022

S.N. RAMSANDOO
 ONTARIO LAND SURVEYOR

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MUNICIPAL ADDRESS: 165, 15 AND 17 ELM STREET, TORONTO

FIELD: D.L./R.K. DRAWN: S.D./T. CHECKED: S.V.A. JOB NO.: 22-014

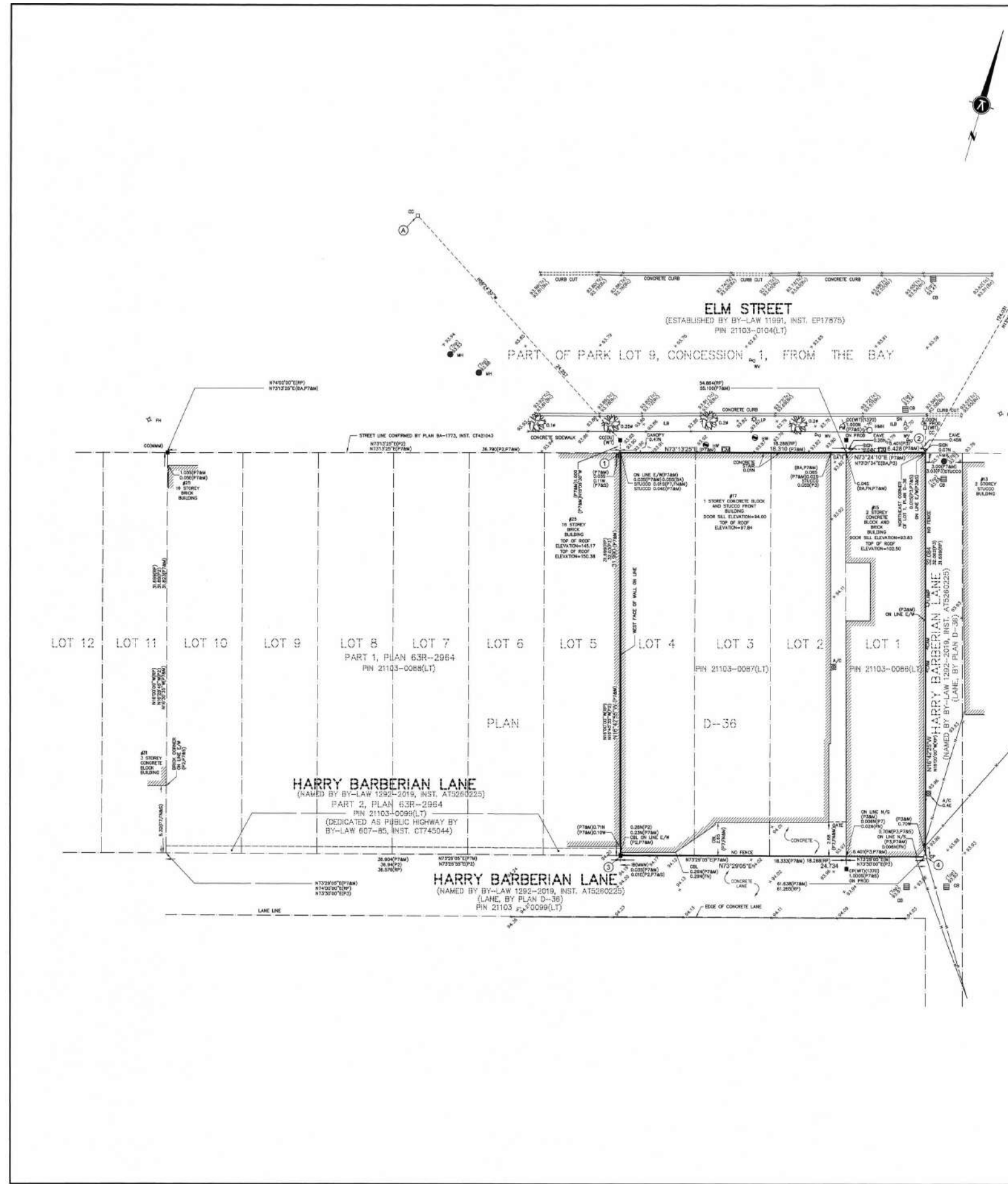
ENG NAME: 22-0140702 PLOT INFO: 10-32 25/May/2022 WORK ORDER NO.: 36469

1137 Carra Street, Toronto, ON M4L 1M8 565.738.0063 F: 565.738.5201 www.krcmar.ca

PLAN AVAILABLE AT: www.ProtectYourBoundaries.ca



KRCMAR



SURVEY

Figure 14



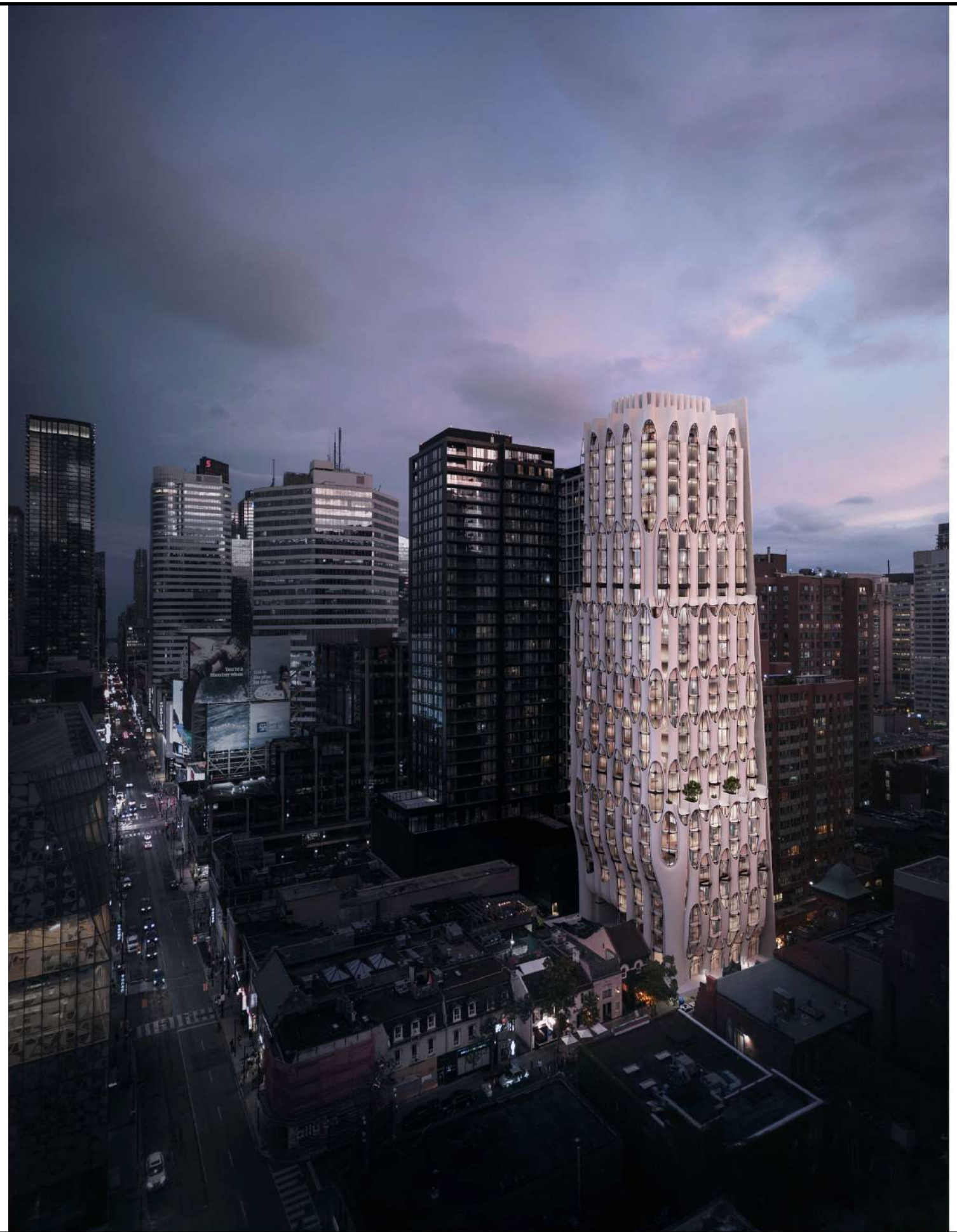


Figure 15

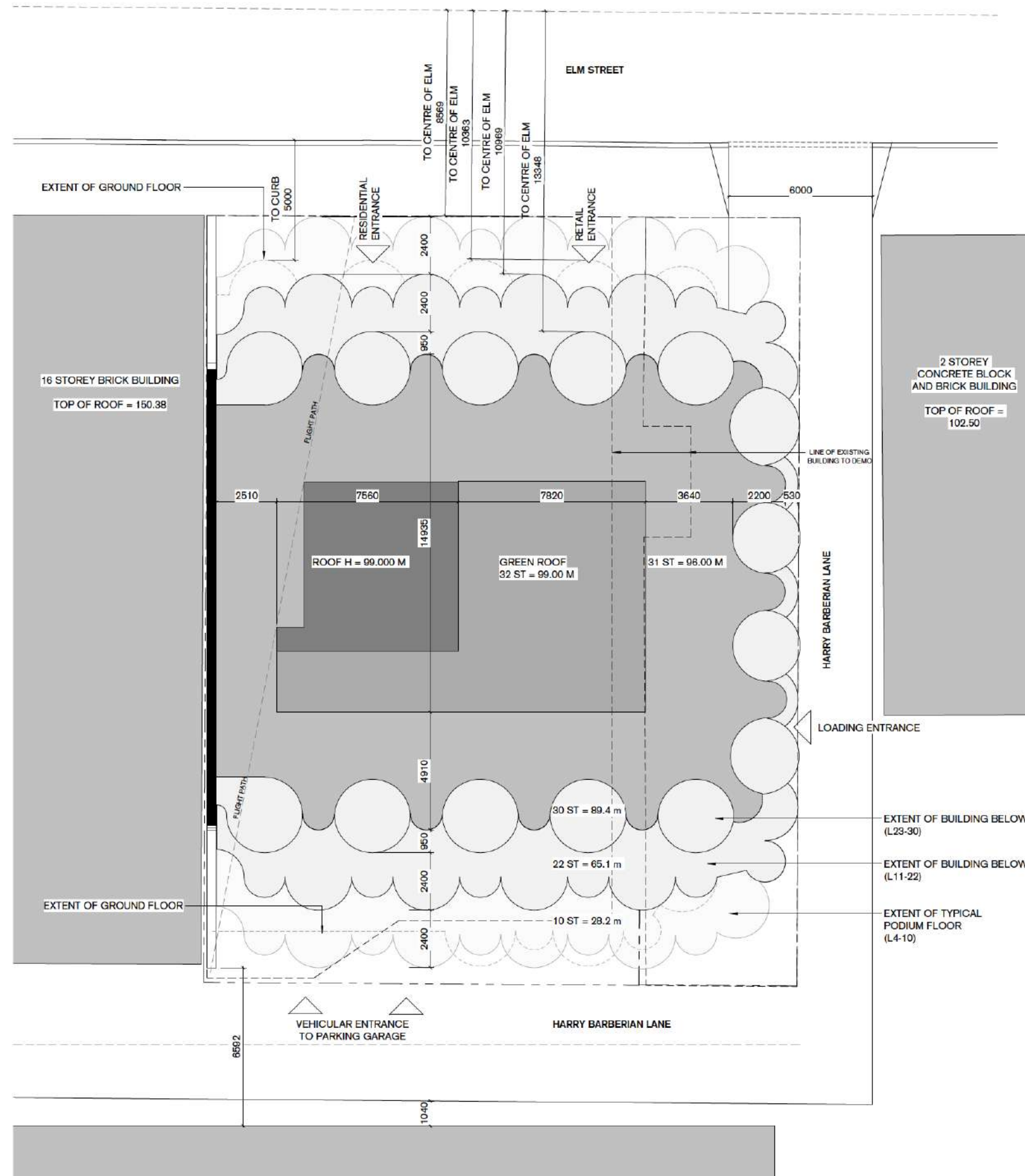


Figure 16

1.3 SITE INFORMATION	
SITE AREA (includes building area, paved area, and private road)	793 sm
PROPOSED TOTAL GFA	14,287 sm
PROPOSED AREA OF PRIVATE ROAD	98 sm
PROPOSED FSI GROSS	18.02
PROPOSED RESIDENTIAL GFA	14,087 sm
PROPOSED NUMBER OF UNITS	174
PAVED AREA	59 sm
BUILDING HEIGHT	30 m

1.1 RESIDENTIAL GFA		1.2 NON-RESIDENTIAL GFA		1.3 TOTAL GFA PER 425-1993	
SF	SM	SF	SM	SF	SM
151,833	14,087	2,193	209	153,796	14,287

1.5 UNIT COUNT TOTALS					
UNIT TYPE	TOTAL AREA SM	TOTAL AREA SF	TOTAL UNIT COUNT	% OF TOTAL UNIT	REQUIRED %
STUDIO	501.0	5,393	5	3%	10%
1B	5073.0	65,391	95	55%	65%
2B	2297.0	24,725	51	29%	18%
3B	1519.0	18,234	23	13%	10%
TOTAL	10389.9	111,762	174	100%	

NOTES
 *As per By-law 559-2013, Gross Floor Area is reduced by: Parking, Loading & Bicycle spaces below-ground; Storage rooms, Washrooms, Elec, Utility, Mech and Ventilation rooms in the Basement; required Shower & Change facilities; required Indoor Amenity space; Elevator shafts; Garbage shafts; Mech. Panthouse and Exit stairwells.

2.1 PARKING SUMMARY PROVIDED		
LEVEL	RES	TOTAL
P1	0	0
P2	22	22

2.2 BICYCLE PARKING				
LEVEL	SHORT TERM	REQUIRED (0.1 spaces/unit)	LONG TERM	REQUIRED (0.9 spaces/unit)
LEVEL 1	34	3	0	0
LEVEL 2	80	8	0	0
LEVEL P1	72	7	0	0
TOTAL	34	28	158	157

3.0 LOADING SUMMARY		
TYPE	COUNT	REQUIRED
G	1	1
GARBAGE & STAGING	55	64

*25SM for the first 50 units, plus

4.0 RESIDENTIAL AMENITY INDOOR			
LEVEL	SM	SF	Required (SM)
LEVEL 21	348	3,746	2SM / Unit
TOTAL	348	3,746	348

*Required to provide 2sm indo
 *Required indoor amenity deck

4.2 AMENITY OUTDOOR			
LEVEL	SM	SF	Required
GROUND	74	797	2SM / Unit
LEVEL 21	141	1,518	
ROOFTOP	88	947	
TOTAL	303	3,262	348

*Required to provide 2sm outd
 *green roof can only be 25% of

TOTAL GFA PER FLOOR		
FLOOR	BYLAW GFA 569-2013	
	TOTAL BUILDING GFA	
	ft2	m2
P2	0	0
P1	0	0
1	1636	152
2	3197	297
3	5920	550
4	6049	562
5	6135	570
6	6469	601
7	6480	602
8	6797	632
9	6797	632
10	5776	537
11	5726	532
12	5490	510
13	5560	517
14	5560	517
15	5726	532
16	5694	529
17	5490	510
18	5560	517
19	5560	517
20	5560	517
21	334	31
22	4446	413
23	4446	413
24	4446	413
25	4446	413
26	4446	413
27	4446	413
28	4446	413
29	4446	413
30	4446	413
31 - MPH	0	0
32 - MPH	0	0
TOTALS	151525.9	14077.1

TOTAL UNIT COUNT PER FLOOR					
	<50	51-65	66-85	>85	TOTAL PER FLOOR
	Studio	1 Bedroom	2 Bedroom	3 Bedroom	
% required:	10%	65%	15%	10%	
total required:	17	113	26	17	
P2					
P1					
1	0	0	0	0	
2	0	0	3	0	3
3	1	4	0	2	7
4	1	4	0	2	7
5	1	4	0	2	7
6	1	4	0	2	7
7	1	4	0	2	7
8	0	2	3	2	7
9	0	2	3	2	7
10	0	4	3	0	7 terrace
11	0	4	3	0	7
12	0	4	3	0	7
13	0	4	3	0	7
14	0	4	3	0	7
15	0	4	3	0	7
16	0	4	3	0	7
17	0	4	3	0	7
18	0	4	3	0	7
19	0	4	3	0	7
20	0	4	3	0	7
21	0	0	0	0	0 terrace
22	0	3	1	1	5
23	0	3	1	1	5
24	0	3	1	1	5
25	0	3	1	1	5
26	0	3	1	1	5
27	0	3	1	1	5
28	0	3	1	1	5
29	0	3	1	1	5
30	0	3	1	1	5
31 - MPH					0
32 - MPH					0
TOTALS	5	95	51	23	174

15% of units to be accessible

1	14	8	3
3%	55%	29%	13%

*By-law GFA includes area of residential suites, office, and retail, mechanical areas above grade (excluding penthouse), space allocated for storage lockers above grade

Figure 17

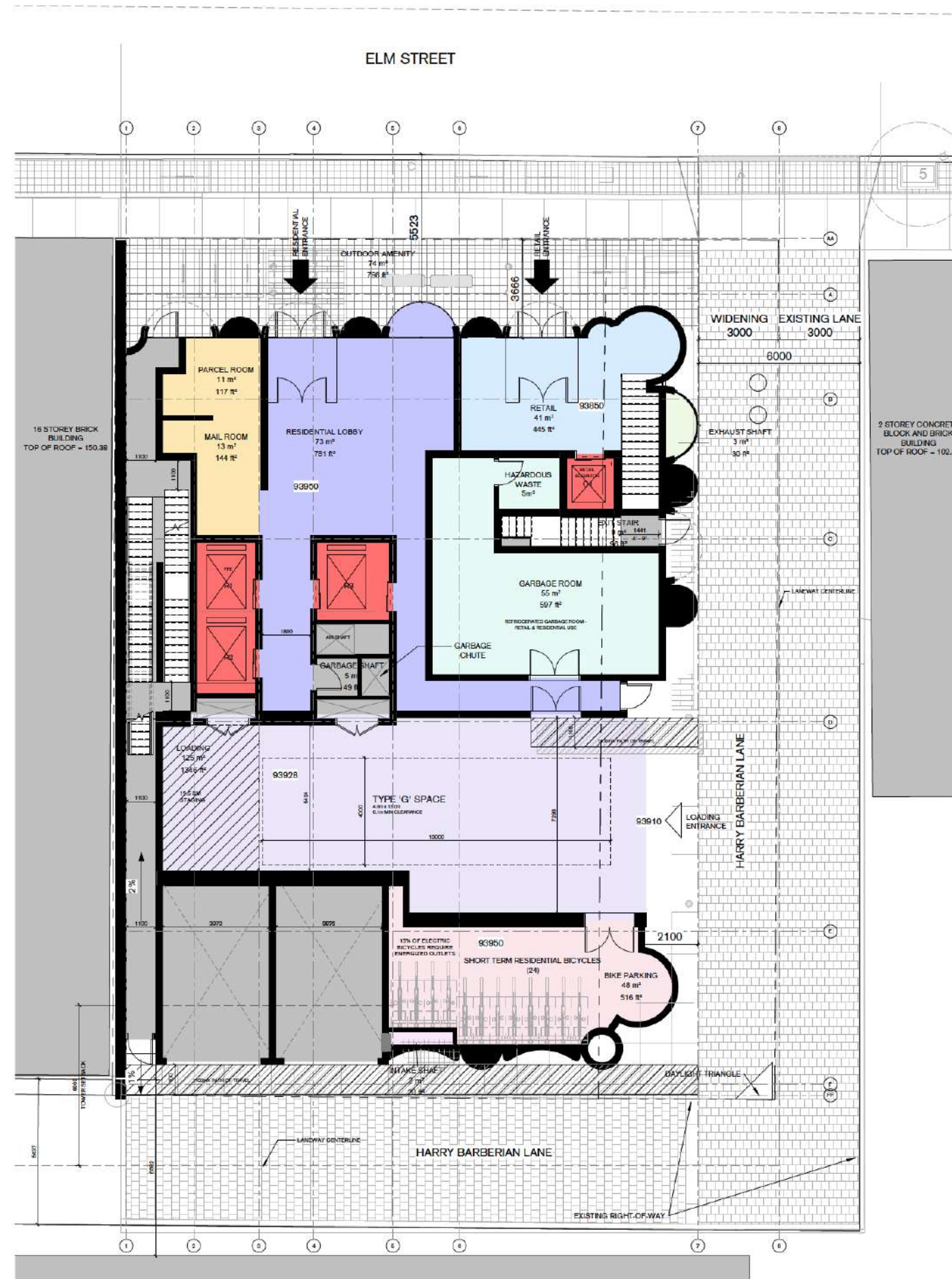


Figure 18

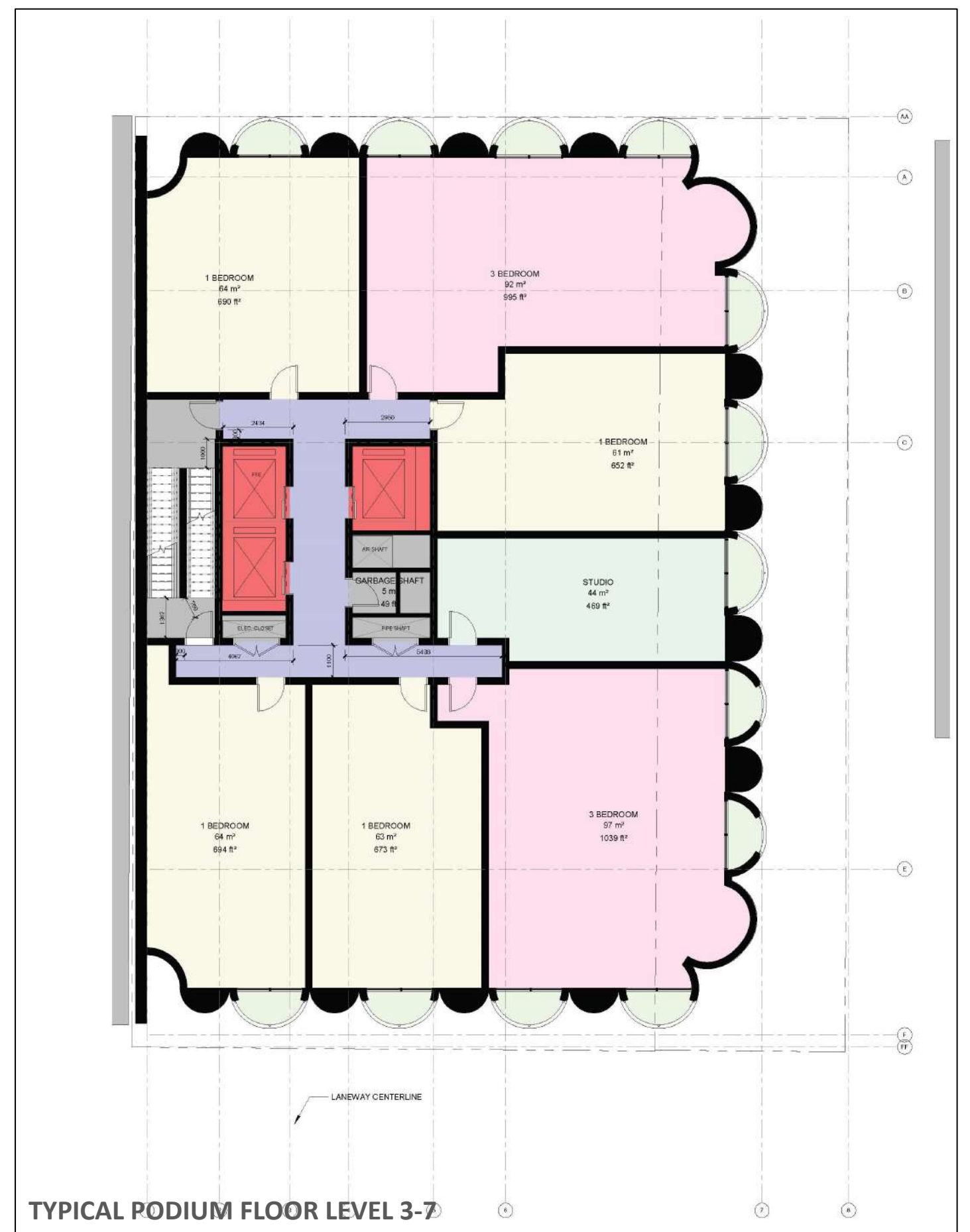
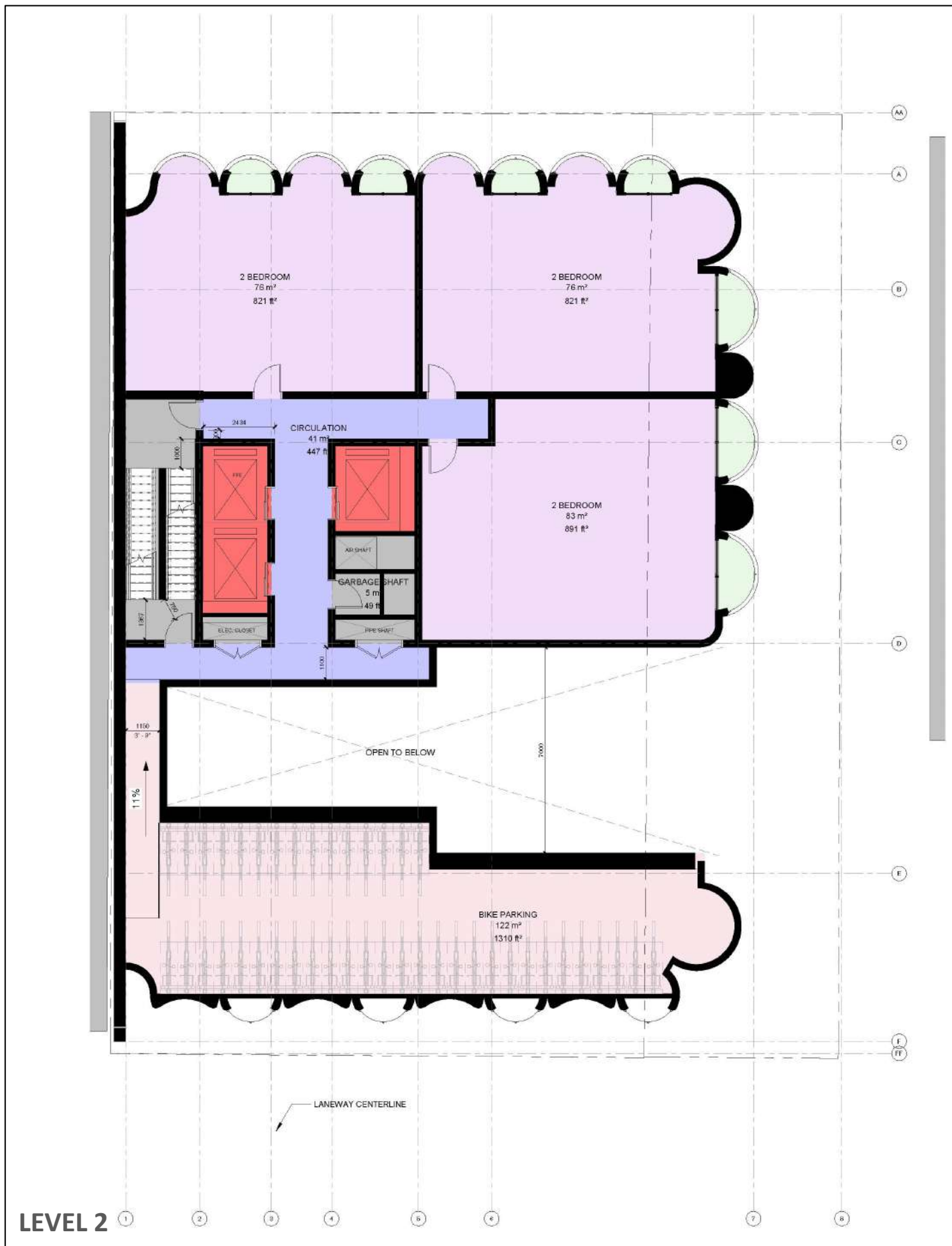


Figure 19

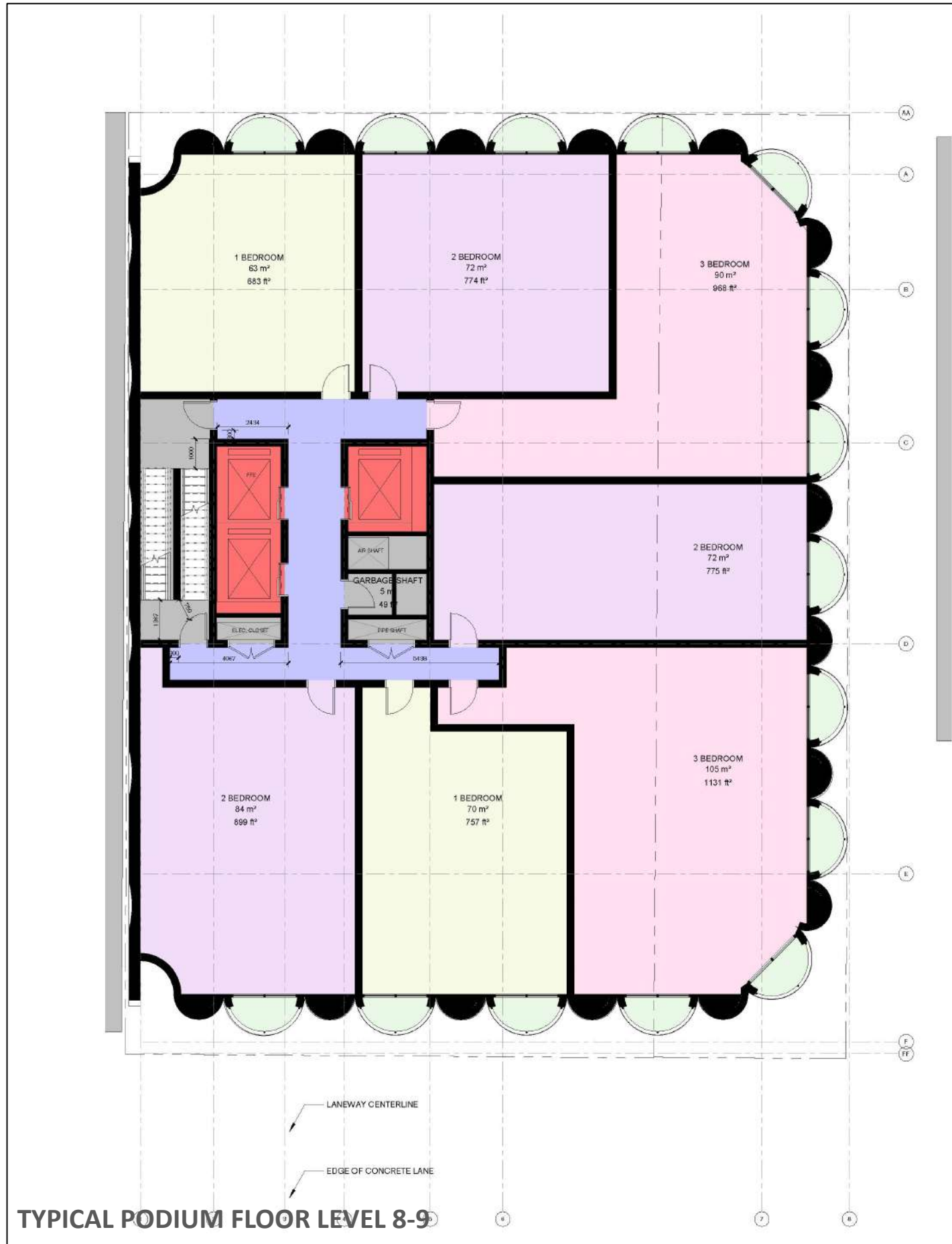


Figure 20

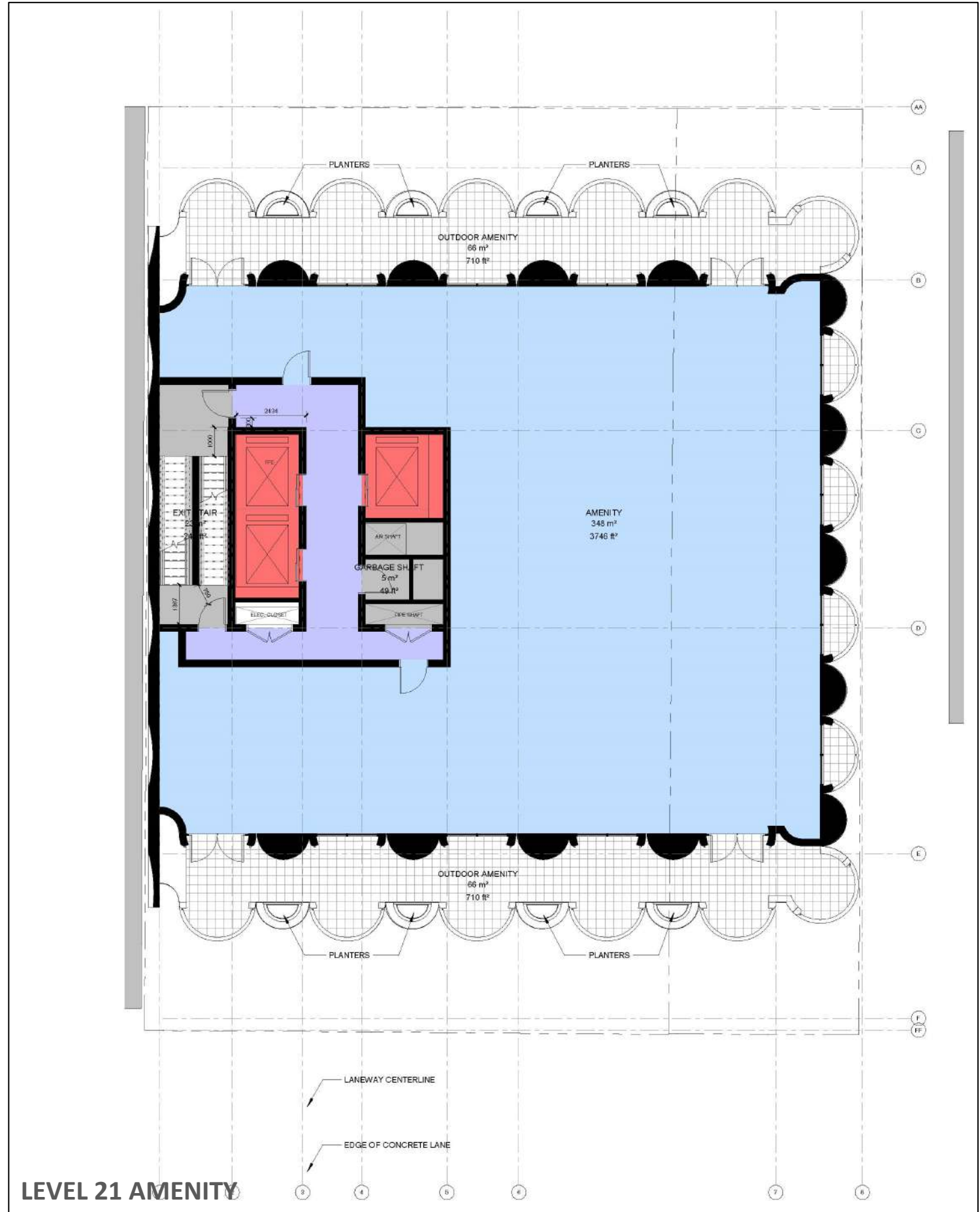
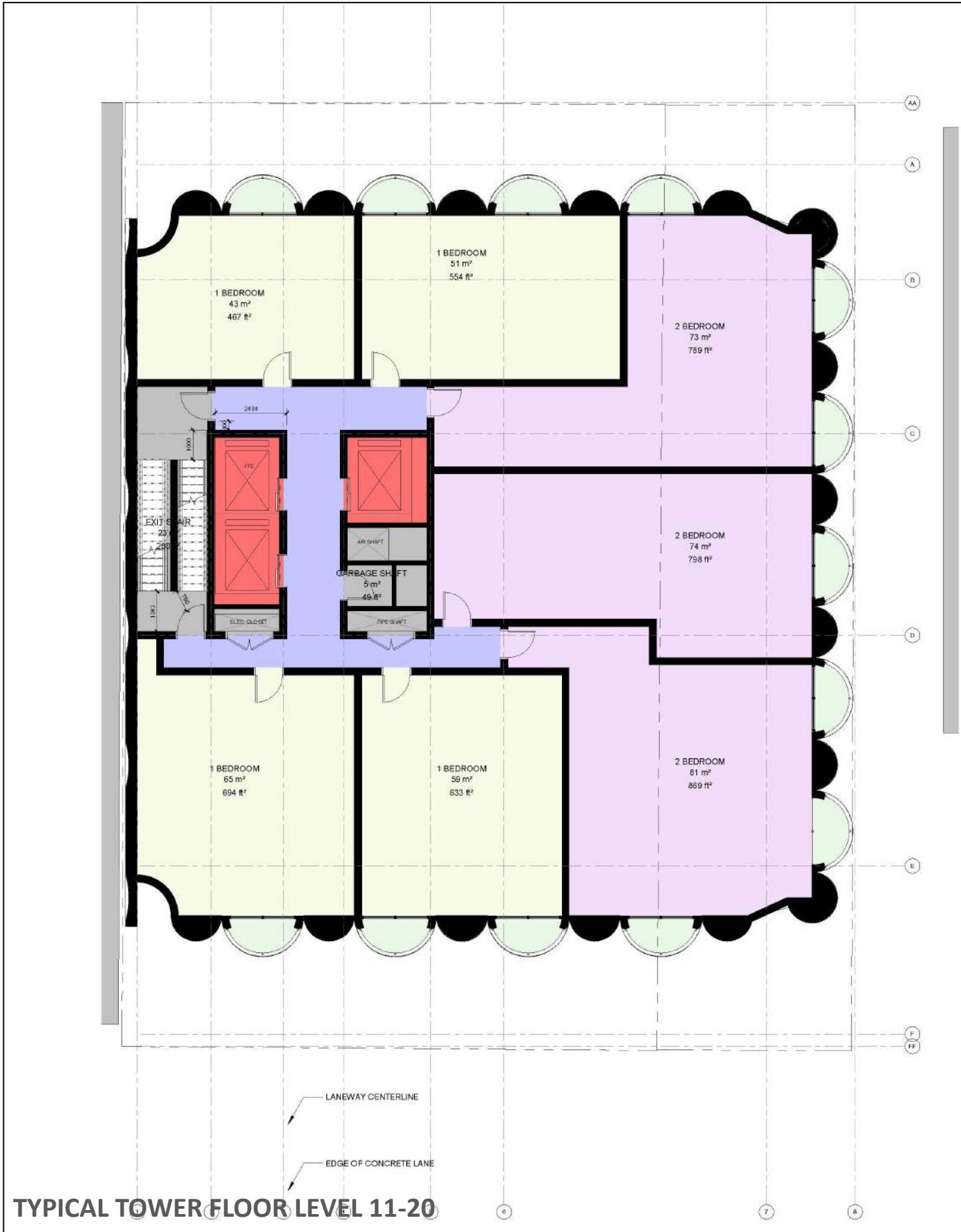


Figure 21

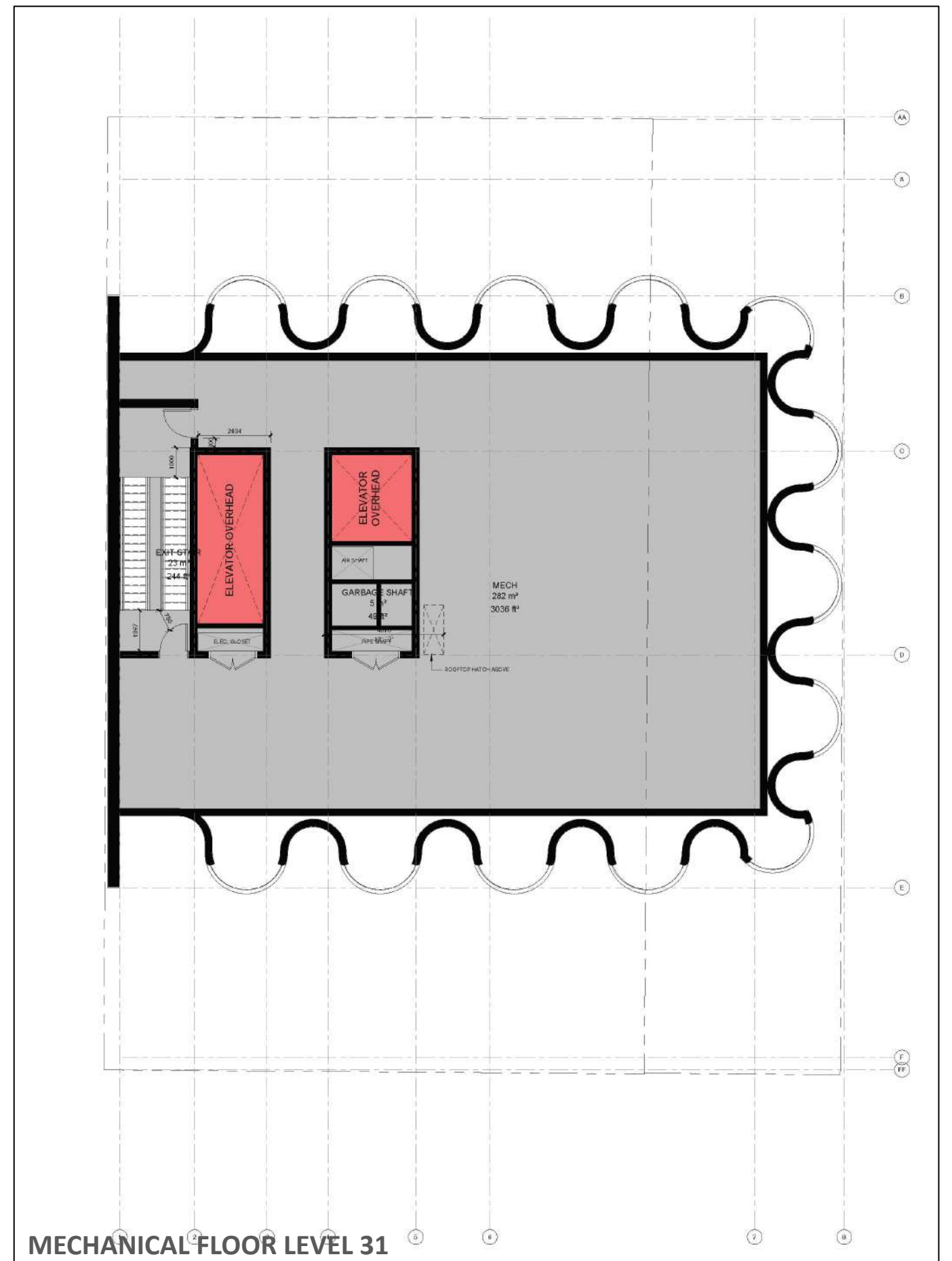
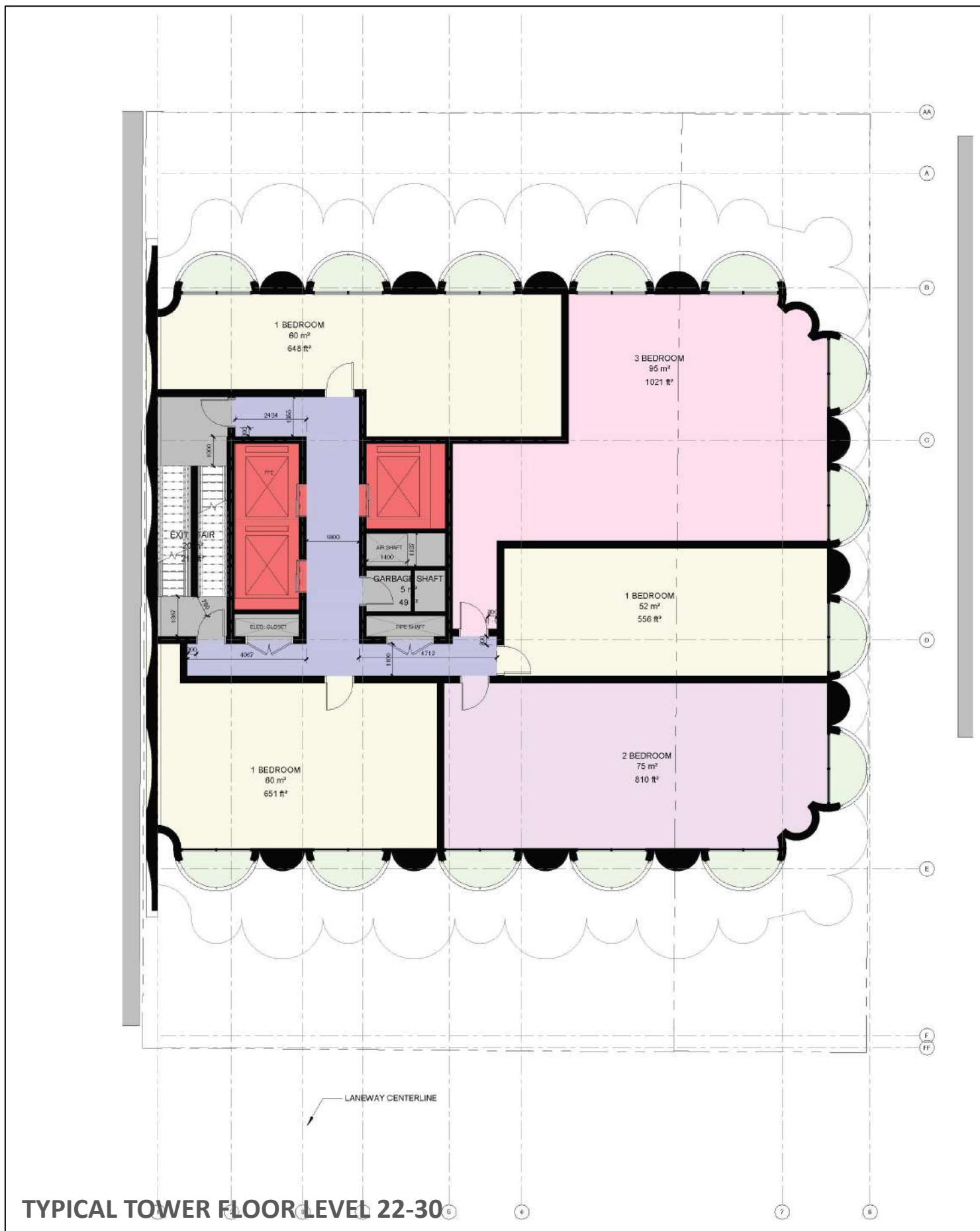


Figure 22

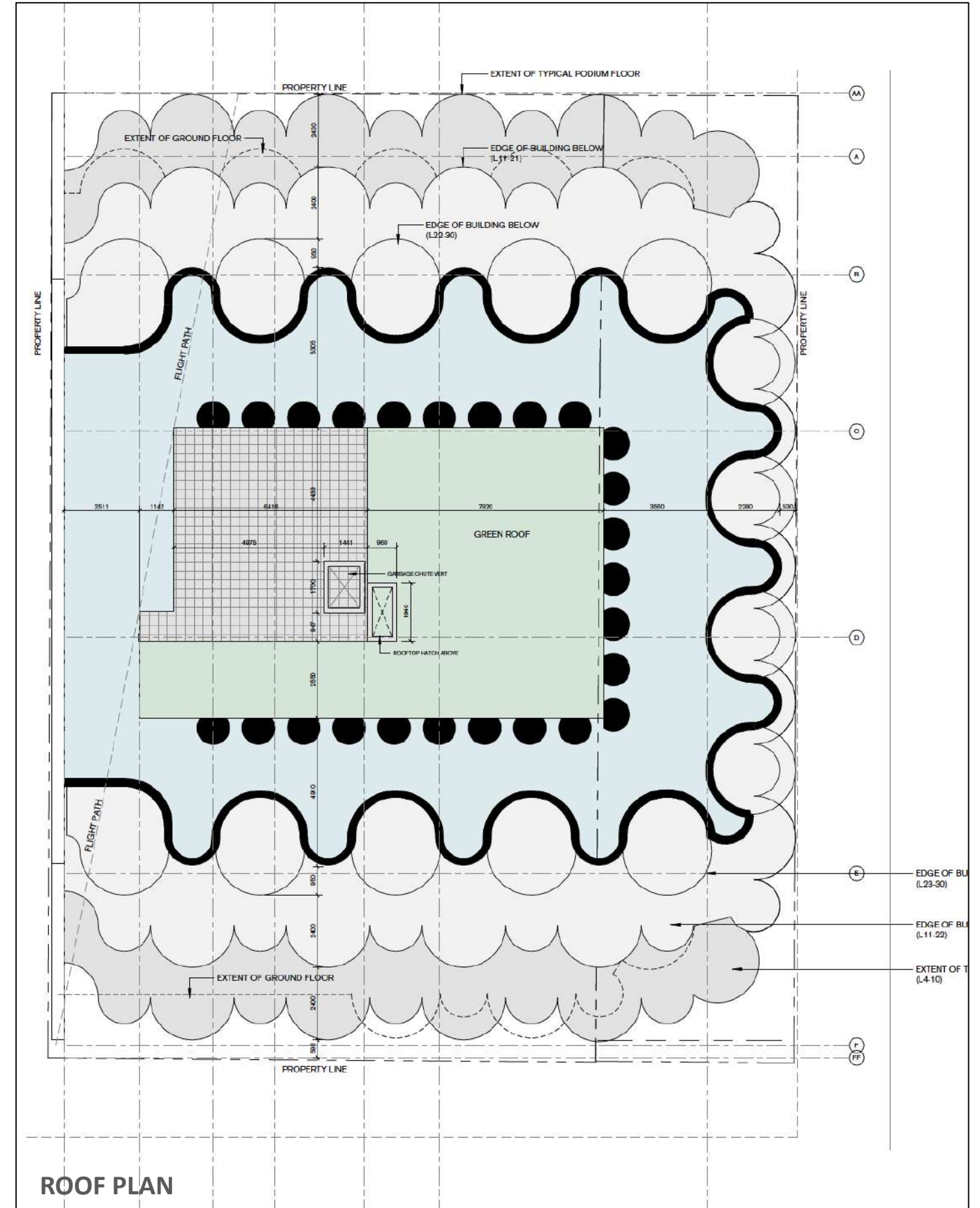
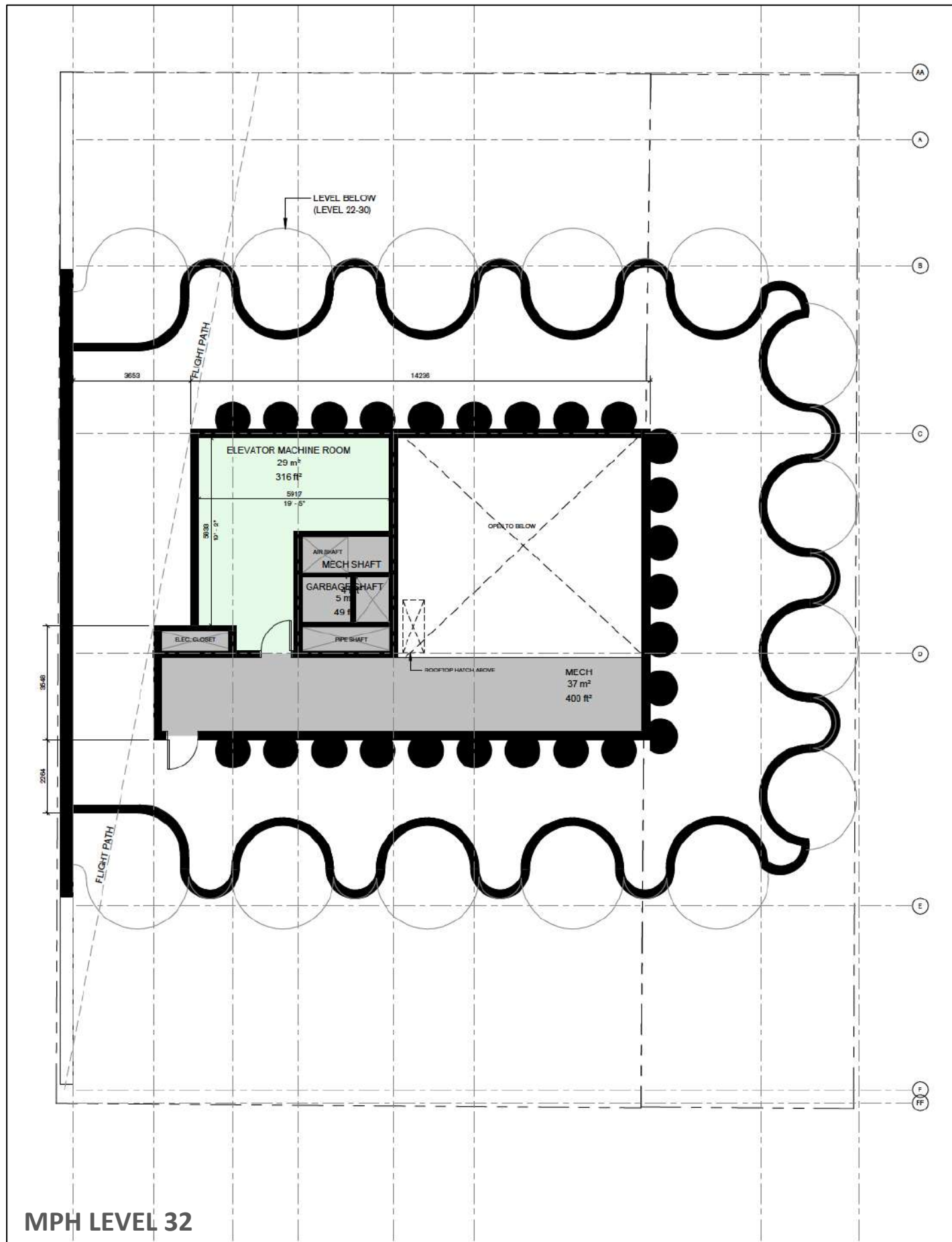


Figure 23

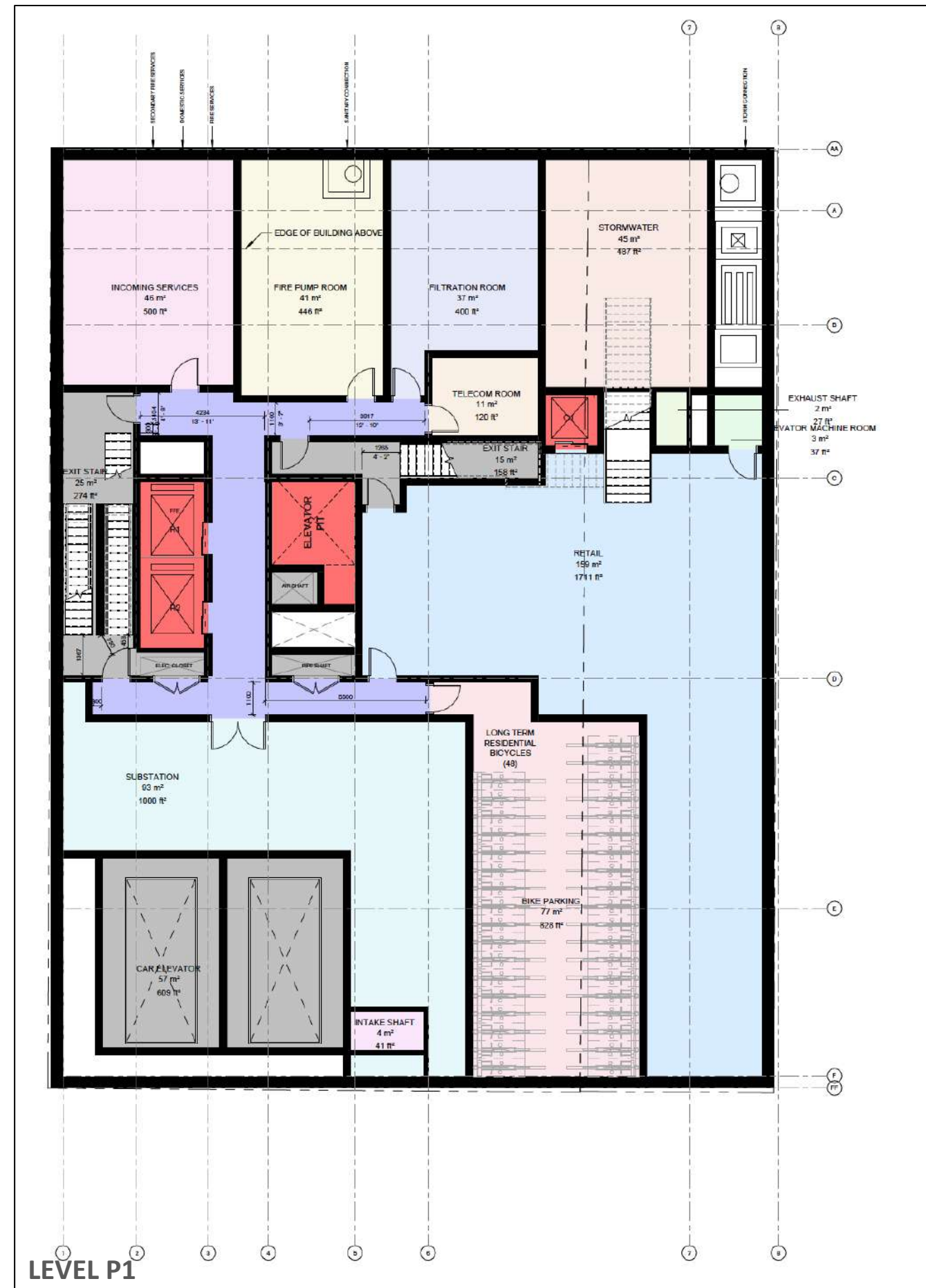
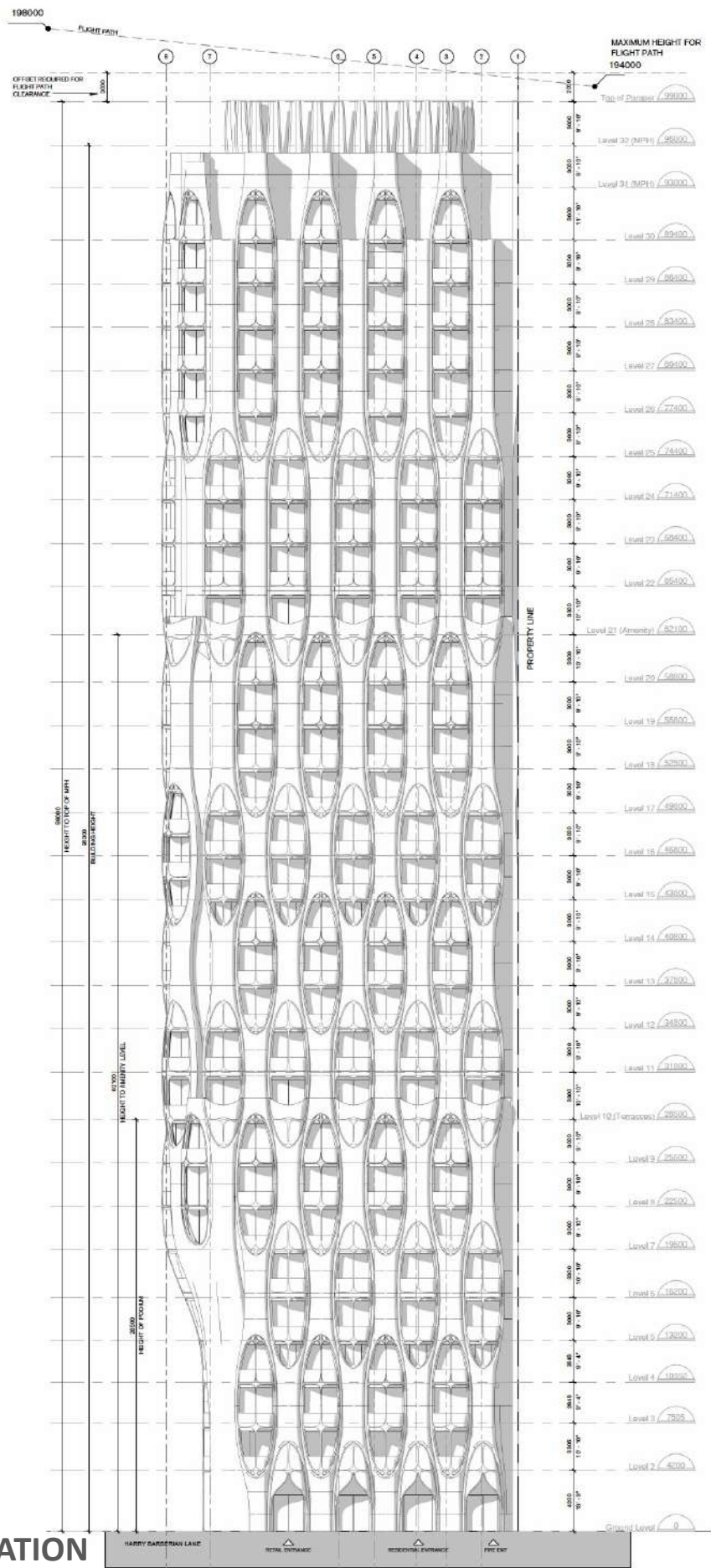
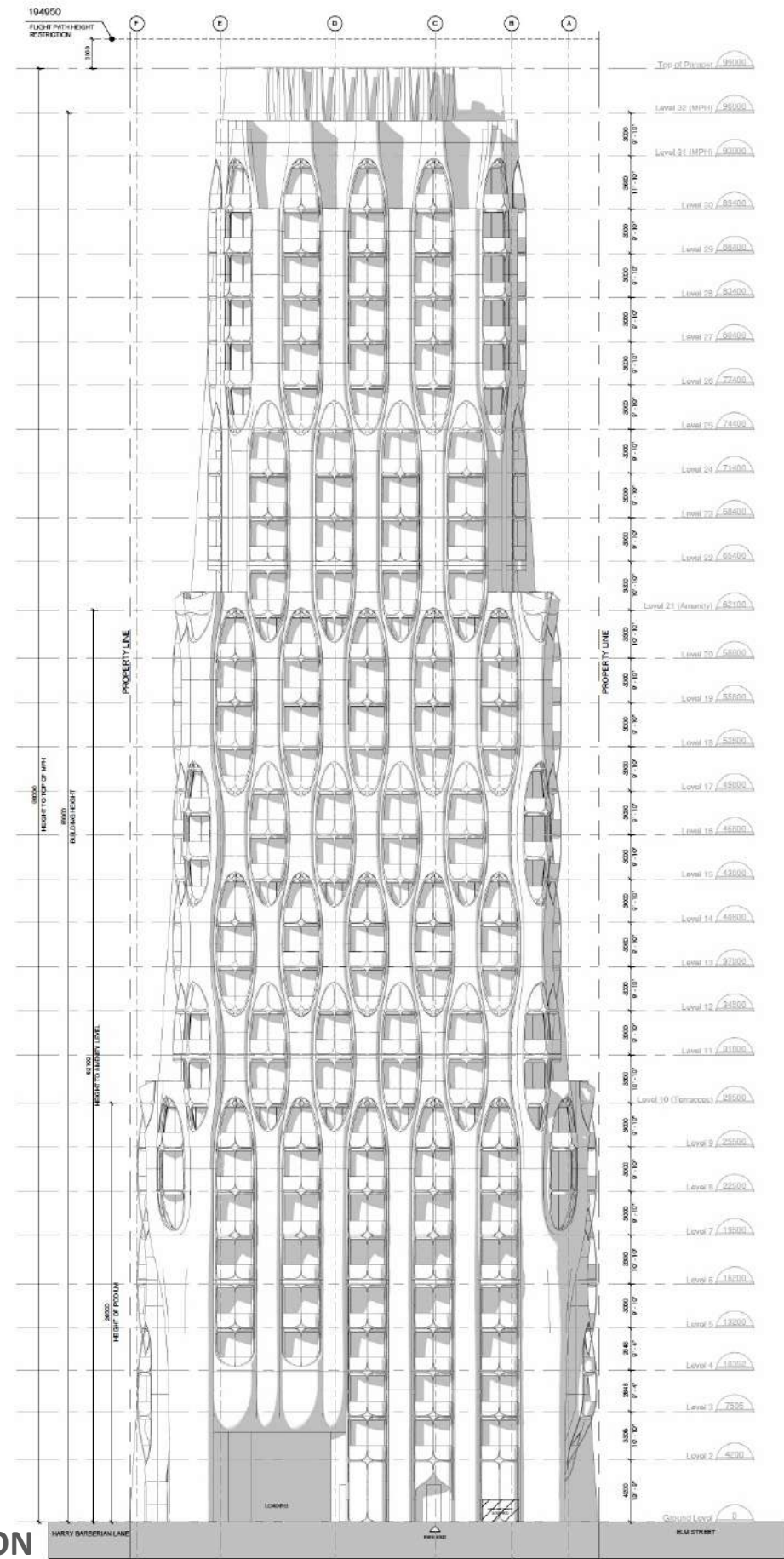


Figure 24

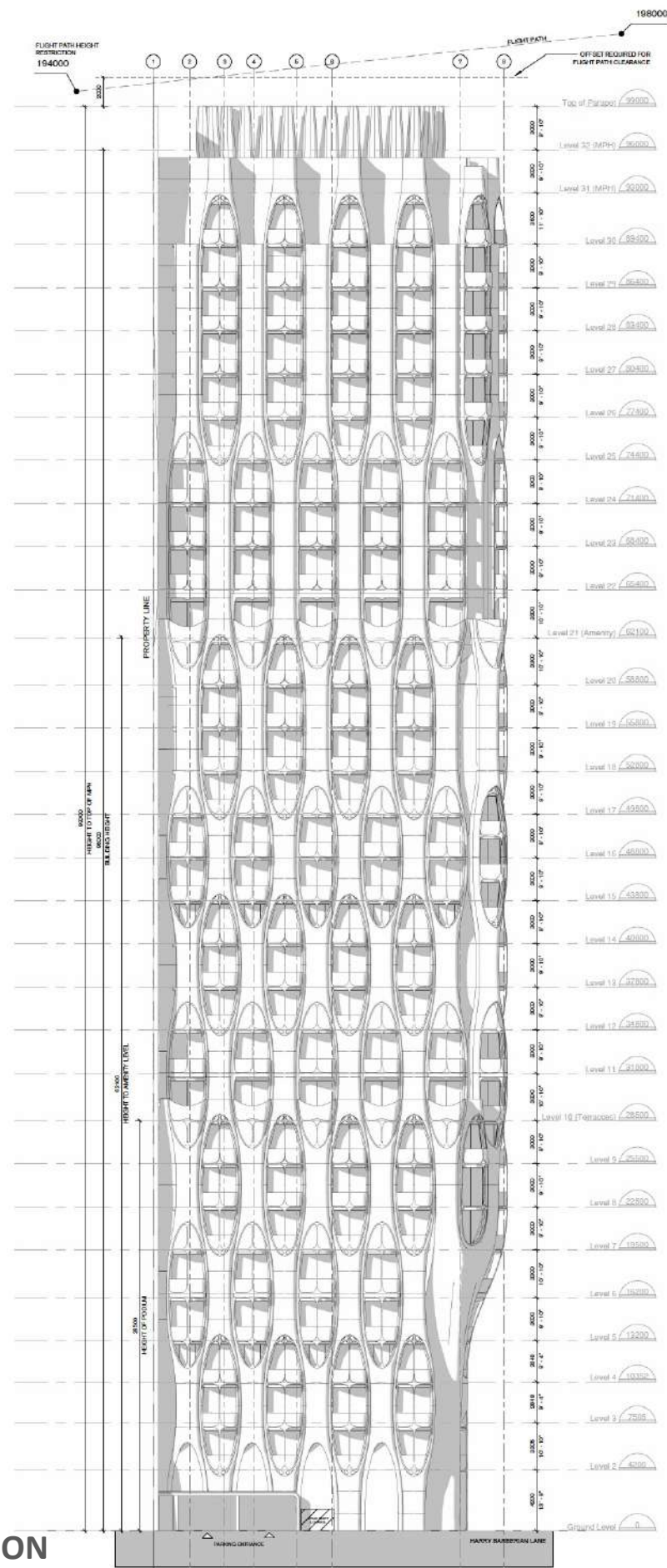


NORTH ELEVATION

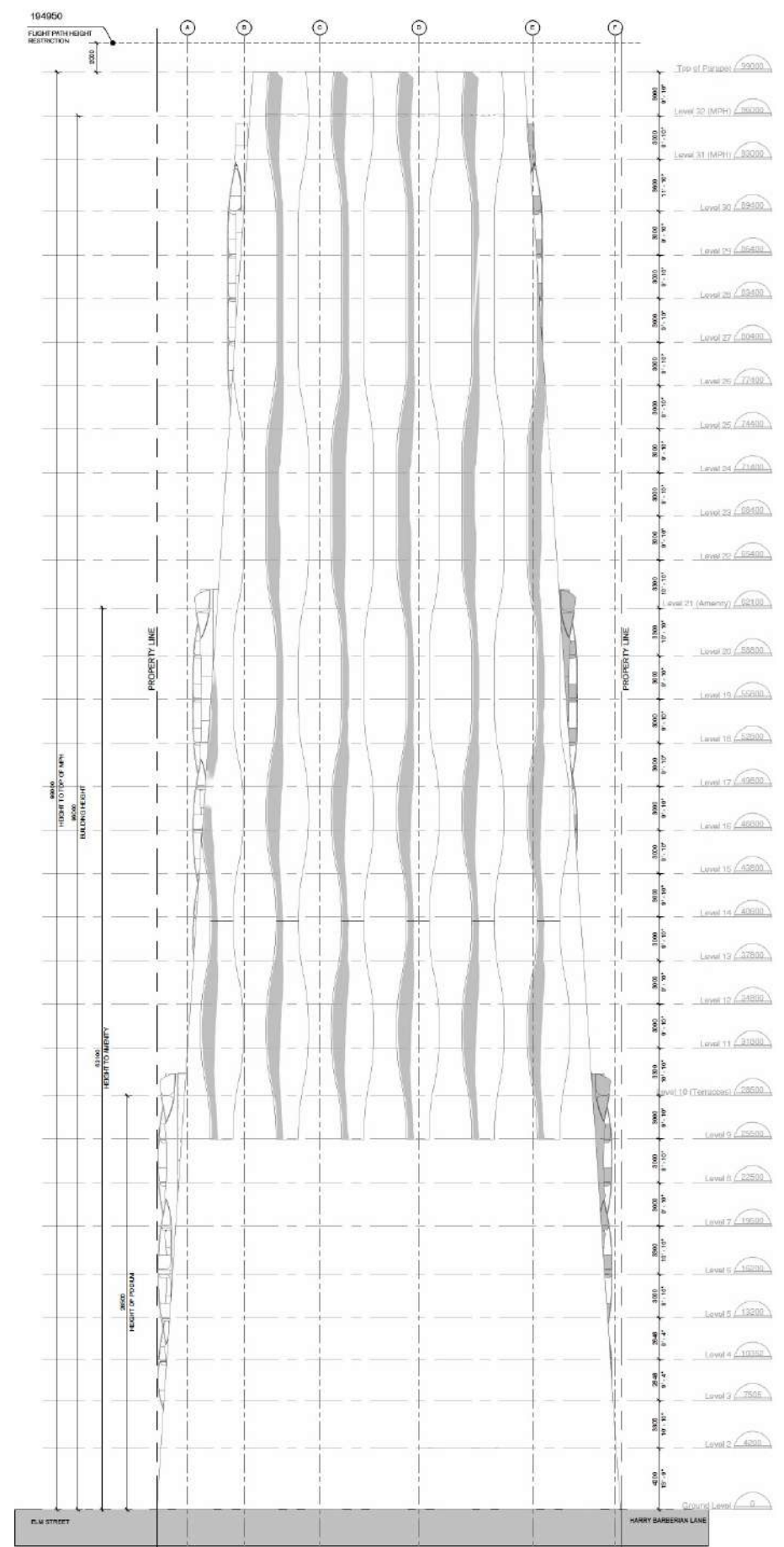


EAST ELEVATION

Figure 25



SOUTH ELEVATION



WEST ELEVATION

Figure 26

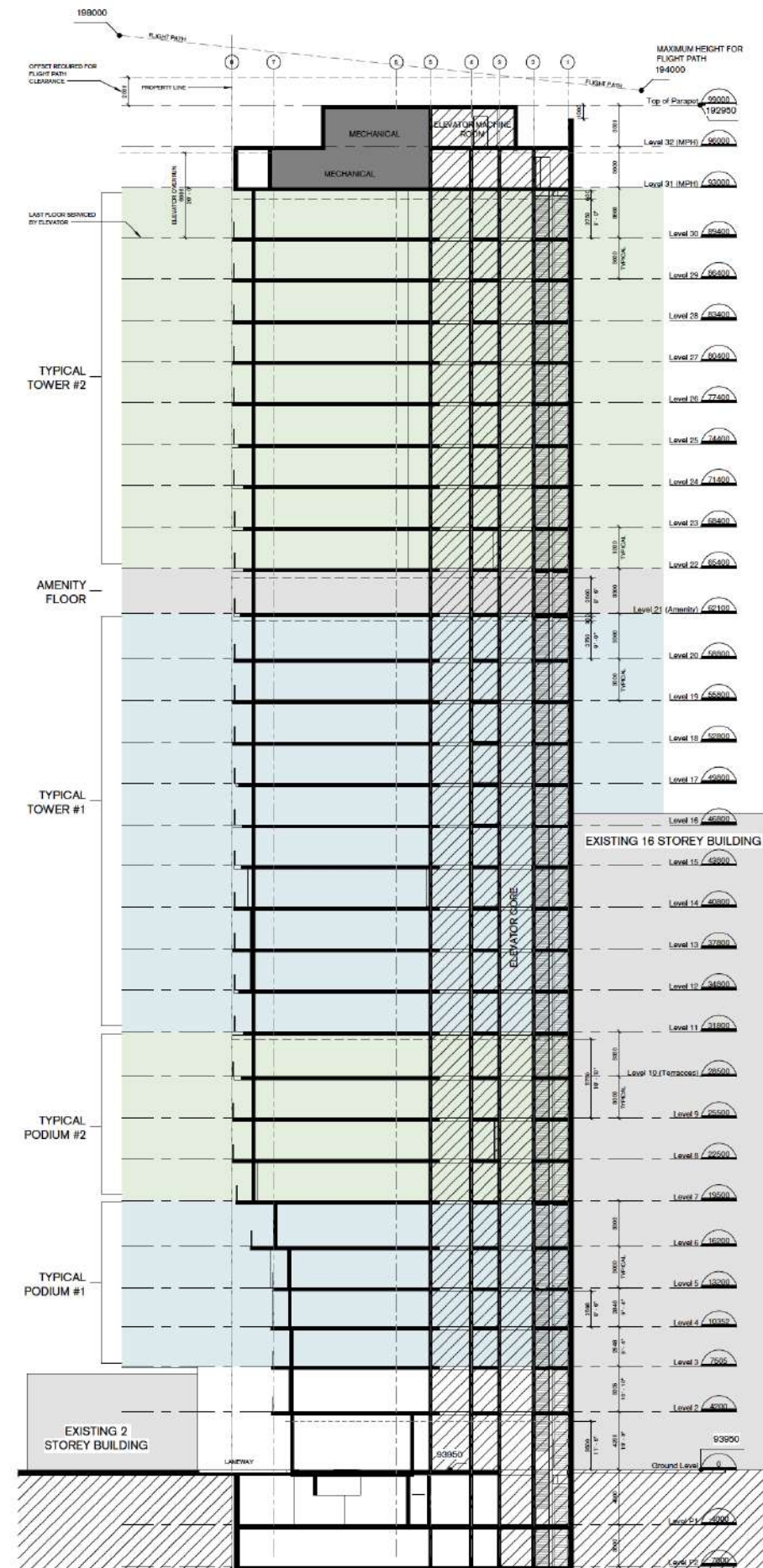


Figure 27

APPENDIX A – COMPLETE COMMUNITY ASSESSMENT

COMPLETE COMMUNITY ASSESSMENT

Section 5 of the approved Downtown Plan provides that a Complete Community Assessment is required as part of any development application within Mixed Use Areas 1, Mixed Use Area 2, Mixed Use Area 3, and Regeneration Areas. The subject site is designated *Mixed Use Areas 2 - Intermediate* under the Downtown Plan and is therefore subject to providing a Complete Community Assessment.

The sidebar of Section 5 of the Downtown Plan states that a Complete Community Assessment will:

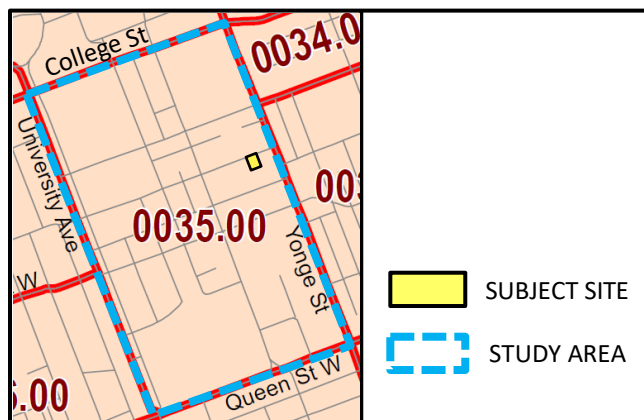
“...provide an understanding of the subject site while evaluating how incremental development and existing and planned development and infrastructure will occur in the surrounding area. By showing the proposed development in relation to surrounding conditions and character, and by evaluating opportunities and constraints, the City will be able to better assess the future infrastructure needs to support the achievement of complete communities within the existing and planned context of the area.”

The purpose of the Complete Community Assessment is to evaluate development proposals in relation to the Growth Plan for the Greater Golden Horseshoe (2019) objective to create “complete communities”. The Growth Plan defines a complete community as follows:

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

The Subject Site is located in the City of Toronto’s Downtown Area. For the purposes of this Complete Community Assessment, the study area boundaries are based on Statistics Canada Census Tract data, specifically for City of Toronto Census Tract 0035.00 (the “Study Area”). The boundaries of the Study Area are the south side of College Street to the north, the west side of Yonge Street to the east, the north side of Queen Street West to the south, and the east side of University Avenue to the west (**Figure 1**).

Figure 1: Census Tract Map – 0035.00



Source: Statistics Canada, Census Population, 2021

1. Profile of the Study Area

The Study Area is located in the Downtown Area, occupies approximately 66 hectares (163 acres) (**Table 1**), and includes each of the areas of the Census Tract that conform to it. The Study Area is mostly an employment urban area that offers residential accommodation mostly to the people working Downtown Toronto. The Study Area includes several major streets, as identified by the City OP. The Yonge-University subway line (Line 1) passes along the Study Area, and it is served by six (6) TTC stations: College, Dundas, Queen, Osgoode, St Patrick and Queen’s Park. There are also five (5) surface transit routes serving the Area. Also, within the Study Area there are five (5) dedicated bike lanes, on both sides of University Avenue, Bay Street going south up to Queen Street West, College Street from Bay Street going west, Elizabeth Street from College Street going south to Gerrard Street West, and Gerrard Street West from Elizabeth Street going east,

The Study Area includes a number of tall high-rise residential and office buildings offering both employment and residential opportunities, which gives vitality to the downtown core at different times of the day. Moreover, within the Study Area and its vicinities there are a few of the most important hospitals of the City including Toronto General Hospital, The Hospital for Sick Children, Princess Margaret Cancer Centre, Princess Margaret Hospital and Mount Sinai Hospital.

The chart below (**Table 1**) illustrates the existing residential population, number of dwelling units, average household size and area within the Study Area, according to Statistics Canada, Census 2021

**Table 1: Population Density within Study Area - 2021
(Census Tract, 0035.00)**

Population	Study Area
Total Population, 2021	10,506
Total Population, 2016	9,876
Population percentage change, 2016 to 2021	+6.4%
Total Private Dwellings	7,669
Total Private Dwellings Occupied by Usual Residents	6,149
Number of Persons in Private Households	10,495
Average Household Size	1.7
Area (hectare)	66

Source: Statistics Canada, Census of Population, 2021

Table 1 above indicates that the population of the Study Area increased between 2021 and 2016 by 6.4%. This increase is possibly due to the number of new mixed-use high-density residential developments that have been constructed in the area in recent years.

The Study Area is within a designated *Urban Growth Centre* under the Growth Plan for the Golden Horseshoe, 2019. Both the *Urban Growth Centre* and the Downtown Area are identified as areas where considerable growth is contemplated and encouraged. The Study Area is a desirable residential area due to its centrality, proximity to employment buildings, accessible transit infrastructure, community services and facilities, dining, shopping and entertainment.

Table 1 provides that there are 7,669 private dwellings in the Study Area while 6,149 dwelling units are occupied by 'Usual Residents'. The distinction between the two categories has been interpreted to mean that a total of 1,520 private dwellings within the Study Area are not occupied by permanent residents and are likely temporary accommodations for people working in the area or student residences.

It should also be noted that the average household size of the Census Tract that conform the Study Area - 1.7 persons per household – is smaller in number to the average household size of

2.42 across the City of Toronto. Overall, with an approximate area of 66 hectares, the Study Area has a residential population density of 159 persons per hectare.

Table 2 below outlines the total employment population within the Study Area based on employment sector.

**Table 2: Employment Sector Population Data within Study Area – 2021
(Census Tracts 0035.00)**

	Study Area
Manufacturing	273
Retail	4,695
Service	2,016
Office	34,346
Institutional	21,107
Community & Entertainment	104
Total	62,541

Source: Toronto Employment Survey, 2021. City of Toronto.
City Planning, Policy Research Analysis. June 21, 2022.

Based on **Table 2** above, office and institutional employment dominate the employment sector within the Study Area. Based on an approximate area of 66 hectares, the Study Area has an employment population of 948 persons per hectare. The employment population in the Study Area significantly exceeds the residential population within the Area which indicates that the Study Area is mainly an employment centre.

It should be noted that Policy 2.2.3 of the Growth Plan for the Greater Golden Horseshoe, 2019, provides the following with respect to minimum population targets:

2. *Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
 - *400 residents and jobs combined per hectare for each of the urban growth centres in the City of Toronto;*

With a combined residential and employment population of 73,047, the Study Area has a combined density of 1,107 residents and jobs per hectare. This combined density for the Study Area exceeds the minimum combined density target of 400 for the entire Downtown area. Also, it

should be noted that the proportion of residential density (159 persons per hectare) is approximately 6 times less than the employment population density (948 persons per hectare) within the Study Area.

To propose additional residential dwelling units in the Study Area contributes to creating a more complete community within the Area, and to providing additional housing units and options for those who may work in the area.

The proposed development provides for a total of 174 dwelling units. With an average household size of 1.7 for Census Tract 0035.00, the proposed development would yield an approximate population of 296 persons.

To show a profile of the Study Area, the existing number and use of buildings and number of dwelling units in an area around the Subject Site is shown Table 3. The area bordered by Walton Street to the north, Yonge Street to the east, Edward Street to the south and Bay Street to the west, was the area chosen to show the profile of the Study Area, or the **building use study area**. With respect to the mix of residential, mixed-use, commercial - office, retail, restaurant, personal services, and entertainment buildings generally within the Study Area, below is a table categorizing buildings based on use (**Table 3**).

Table 3: Building Use

ADDRESS	BUILDING USE	ADDRESS	BUILDING USE
633 Bay St	Residential	25 Elm St	Residential
635 Bay St	Commercial	29 Elm St	Commercial
637 Bay St	Commercial	31 Elm St	Commercial
639 Bay St	Commercial	33 Elm St	Commercial
641 Bay St	Commercial	35 Elm St	Commercial
643 Bay St	Commercial	37 Elm St	Commercial
645 Bay St	Commercial	38 Elm St	Mixed Use (Residential + Commercial)
655 Bay St	Commercial	39 Elm St	Commercial
4 Edward St	Commercial	41 Elm St	Commercial
10 Edward St	Commercial	43 Elm St	Commercial
20 Edward St	Mixed Use (Residential + Commercial)	45 Elm St	Commercial
64 Edward St	Commercial	49 Elm St	Commercial
1 Elm St	Commercial (Vacant)	322 Yonge St	Commercial
3 Elm St	Commercial	328 Yonge St	Commercial
4 Elm St	Commercial	330 Yonge St	Entertainment
5 Elm St	Commercial	332 Yonge St	Commercial (Vacant)
7 Elm St	Commercial	334 Yonge St	Commercial
8 Elm St	Commercial	336 Yonge St	Commercial
9 Elm St	Commercial	338 Yonge St	Commercial
11 Elm St	Residential	340 Yonge St	Commercial
12 Elm St	Commercial	346 Yonge St	Commercial
13 Elm St	Commercial	348 Yonge St	Commercial
15 Elm St	Commercial	350 Yonge St	Commercial (Vacant)
17 Elm St	Commercial	352 Yonge St	Commercial (Vacant)
18 Elm St	Commercial	354 Yonge St	Commercial (Vacant)
23 Elm St	Commercial	355 Yonge St	Commercial

Based on **Table 3** above, there are a total of 52 buildings within the **building use study area**. Of these buildings, there are a total of:

- a. Commercial retail, restaurant, office, personal service → 88%.
Some of the commercial buildings facing Yonge Street are vacant at the moment.
- b. Residential buildings → 6%.
- c. Mixed use buildings (Residential and Commercial) → 4%.
- d. Entertainment → 2%.

Based on the information above, the majority of buildings in the area are commercial buildings, many of them including restaurants. Most of the residential uses and the mixed use buildings are located in tall buildings along Elm Street and Edward Street; while alongside the main streets of

the building study area – Bay Street and Yonge Street, there are commercial and mixed-use buildings.

3. Active Development within the Study Area

Table 4 below lists recent development applications (recently constructed, under construction, proposed, and approved) within the Study Area.

Table 4: Active Development within Vicinity of the Subject Site

	ADDRESS	DEVELOPMENT DESCRIPTION	APPLICATION STATUS	TOTAL UNITS	ESTIMATED POPULATION
1	483 Bay Street	59-storey addition atop existing 10-storey building to remain. The total height will be 69 storeys (219.13m high to top of MPH)	ZBA application under review	538 units	915 people
6	20 Edward Street	30-storey (164.5 m high to top of MPH) mixed-use building with 6,399.45m ² of retail space on the ground, mezzanine, second floor and concourse level, and 2,843.78 m ² of office space on the third floor	ZBA and SP applications approved. Existing	572 units	972 people
7	70 and 100 Edward Street	19-storey (63.55 m high to top of MPH) and a 22-storey (72.25 m high to top of MPH) mixed-use buildings with a total GFA of 36,837 m ² .	Site Plan application approved	514 units	874 people
8	8 Elm Street and 348-356 Yonge Street	67-storey (215 m high to top of MPH) mixed-use office, residential building with retail at grade. Total gross floor area is 54,305 m ² with 51,664 m ² of residential uses. The development is designed as two separate buildings, 8 Elm Street and 348 Yonge Street as one building and 356 Yonge Street as a separate 8-storey building with access through 8 Elm Street.	ZBA settlement application approved by LPAT	667 units	1,134 people
9	33 Gerrard Street West and 22 Elm Street	Three mixed-use buildings of 31 storeys (110.15 m high to top of MPH) containing 400 hotel units, and 48 and 84 storeys (163.5 m and 275.75 m high to top of MPH respectively). Total gross floor area is 157,953 m ² and includes a public park fronting Elm Street.	ZBA settlement application approved. Site Plan Control is under review	1,670 units	2,839 people
12	481 University Avenue, 210 Dundas Street West, 70 Centre Avenue and 137 Edward Street	55-storey (184.5 m high to top of MPH) mixed-use building with a 10-storey commercial office/retail base. It retains a heritage building at 481 University Avenue	ZBA application approved. Under construction.	748 units	1,272 people
14	306 Yonge Street and 595 Bay Street	34-storey (113.8 m high to top of MPH) mixed-use building on the portion of the site fronting Yonge Street and Edward Street with a residential gross floor area of 21,974 m ² .	OPA and SBA applications under review	317 units	539 people
15	372-378 Yonge Street	73-storey mixed-use building with a total gross floor area of 34,471 m ² . No vehicular parking is proposed.	OPA and ZBA appealed to OLT. Expected hearing on September 7, 2022. Site Plan application under review	415 units	706 people
TOTAL NUMBER OF UNITS: 5,441 units - TOTAL POPULATION: 9,251 people					

As noted on **Table 4** above, there are a total of 5,441 dwelling units either proposed, approved, under construction and recently built within the Study Area. The added number of dwelling units provides for a total new additional population of 9,251 persons for the area based on the average household size of the census tract (1.7 persons per household), which has an area of 66 hectares. Based on the population projections for this area, this results in an additional 140 persons per hectare.

The proposed development includes a total of 174 dwelling units, resulting in a proposed population yield of 296 persons. The proposed development results in an additional 12 persons per hectare for the Study Area. This results in an increase from 166 persons per hectare to 178 persons per hectare for the Study Area.

Table 5: Combined Existing, Proposed and Approved Population Projections for Census Tract 0035.00 - 2021

Category	Population
Existing Population in Study Area	10,506
Proposed and Approved Population in Study Area	9,251
Proposed Population in Development Proposal for Subject Site	296
TOTAL	20,053

Based on the above chart, an estimated total of 10,802 residents are anticipated for the Study Area from recently constructed, under construction, approved, and proposed developments, including the proposed development for the subject site. This amounts to an additional 83.5 persons per hectare in the Study Area. The total existing residential population (166 persons per hectare) combined with the projected population of area developments and the development on the subject site (12 persons per hectare), results in a total residential population of 20,053 persons. This indicates a total density of 249.4 persons per hectare. The additional residential population will contribute to achieving a more complete community.

3. Summary of Infrastructure Strategies

In order to support and implement the Downtown Plan, five infrastructure strategies were developed to accompany the Downtown Plan. The goal of these strategy documents is to guide development together with respect to community services and facilities, parks and the public

realm, transportation and mobility, energy, and water. The infrastructure strategy documents set priorities of infrastructure need and growth, provides guidance for implementation, and promotes coordination among various stakeholders. For the purpose of this Complete Community Assessment, below there is a summary of how the proposed development contributes to the overall goals of each infrastructure strategy.

- **Downtown Parks and Public Realm Plan**

Section 7 of the Downtown Plan contains objectives for the planning, design and development of parks and the public realm in the Downtown and outlines the Downtown Parks and Public Realm Plan (“DPPR Plan”) in detail. The DPPR Plan provides guidelines for enhancing public space in the Downtown core including public parks and public realm.

The subject site is not within a Park District, but it is located between Bay Cloverhill Loop and Ryerson University Park Districts identified on Map 41-8 of the Downtown Plan. According to the Downtown Plan “A Park District is a grouping of neighbourhood parks, streets and other open spaces, which will be designed to form a cohesive public realm network providing access to a wide range of experiences and programs that support community and civic life”

- **Downtown Community Services and Facilities Strategy**

The Community Services and Facilities Study (“CSFS”), prepared by Goldberg Group and included with this application submission package, reviewed the Downtown Community Services and Facilities Strategy. The Downtown CSF Strategy supports the implementation of the Downtown Plan by linking its community services and facilities policies to the identified needs, priorities, capital, and service plans for five key sectors: schools, child care, recreation, libraries, and human services. The CSFS reviews how the proposed development will impact each of these five key sectors.

The CSFS concludes that the proposed development supports the improvement and expansion of existing community services and facilities. Existing community services within the Study Area are either currently being expanded or have future planned expansions. As such, the proposed development will not place an undue burden on existing services within the Study Area or the broader Downtown core.

- **Downtown Mobility Strategy**

The Downtown Mobility Strategy provides strategies to enable residents, workers, students, and visitors to the Downtown area to travel safely, efficiently, and more sustainably. In order to achieve this, the Downtown Mobility Strategy provides for a series of priority actions. These priority actions can be found on pages 9-11 of the Downtown Mobility Strategy and can be summarized as follows:

1. Complete Streets

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

2. Walking

- a. Undertake Downtown focused pedestrian safety improvements as part of the Vision Zero Road Safety Plan
- b. Undertake a Pedestrian Priority Corridor Study to develop a new vision for a network of streets that re-allocates more space in the ROW for pedestrians
- c. Undertake a Pedestrian Priority Area Study to develop a new vision for areas that prioritize pedestrians
- d. Develop a Pedestrian Special Events Strategy to accommodate events that generate high-surge volumes of pedestrians
- e. Build new PATH extensions and improve connections to off-street trail systems
- f. Continue implementing the Toronto 360 Wayfinding Strategy

3. Cycling

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

4. Public Transit

- a. Review lessons-learned from King Street Transit Pilot
- b. Undertake a Downtown Transit Area Study to develop a long-term vision and plan for surface transit improvements needed to accommodate growth within and near the Downtown
- c. Undertake ongoing targeted physical and operation improvements along busy surface transit routes to address service bottlenecks
- d. Implement strategies identified in the TTC’s Ridership Growth Strategy

5. Motor Vehicles

- a. Implement the Curbside Management Strategy
- b. Promote off-peak delivery using alternative delivery methods such as bicycles and smaller delivery vehicles within the Downtown
- c. Implement pilot project to encourage and facilitate innovative freight delivery methods
- d. Investigate changing parking by-law to require parking spaces that satisfy TPA's size requirements
- e. Include multi-modal facilities in TPA parking facilities
- f. Incorporate new features into street designs to support other road users.

A Transportation Impact Study was prepared by BA Group and is included in the application submission package. In relation to the proposed parking spaces, BA Group is of the opinion that the proposed parking elevator design and parking rate are appropriate.

The Transportation Impact Study also concludes that under future conditions, signalized and unsignalized movements which are currently operating under capacity are expected to largely operate similar to current conditions and traffic generated from the proposal is anticipated to have minimal impact on the surrounding road network. The study also concludes that the proposed bicycle parking supply meets the requirements under By-law 569-2013, and the proposed loading supply is appropriate.

- **Downtown Water Strategy**

The Downtown Water Strategy provides strategies to ensure that the Downtown area has the necessary infrastructure required to provide water supply and both wastewater and stormwater removal. The Downtown Water Strategy identifies infrastructure improvements that are required to accommodate future residential and employment growth. Page 9 of the Downtown Water Strategy outlines the following actions to enhance water supply, wastewater and stormwater infrastructure, and implement the strategy through the Toronto Water Capital Program:

- Water supply infrastructure:
 - Complete the Toronto Optimization Study to assess water supply system performance and identify any deficiencies to be resolved.
 - Complete a plan to upgrade watermains with the potential to increase fire suppression capability to support future growth and implement the plan accordingly.

- **Wastewater Infrastructure:**
 - Implement recommendations of the Waterfront Sanitary Servicing Master Plan Environmental Assessment Update to resolve capacity constraints related to the Scott Street Sewage Pumping Station area within the Downtown
 - Extend programs to find and fix deficiencies in the existing sewer system to reduce the impacts of wet weather flow and to optimize existing sewer capacity
- **Stormwater Infrastructure:**
 - Complete the Basement Flooding Protection Program studies and, based on the results, schedule specific infrastructure improvements through the Toronto Water Capital Works Program.
 - Review the integration of projects identified by the Basement Flooding Protection Program and growth-related projects through the capital works program.
 - Assess the feasibility of proposed Ministry of Environment and Climate Change stormwater controls in high-density development areas.
 - Update the City's Wet Weather Flow Management Guidelines
 - Complete an implementation strategy for the Green Streets Technical Guidelines.
- **Water Strategy Implementation:**
 - Complete infrastructure assessments to identify capacity constraints based on future growth and implement projects to resolve the capacity constraints through the capital works program.

The redevelopment proposal can also be accommodated by the existing servicing infrastructure, as discussed in more detail in the Functional Servicing Report and Stormwater Management Report prepared by IBI Group, included with this application submission package.

- **Downtown Energy Strategy**

The Downtown Energy Strategy was designed to ensure that development in the Downtown is accompanied by necessary energy infrastructure in order to align infrastructure with long-term growth. The Downtown Energy Strategy identifies both long-term and immediate actions to improve the Downtown area's energy performance. These actions can be found on pages 9 and 10 of the Downtown Energy Strategy and are summarized as follows:

- a. Work with thermal energy network owners and operators to reduce greenhouse gas emissions from existing networks.
- b. Work with energy developments in development of new low-carbon thermal energy networks.
- c. Work with energy developers to identify and develop local renewable energy solutions.
- d. Promote residential buildings retrofits, focusing on conservation and efficiency initiatives on existing multi-unit residential building in the Downtown area.

- e. Encourage development applications to achieve near-zero emission buildings and the highest Toronto Green Standard tier.
- f. Prepare design guidelines for low-carbon thermal energy-ready buildings.
- g. Encourage multi-unit residential development applicants to follow the “Minimum Backup Power Guidelines” for multi-unit high-rise residential buildings.
- h. Encourage development applicants to salvage and reuse materials through the higher levels of the Toronto Green Standard and through the Energy Strategy Report.

An Energy Strategy Report was prepared by EQ Building Performance Inc. and included in the application submission package. The report outlines design strategies to achieve energy targets, as well as a preferred scenario. Using a combination of strategies from the energy strategy report, the proposed development can achieve its minimum energy performance requirements.

4. Conclusions

The proposed development for the subject site contributes to the creation of Complete Communities for the following reasons:

- Offering individuals the ability to access the necessities of daily living, which includes balancing the difference between the number of residential dwelling units in relation to the large employment population density.
- Providing for an optimal use of a desirable downtown urban property by supplementing residential units, while utilizing existing infrastructure and public surface and public transportation.
- The proximity of the subject site to employment, shopping, entertainment and dining facilities, and transit which supports active transportation and reduces automobile reliance.
- The proposed development does not place an undue burden on existing community services and facilities in the Study Area or the broader Downtown area and contributes to meeting the goals and objectives of all five infrastructure strategies.